

## MEMO

**Date:** 4/12/2022  
**To:** CRA Board  
**From:** Alex Levering and Tom Evans  
**RE:** 135 Broadway Schematic Design Review

**Project Title:** 135 Broadway Schematic Design (SD) Review Submission

**Applicant:** Boston Properties (BXP)

**Submission Prepared by:** Stantec / VHB / Lemon Brooke

### INTRODUCTION

The CRA has reviewed the 135 Broadway Schematic Design (SD) plans submitted on 1/28/2022 and updated on 3/15/2022, and determined that the materials are complete in accordance to the MXD Design Review and Document Approval Procedures (DRDAP). The SD Plans are for a residential building consisting of approximately 420,000 square feet of residential space of which roughly 64,000 square feet is affordable housing, and 16,000 square feet is middle-income housing. As currently designed, the development would deliver 439 units, of which approximately 100 would be below market rate housing. As approved within the Infill Development Concept Plan (IDCP), the building will reach a height of 400 feet of occupied space, which will make it the tallest building built in Cambridge.

The building design also proposes to provide approximately 1,000 square feet of new retail space along Broadway, a double height north-south lobby space, and 14,500 square feet of enhanced open space. The open space located at the corner of Broadway and the West Plaza Drive includes a water feature and will facilitate a visual connection from Broadway to Center Plaza, and the Southern East-West Connector between the East Plaza Drive and the 6<sup>th</sup> Street Walkway, will improve pedestrian circulation, and provide space for a child play area.

The 135 Broadway building is built around a number of constraints. Foremost, the building must navigate infrastructure required for the Eversource Electrical Substation, including five transmission lines running below grade. It is also located on a narrow lot between two plaza drives, and in close proximity of the 145 Broadway commercial building to the west of the site.

### CRA BOARD PROCESS TO DATE

KSURP Amendment II and MXD Article 14 Zoning Amendment Approval	02/03/2021
CRA Design Review Committee Presentation	03/30/2021
1 <sup>st</sup> Virtual Open House Community Meeting	03/31/2021
Open Office Hours – Review and Q&A	04/04/2021

ECPT Meeting	04/14/2021
2 <sup>nd</sup> Virtual Open House Community Meeting	05/13/2021
Joint Planning Board and CRA Board Hearing	05/18/2021
CRA Design Review Committee Presentation on 135 Broadway	06/09/2021
CRA Design Review Committee Presentation on 135 Broadway	09/15/2021
Joint Planning Board and CRA Board Hearing	09/28/2021
Approval of the IDCP Amendment II by CRA Board	12/15/2021
1 <sup>st</sup> Residential 135 Broadway Schematic Design Review Book submitted	01/28/2022
CRA Design Review Committee Presentation on 135 Broadway	02/09/2022
2 <sup>nd</sup> Residential 135 Broadway Schematic Design Review Book submitted	03/15/2022
CRA Completeness Determination	03/25/2022
Joint Planning Board / CRA Board Hearing	04/12/2022

Throughout the course of the IDCP approval process, and the ongoing 135 Broadway project review, modifications to the building massing and site design have been made in response to public, staff, and Board feedback. Namely, the massing of the residential building has adapted to the presence of 145 Broadway through revised floorplate configurations and setbacks. This has ensured the building respects the architectural characteristics and views of the 145 Broadway commercial building, while also accommodating more privacy in the living spaces for residents within 135 Broadway. The positioning of the building also provided the benefit of a better-defined entry-point into Center Plaza at the corner of Broadway and the West Plaza Drive, and suggests a future through connection to Danny Lewin Park to the south. For illustration of the 135 Broadway massing evolution over the course of the IDCP and Design Review process, see Exhibit A.

New updates to the design include the addition of a northern facing tenant amenity balcony, helping to better articulate the northern façade, as well as the relocation of a secondary residential ground-level lobby door from the west to the north side of the lobby. Further, refinements have also been made to ensure a more generous pedestrian sidewalk area along Broadway, and an increased amount of planted and landscape area in the Broadway Plaza.

The CRA appreciates the Applicant's commitment to earlier completion of the southern East / West Connector, to be constructed in conjunction with the residential building, and for including a child's play area in the proposed space. The addition of a publicly accessible child's play area is a needed community amenity in Kendall Square, and will be well used due to its proximity to the residential building and location off the 6<sup>th</sup> Street Walkway.

In accordance with the DRDAP, the SD review comments below and the design discussions to date will inform the CRA's ongoing review of future phases of the project design. Given the significant evolution of the project design in response to public review thus far, staff recommend the CRA approve the 135 Schematic Design, subject to conditions and ongoing review during the Design Development (DD) phase.

### 135 Broadway Site Layout

Broadway Plaza: The site design creates a hardscaped plaza within the setback from 145 Broadway that should function as a public gathering space. However, the approximately 9,500 SF space was not clearly included in the open space calculations in the SD submission. The design has successfully adjusted to feedback since the original submission, and the design of this plaza is an area for ongoing attention in the review process, along with the connective elements of the streetscape and Center Plaza. Additionally, the open space table in the SD submission notes the residential open space surrounding the building will be completed in Phase 4, this space should be completed in Phase 3 in conjunction with the opening of the 135 Broadway building.

Connections to Danny Lewin Park & the Broadway Mid-Block Crossing: A mid-block crossing on Broadway connecting Parcel 2 and Danny Lewin Park will improve pedestrian circulation and better connect Danny Lewin Park to the future Center Plaza open space. Further conversations should be had to consider the design of the crossing, and to phase it appropriately with the completion of the Broadway streetscape work.

Broadway Streetscape Design: Further consideration of the site's Broadway streetscape edge is needed, including the need for pick-up and drop-off along the street edge, planting and bike parking zones. The design should be discussed in consultation with City of Cambridge staff, and should integrate with the Alta Broadway designs, including the width of the cycletrack facility.

Wayfinding and Access to Center Plaza: It is important that the Center Plaza is easily accessible and visible to the public from Broadway. This should be accomplished through design features such as consistent paving and furnishings, as well as through wayfinding signage. Further conversations about wayfinding signage should be considered as the design progresses.

Water Feature: The CRA appreciates the Applicant's inclusion of a water feature at the corner of Broadway and the West Plaza Drive, and sees it as an important amenity for the site. Water features provide a tranquil and calming effect to the area, and can lessen impacts on urban noise pollution. A water feature may also provide an opportunity for wayfinding and play. CRA staff would like to continue to follow the design refinement of the water feature, understanding how it will be maintained and operated during all seasons, and if the feature will allow for interaction.

Trees: To facilitate construction of the building and Eversource Substation, trees located on site need to be removed. A tree protection or removal, and replacement strategy should be included in the 135 Broadway site plans as the design evolves.

East Service Drive: The four bays for the loading area and other back of house uses present a rather blank wall along this area. It is understood that it is the back of house section of the façade, but further study of the design treatment should be undertaken. Additionally, for both flooding and accessibility accommodations, it seems worth evaluating if the sidewalk along this edge could remain flush. The

alignment and grading of the plaza drives are an area of further study. Lighting for this area and rear bike parking should be considered. The scale of the pedestrian walk areas identified in Section F of section 2.2 (pg 76) seems off.

### **Southern East/West Connector Open Space**

105 – 115 Broadway Bridge Connection: As outlined in the CRA’s IDCP Amendment II approval letter, removal of the pedestrian bridge between 105 and 115 Broadway, owned by Biogen, should be considered. Removal of the second level pedestrian bridge would greatly improve the Southern East/West Connector space by increasing visibility to the child play area and connection to the 6<sup>th</sup> Street Walkway, and Broad Canal Way, while also improving the light to the area.

Screening for the Child’s Play Structure: The children’s play structure will be located a few feet from the 105 Broadway ground level windows. Screening should be considered in the design between the building and play structure.

Connection between Center Plaza and the Southern East/West Connector: The open space designs where the Southern East/West Connector meets the East Plaza Drive differs between the 3/15/2022 SD submission, and the 3/15/2022 East West Connector Children’s Playground submission. The correct designs should be clarified and discussed.

### **Enclosure Design and Building Materials**

Façade Study: The angular nature of the facades will present a textured visual presence that should emphasize the verticality of the building. The design does not lend itself to two-dimensional elevation studies, which the enclosure studies in Section 1.3.9 attempt to address. Ongoing review of this design pattern through various presentation mediums is encouraged. This includes review of the window pattern and fenestration in the A1 and A2 enclosure typologies, as the renderings make the windows appear mis-aligned with the floor pattern.

Material Selection: The pallet of materials presented is a welcomed mix of naturalistic treatments, consisting of concrete and metal, along with glass. Ongoing review should study those materials in different light conditions to ensure the building does not present as too dark of a presence on the skyline. Also, the selection of materials for balcony railings (both private and amenity space) should be presented.

Visual Mock-Up: As per the Design Review Document Approval Procedure agreement, continued review of the building’s exterior materials is needed through a visual mock-up (VMU). This includes review of the exterior building materials, including the public patio, amenity terrace, and the ground floor site paving, stone and railings.

Lighting: Subtle lighting highlighting the vertical features of the building are appreciated. It may be appropriate to decrease the intensity / density of the lighting along the northern façade facing the East Cambridge neighborhood.

## **Architectural Massing**

New Proposed Northern Balcony: In general, CRA staff are supportive of the creation of outdoor balconies and roof decks, as a way to provide outdoor amenities to residential tenants, and to activate and humanize the building facades. A new northern tenant amenity balcony has been proposed overlooking Center Plaza. More details are needed to understand the balcony's function and visibility from Center Plaza due to the Eversource vent intake structure. This balcony is not illustrated in the 6<sup>th</sup> floor of the tower plans (1.3.8).

Balcony Designs: The inclusion of balconies provides a visual cue to the residential nature of the building and should present a desirable amenity for the corner units. On some floors, it is unclear in the plans as to the how the units will access the balconies.

North Lobby Door: The secondary residential ground-level lobby door was relocated from the north-western edge of the lobby to the north side of the lobby in the latest schematic design submissions. This is preferred as it provides a more direct pedestrian access point to Center Plaza and the child's play area from the lobby, and to the future bicycle valet and parking garage.

Ground Floor Retail and Lobby Programming: The retail space on the ground floor of the building appears to open onto the residential lobby. As the design progresses, more information should be provided regarding the porous design, and intended program of the retail space as well as lobby space and co-working mezzanine space.

Access to Basement Bike Parking: Below grade bike parking and mobility equipment storage has been provide onsite at 135 Broadway, accessible via an entrance and corridor from the East Plaza Drive. It seems worthwhile to consider a mix of options, and to be adaptable to the new forms of micro-mobility to emerge over the course of this project's construction. A couple details to consider are that the swing doors shown in the plans should open in the opposite direction and have door features that allow them to automatically open to allow for easier accessibility.

Energy / Basement Uses: The design should clarify the role of the fuel storage room, which is presumed to be for back-up heating. At one time, the potential for heat exchange with the substation was under discussion. The complexities of such a system are understood, but the possibility seems worth revisiting for feasibility.

Wind Mitigation: The Level 6 podium terrace has a location identified to exceed wind safety standards during the winter months. Additionally, locations on the Level 6 podium terrace, the Level 37 Rooftop terrace, the ground level, and retail podium facing Broadway have been identified to have wind conditions that make it comfortable only for walking at various points in the year. Details should be provided on how these wind conditions will be mitigated.

Construction Management Plan: Due to the complexity of the Eversource Substation redevelopment, and its impacts on public circulation around the block, ongoing review of the Construction Management Plan (CMP) and phasing is needed for this project.

## NEXT STEPS

Once the CRA Board approves an SD submission, the CRA Staff will write an SD phase approval letter with conditions as instructed by the CRA Board. The next steps in the CRA's Design Review and Document Approval Procedures (DRDAP) agreement would be for the Applicant to submit Design Development (DD) drawings for CRA Staff review and approval, and then Construction Documents (CD) for CRA staff review and approval. This includes building the outdoor visual mock-up mentioned in the text for review by CRA staff and board members.

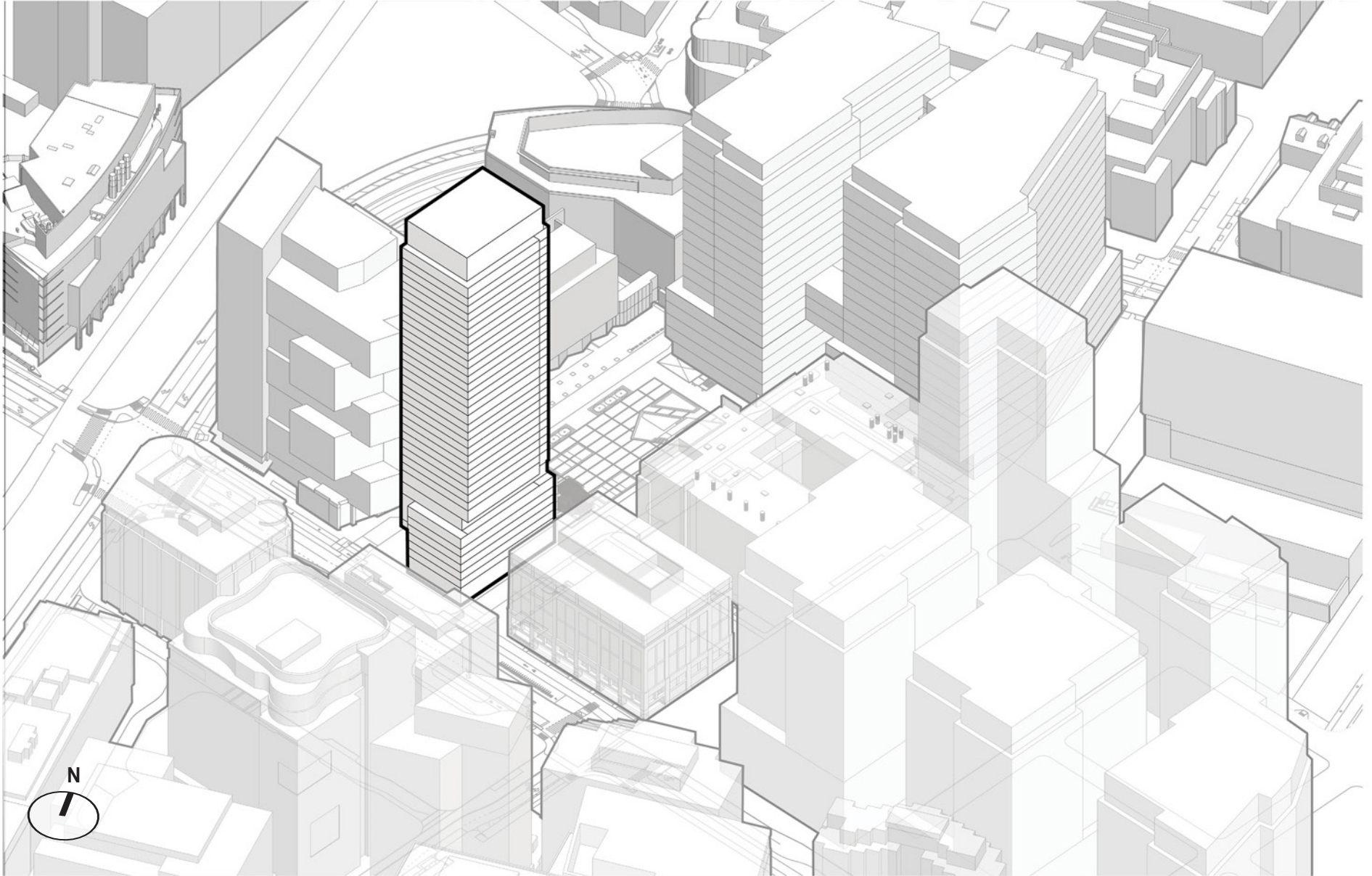
### Exhibits:

- A: Evolution of 135 Broadway Massing
- B: CRA 135 Broadway Design Review Committee Meeting Notes - February 9, 2022
- C: IDCP Amendment II Approval Letter – March 2, 2022

*Cc: Iram Farooq, Assistant City Manager of Community Development  
Catherine Preston Connolly, Chair of the Planning Board*

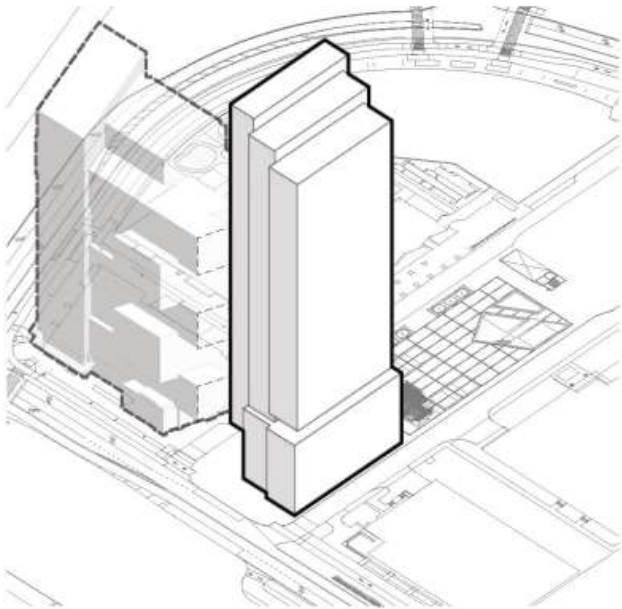
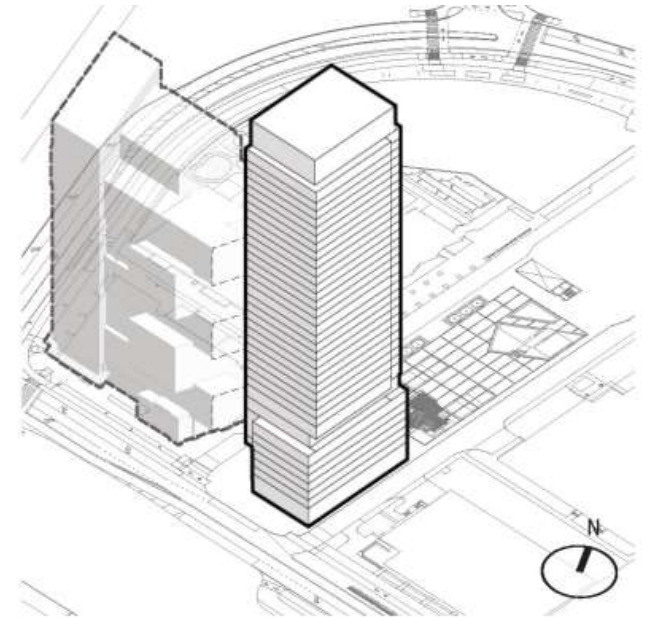
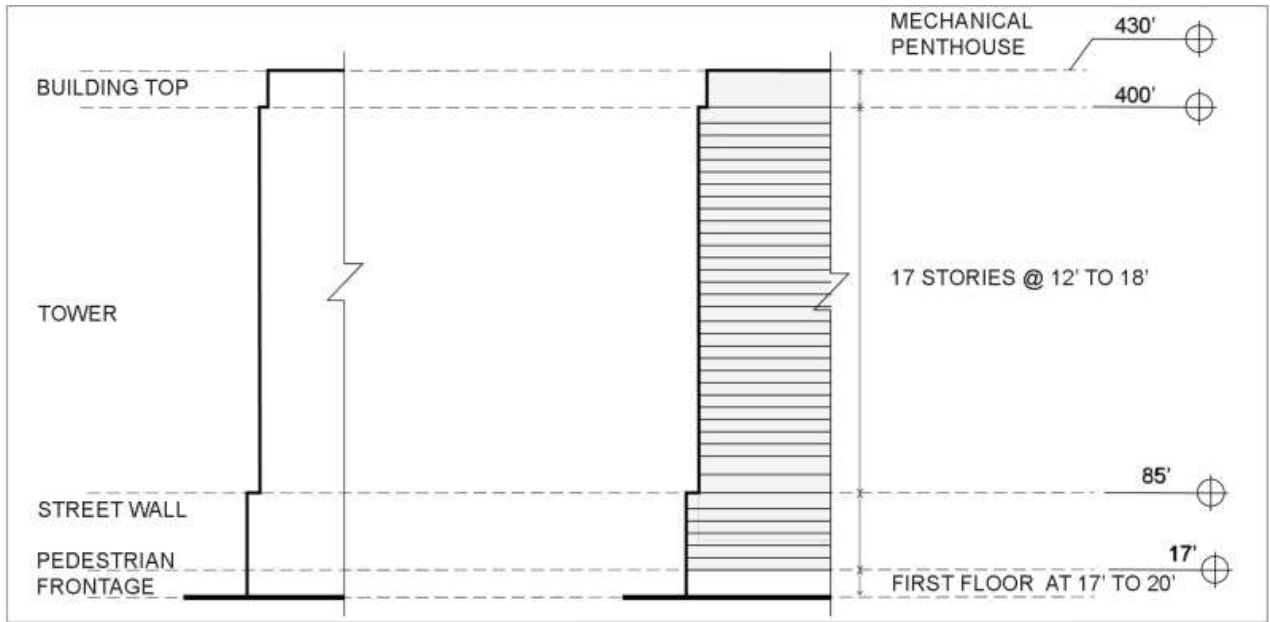
# EXHIBIT A

## RESIDENTIAL BUILDING SOUTH BASELINE MASSING





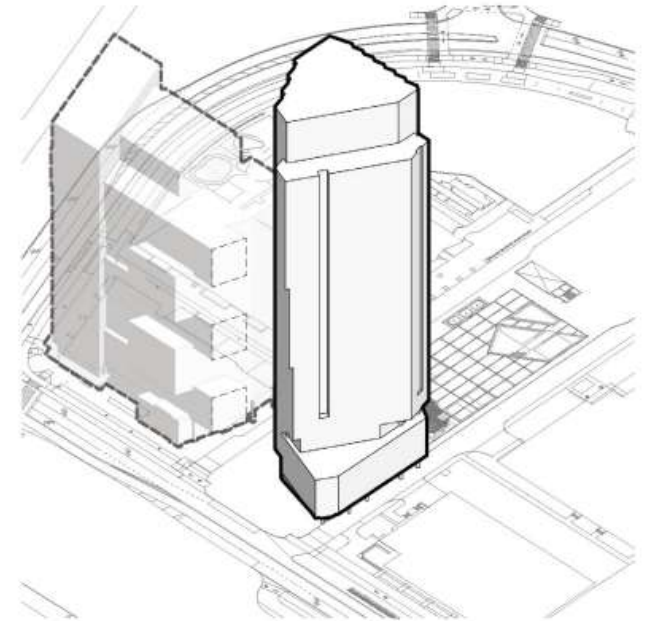
# IDCP BASELINE MASSING & BUILDING EVOLUTION



Variation 1



Variation 2



Variation 3

SOUTH EAST AXON

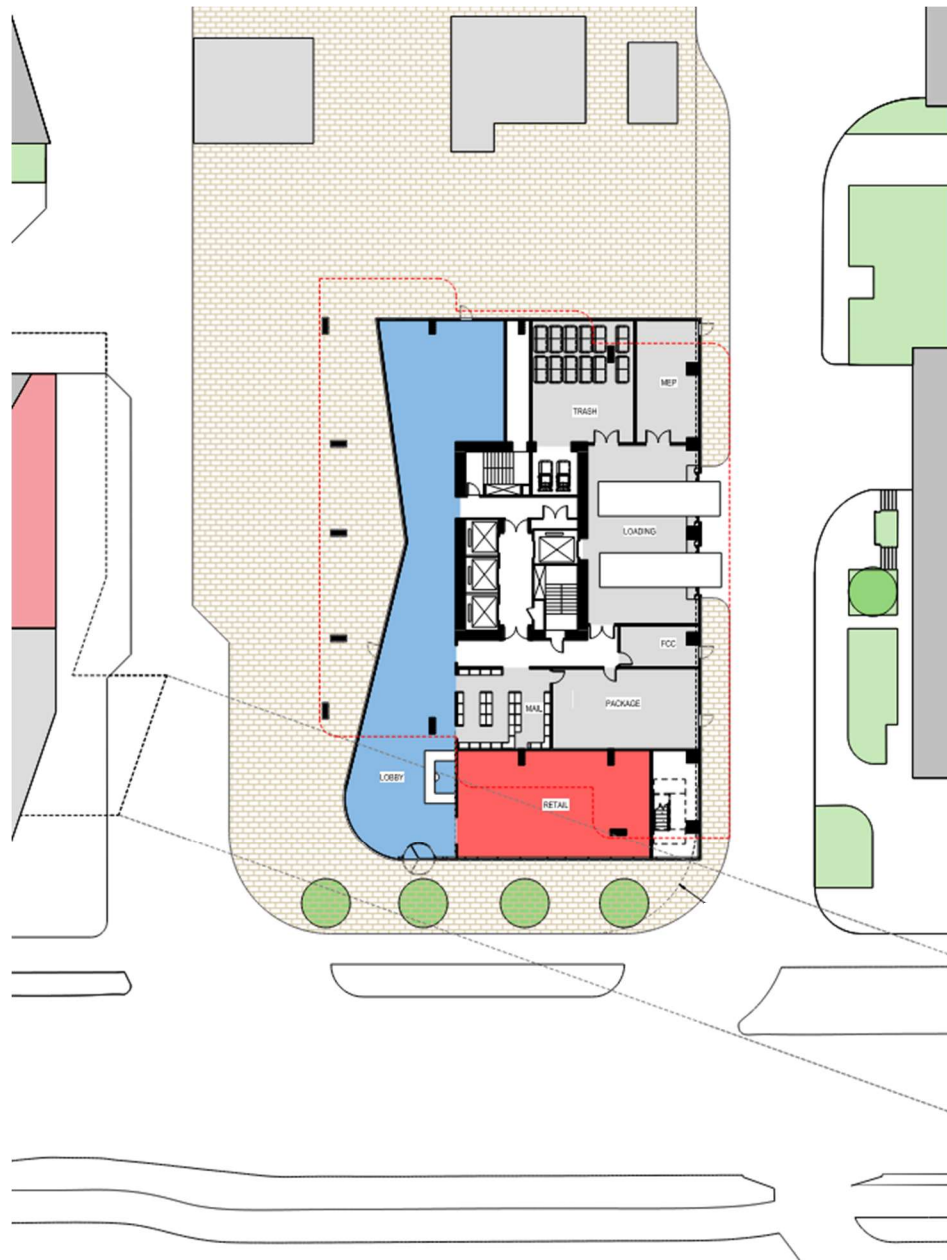


# EVOLUTION 1

## AMES & BROADWAY PEDESTRIAN VIEW



# EVOLUTION 1



**TYPICAL TOWER FLOOR**

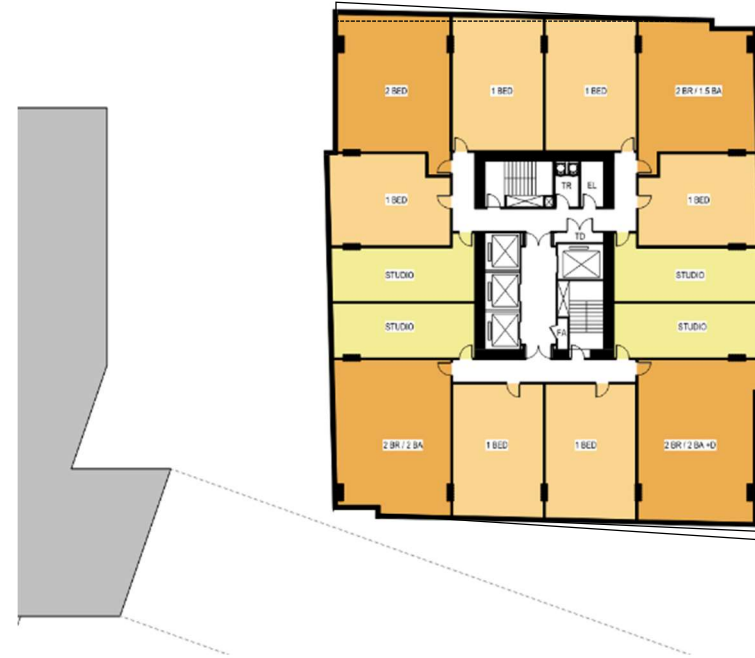
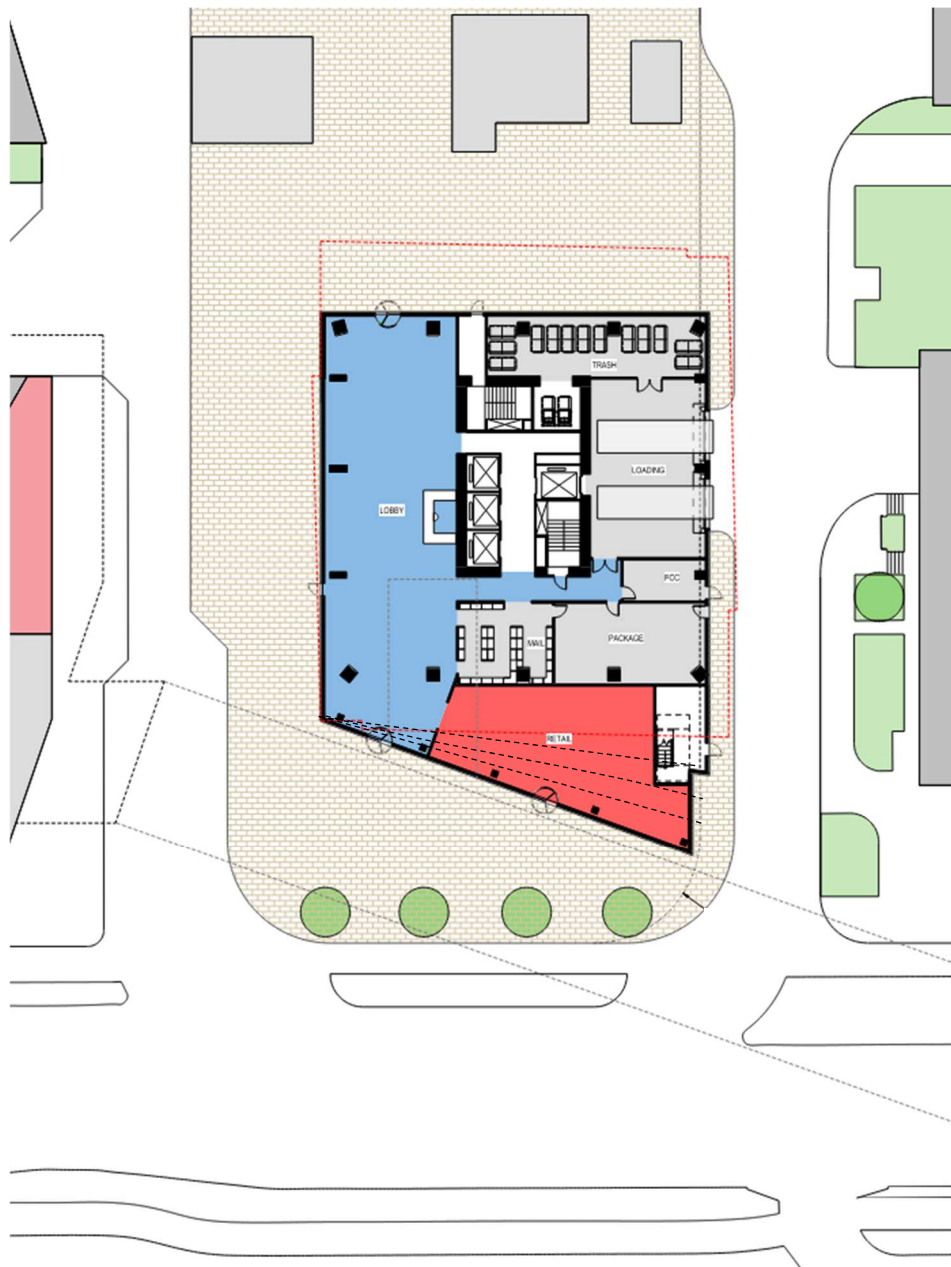


# EVOLUTION 2

## AMES & BROADWAY PEDESTRIAN VIEW



# EVOLUTION 2



TYPICAL TOWER FLOOR

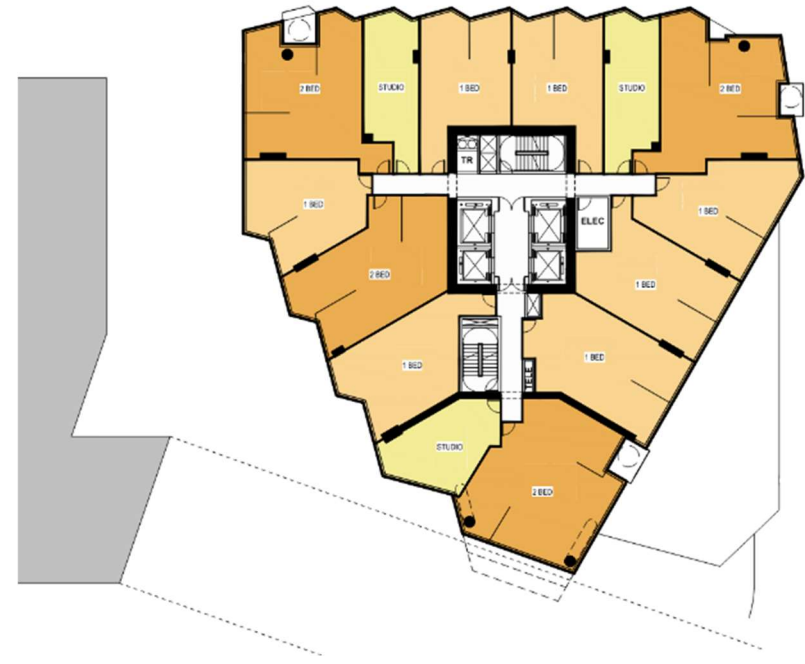
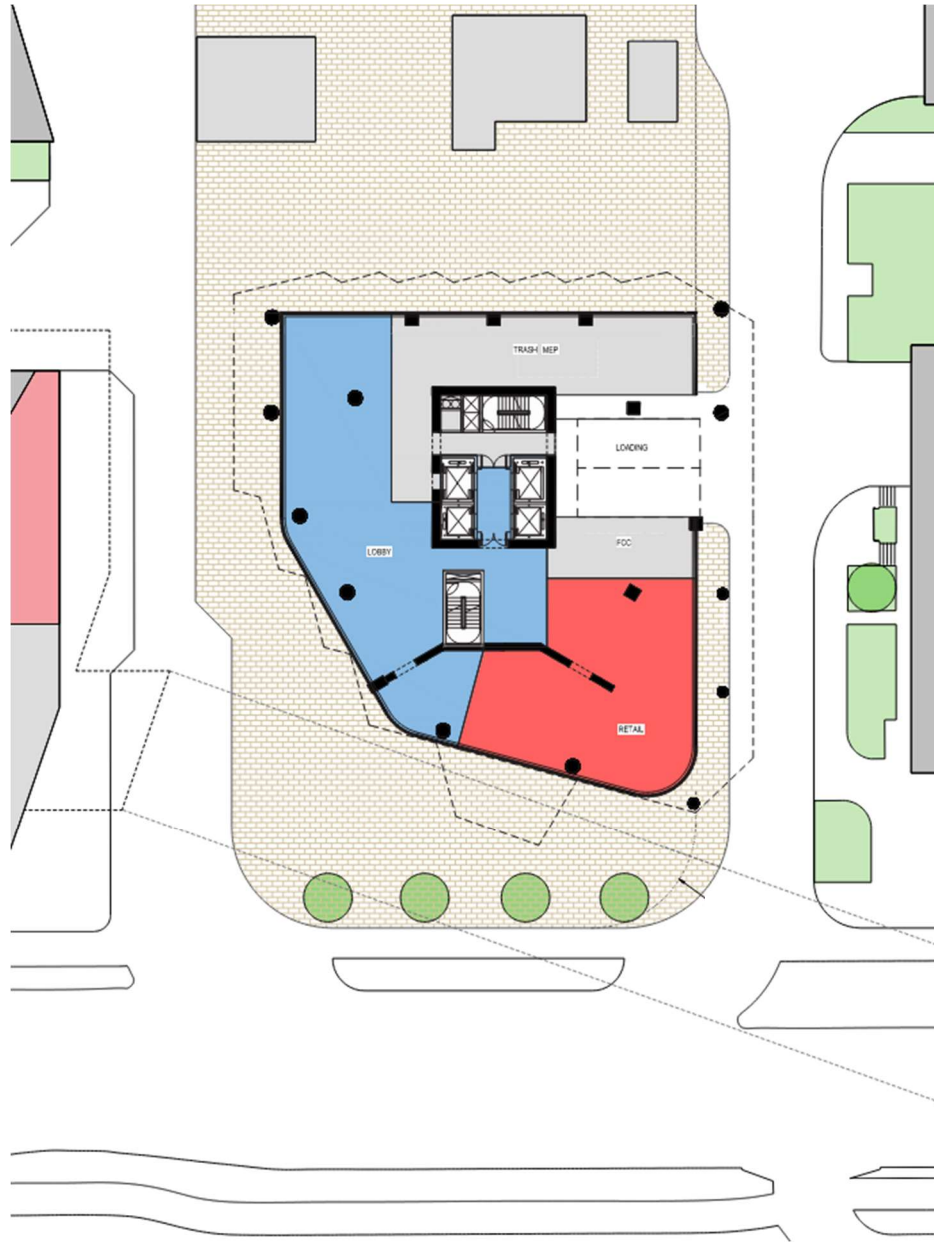


# EVOLUTION 3

## AMES & BROADWAY PEDESTRIAN VIEW



# EVOLUTION 3



**TYPICAL TOWER FLOOR**



## Exhibit B

### CRA 135 Broadway Design Review Committee Meeting Notes - February 9, 2022

CRA Design Review Committee  
Held Virtually on Zoom  
Meeting Notes  
February 9, 2022

#### ATTENDEES

**Committee Members:** Barry Zevin (CRA Board), Kathleen Born (CRA Board), Hugh Russell (Planning Board), Louis Bacci (Planning Board), Erik Thorkildsen (CDD)

**CRA Staff:** Tom Evans, Alexandra Levering, Fabiola Alikpokou

**BXP:** Susannah Shaw

**Stantec:** Eric Weyant, Timothy Reagen, Brett Lambert

**Lemon Brooke:** Christian Lemon

EVERSOURCE MXD SUBSTATION DEVELOPMENT PRESENTATION: 135 BROADWAY RESIDENTIAL BUILDING

#### PRESENTATION

Discussion of the 135 Broadway Residential Building Schematic Design Submission – Parcel 2 of the Kendall Square Urban Redevelopment Plan.

#### COMMITTEE COMMENTS

Ms. Born shared her satisfaction with the design. She added that what seemed to be a problem with the various forms of the building has now become an opportunity for a nice design relationship between the two buildings.

Mr. Zevin seconded Ms. Born's sentiment. He also noted that the design of the residential buildings was rational, thoughtful, and beautiful and that it does not need any more tweaking.

Mr. Russell noted that he was impressed with the exterior of the tower, but that he was not as pleased with some of the unit designs. He added that there were some compromises in the design of the unit plans and noted that the main “money” units were the three corner, two-bedroom units. He said the first two steps into the space looked at a blank wall and didn't have any light. He said it is possible to move the second bathroom so it backs up to the first bathroom and extend the public corridor to get deeper into the unit so that when you walk in, you walk into a space, which is now where the second bathroom is, so you can see through to the outside. Mr. Russell also touched on the design of some of the one-bedroom units saying they do not have enough space for a dining room table. He also mentioned the problem with the studio unit design, noting the bed is opposite the kitchen, and the partial wall separating the bed from the living area is not appropriate. He said he would fix it by removing the partial wall and changing the closet so that the doors opened into the corridor. Mr. Russell suggested thinking about how people will want to live in the space and how they're going to make it look expansive. He also mentioned that having a big space is really important for small apartments.

Mr. Russell continued to share that while the porch is cool, he was concerned about the hardscape surface of the Broadway Plaza, and thought it was a lost opportunity. He noted that the area ignored the sun and the space appeared cold.

Mr. Bacci agreed with Mr. Russell on the unit design and noted that it could be fixed. He said the building was gorgeous, and he liked the copper color, which is difficult to pull off but worked well in the design. He agreed that the plaza area on the Broadway facade seemed cold and commercial and would like to see it greener, and more planting would give it a more residential appeal. He concluded by noting that it is important to soften the space.

Mr. Thorkildsen expressed that he liked the overall vertical expression of the building and that the provision of the street wall height base on Broadway seemed to work pretty well. He also noted that the street wall does a good job of creating legible volumetric public spaces. He wondered about the north side and if it would make sense to have a step back there to hold back from the Central Plaza? He also wondered about adding more randomly dispersed balconies to avoid the residential building looking like a corporate building. He also said it's a plausible idea to reveal the 145 Broadway "Jenga" block features but wondered about angling the east side of the building in the plan. He noted he could easily imagine that if it is not done, the tower might have more podium form, and give it a crisper edge. Mr. Thorkildsen agreed with others that there is a lot of pavement on the plaza area on Broadway. He wondered if it was possible to scoop the building towards the street to align it closer with Akamai and the building and to the east and not have such a broad Plaza there? He also suggested it might be good to move the retail to the other corner, so the entire Broadway-facing frontage was retail. He asked what does lobby active use mean? He also wondered if the lobby should punch through the north on the east side of the building to avoid the buffer between the lobby and the plaza. Mr. Thorkildsen said he was concerned about the porch because it means there is a buffer between the retail and the street, and he wondered if that could be reduced, so the retail feels more connected to the flow of pedestrians from east to west. He said he wasn't sure about the water feature. He asked if there should be more trees and planters? He asked should there be a play space for families and to think about kids living there. He also asked about the need for bike parking along Broadway. He wondered if there were enough drop-off spaces. How often would people be moving in and out? He asked for more street trees on Broadway and on East Plaza Drive. Overall, he likes the design and is wondering about massaging it to strengthen the fit with the context and ground plane to make the area amenity-rich for the public.

Ms. Shaw answered that activating the lobby means programming, envisioning a hospitality environment with people meeting, having coffee, working, etc. They also envisioned the retail space as a space that could add to the activation of the lobby. For example, it could be a coffee shop, bike shop, or rotating cultural art installation. Overall, the goal is to think about what retail means and ways to bring the outside in and the inside out. Mr. Weyant added that they were unable to expand the frontage due to the substation.

Mr. Evans asked how the columns along West Plaza Drive would be treated and how they relate to the transmission line? He also noted concern about the pinch point at the sidewalk area on East Plaza Drive and noted it would be good to have breathing room. He concluded by noting that he liked the vertical massing. Ms. Shaw answered that they view the columns as an opportunity to be sculptural, and some ribbing can be a sort of extra extrusion with the appearance of twisted copper wire. She also noted that she agreed that the planters should start at zero and pull out as one moves forward further west.

Mr. Zevin said that he's not sure how to get meaningful green space in the entrance plaza area, given its size. He added that lifting the east edge of the podium would obstruct the view southward from 145 Broadway. He agreed that the wall between the bedroom and the living in the studio could be removed. Otherwise, he is fine with the size and layout of the units. He also noted that the drop-off and pick-up arrangements are an issue and wished the three parking spaces along Broadway had a more formal definition. Ms. Shaw agreed that they have to be thoughtful about how future residents and visitors will move in the space. Mr. Zevin also noted the short-term parking arrangement on West Plaza Drive in

front of the residential building sends drivers on a long and confusing detour and that the three spaces on Broadway would be much more convenient for delivery and quick pick up. Mr. Zevin asked where people would park their vehicles and bikes before the two commercial buildings are finalized? Mr. Evans answered that the section of Broadway is part of the Alta plan led by the CRA, City, and TP&T, and it is unresolved. For that reason, the designers are only showing what they were told to mimic. Mr. Zevin discussed the issue of the retail being raised by pointing out that retail on Boylston Street west of Mass Ave has a patio in front of it, and the distance from the sidewalk and setbacks is the same as this project and it is fine. Mr. Weyant shared that there is another example of retail with an elevated entry in the Seaport. Mr. Zevin asked where the mailroom would be in the lobby space? Mr. Weyant answered that it would be somewhere in the blue area on the design. Mr. Zevin also noted that the space at the top of the building is terrific and asked if ISD would be okay with exempting the un-occupiable space? Mr. Weyant answered that it was okay. Mr. Reagen added that the zoning code allows up to 400 feet for the roof above the highest occupiable floor. He also added that there's an exception for an amenity terrace above that, and then any interior space that supports that amenity terrace can be above 400 feet. Mr. Reagen noted that the only other limit related to height in the building code is that they can't have any occupied space above 420 feet because it would classify the project as a super tall building, which would require a third stair. Therefore, they are staying below the 400 feet per zoning. Mr. Bacci suggested a residential entrance on the north façade directly onto the Center Plaza. He also suggested losing the water feature in the green space on the Broadway side. Instead, he suggested adding greenery or trees with planters and benches for people waiting at the drop-off area. He also noted that the three parking spaces on Broadway would be needed for drop-off. Mr. Weyant commented that they studied several ways to have a door on the north side of the building onto the Center Plaza. Still, they found that including the door meant creating more circulation in the lobby, and to do that, they would have to squeeze the space left for lounging and activation on the ground floor. He also added that they liked the idea of adding a room at the end of the area looking out into the Center Plaza, but they will continue to analyze it. Mr. Bacci suggested removing the planter on the north side and putting in a door. Ms. Born noted that based on her experience, an entrance that doesn't give away the view of the whole apartment is the most sought after in New York, and a small discreet entrance is seen as chic. Therefore, she thinks the residential building is sophisticated, and she is okay with the current style of the entrance and the unit layouts. Ms. Born also added that she would like a security desk in the lobby to control the foot traffic, and she is okay with one door. She also commented that she liked the water feature along Broadway and saw it as an important feature that could become a wayfinding landmark and would rather see it there than a patch of grass. Ms. Born suggested making the pick-up and drop on West Plaza Drive three spaces instead of two. She asked if East Plaza Drive was wide enough to include parking? She said she liked the retail porch outside of the building. She questioned if the site plan showed how bikes would be coming in and out? Mr. Weyant said yes, it shows it. Overall, Ms. Born noted satisfaction with the design. Ms. Shaw said that they spent a lot of time on the unit design and drew from past experiences and developments. She also said the average unit size is bigger than the average in Cambridge and Boston. She continued by saying they would review the hallway sizes. She also said there are many ways to set up the units, and their main focus was making sure the headboard is on the right wall, the couch on the right wall, staying true to this concept of creating views out of the units, and thinking about how a standard furniture layout may support views in the way that they want to design the units. Ms. Shaw continued to add that they are working to make sure the units work for all people and will continue to refine the design.

Ms. Shaw addressed the drop-off and pick-up by stating that they can look at extending and adding a third space on West Plaza Drive, but that might require the removal of a tree, and they will explore what

can be done on East Plaza Drive. Regarding the front plaza, she commented that the challenge was resilience, and to address it, they raised the building, which created an opportunity for a porch. She said they would massage the area by adding bigger planters, but that might block pedestrian view corridors, but they will explore the idea. Mr. Lemon noted that a lot of what was initially in the front plaza was now in the Center Plaza when the building was moved south slightly.

Mr. Thorkildsen suggested that the designers look at the renovated Smith Center (Holyoke Center) at Harvard as an example of buildings with diverse spaces. He also wondered about adding a mezzanine to some part of the lobby, which can also be used for co-working space. He also asked if it makes sense to have a mezzanine at the northern end with a door under it that leads to Center Plaza. Ms. Born asked if there was a security desk? Ms. Shaw answered that the desk would be somewhere in the middle of the lobby. Ms. Born also asked for clarification on the purpose of the northern door in the lobby. Mr. Reagen answered that the thought behind the door was to provide a direct entrance for people who park in the garage below the commercial buildings on the northern side. Still, they will study the possibility of moving to provide direct access to Center Plaza. Ms. Born shared that she thought the northern door was an emergency egress door. Mr. Weyant noted that there is a need for a second egress door out of the lobby, and it can be a door without a vestibule that is only used in case of an emergency, but they will study it further.

Mr. Evans added there'd been discussion with BXP about ways to accelerate the Southern East-West Connector and that it might be something that is built with the residential building. Additionally, designers are examining Danny Lewin Park to look at ways to open up the park more to the public and serve as an amenity to residents at 135 Broadway.

Ms. Born pointed out the residential building will have the best view in Cambridge when it is complete. Mr. Zevin asked if the architects could do anything to address the wind concerns. Mr. Weyant answered that they have been discussing mitigation for some occupiable terraces. Mr. Lambert added that they are considering adding a six to eight-foot-tall glass screen around the perimeter to provide comfort without blocking the view and protection from the wind. For the lower level terraces, they are discussing whether to put a screen or trellis, but they are still examining which option will be the best. Mr. Reagen added that the results of the wind study was better for this design version than previous ones because of the triangular shape of the building and the soft edges, which do not create as much turbulence. He also noted that it helped that the east facade has terraces that break up the flow down to the sidewalk. Mr. Zevin said that was encouraging because southwest wind hitting 145 Broadway creates very uncomfortable conditions on the sidewalk. Mr. Evans asked if breaking up the façade with articulations helped disrupt the wind. Mr. Reagen agreed that was correct.

Ms. Born asked what was happening at the top of the residential building. Mr. Reagen answered that on the east side of the 37th floor is a lounge area and terrace, on the west side is a mechanical system, and on the floor above that is equipment related to the heating and cooling system. Above the entire building are 35-foot-tall screen walls with louvers to get airflow to the equipment. He also added that there is a primary and secondary roof drain. Mr. Zevin asked if there would be room for solar panels? Mr. Reagen answered that there is no room because the point tower provides minimal area. Ms. Born asked if the designers could apply for an exemption to the green roof ordinance? Mr. Reagen noted that the diagram in the book explains the roof area, the terraces, and the mechanical wells, and they explained that there wouldn't be room for a green roof, so he assumed they would be exempt, but he is not sure about the process. Mr. Evans added that there were provisions left in the application for an alternative means of compliance in the special permit, and a series of calculations still needed to happen to understand what compliance will mean. Mr. Russell commented that the Planning Board is seeing many special permits to reduce the green roof requirements, and they are beginning to reevaluate the requirement. He also

added that the problem is that the two terrace levels are supposed to be 80% green, but it will be a mistake because that would mean the space won't be usable. Therefore, they will have to seek an exemption. Mr. Reagen added that they would revisit the requirements. Mr. Russell added that there is an opportunity to add vertically mounted solar panels on the southeast facades.

Mr. Russell noted that the bicycle room in the basement was an improvement and that the Community Development Department might not like the compact storage with a lot of bicycles. He encouraged the designers to provide more bicycle racks and go beyond the city's model. Mr. Reagen said that they are trying to provide a mix of both. Ms. Shaw added that they are open to suggestions and feedback on rack types and that they are trying to articulate that there is a way to get more bike storage in the area. She also said there are opportunities for more spaces down there. Ms. Born said the development will be the most sophisticated urban housing building built in Cambridge today, and because of its tall and compressed structure, the usual norms may not apply. Therefore, the building's bicycle storage and unit layout could be unique. In regards to the unit layout, Mr. Russell suggested making the odd shape spaces assets to the apartment and that the difference in shapes and sizes are positive.

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#### PUBLIC COMMENTS

A public member asked how many people are expected to live in the residential building long enough to care about the layout? They also asked about using the paving as artwork and the possibilities of small spaces. Ms. Shaw answered that the goal is to create great homes, and they are not creating a product that will have annual turnover but instead a home that people can stay in for a long time. Therefore, they are approaching the project of how to arrive at unit layouts and amenities appropriate to the location, She also noted that this residential building would be complementary to Proto in terms of unit sizes and amenities.



## ***IDCP Amendment II Approval***

**Date:** 3/2/2022  
**To:** Boston Properties  
**From:** Alex Levering and Tom Evans  
**RE:** IDCP Amendment II Approval Letter

**Project Title:** Infill Development Concept Plan (IDCP) Amendment II  
**Applicant:** Boston Properties  
**Submission Prepared by:** Sasaki / Pickard Chilton / Stantec / VHB / NBBJ / Lemon Brooke

**Application Date:** 7/01/2021  
**Public Hearing Dates:** 05/18/2021; 09/28/2021; 12/15/2021  
**CRA Board Vote:** 12/15/2021 approved unanimously

**Motion:** *Approved, with conditions, the second amendment to the Infill Development Concept Plan, Kendall Square Urban Redevelopment Plan.*

### IDCP AMENDMENT SUMMARY

The Infill Development Concept Plan (IDCP) functions as the planning document for the placement and urban design of Infill GFA as defined in the Kendall Square Urban Redevelopment Plan (KSURP) and Article 14 of the Cambridge Zoning Ordinance (MXD Zoning). This IDCP Amendment II provides an alternative site for the Kendall Eversource substation within the commercial district of Kendall Square, providing a significant community benefit to the East Cambridge and larger Cambridge community. The CRA recognizes the hard work and dedication of those involved to make this amendment possible, and staff look forward to working with Boston Properties (the Applicant) to continue project review during the Design Review Document Approval Process (DRDAP).

In January of 2017, the original IDCP was approved by the CRA Board and the Planning Board, and in December of 2018 the first IDCP Amendment was approved by both bodies. In February of 2021, the Cambridge City Council approved the KSURP Amendment 11 and MXD Article 14 Zoning amendment. On 7/01/2021 the Applicant submitted a proposed IDCP Amendment II document. After a public hearing in September, the Applicant submitted a Response to Comments. Together these two documents and the presentation materials presented to the CRA Board on 12/15/21, are referred to as the IDCP Amendment II. In summary, the IDCP Amendment II features the following changes:

- Placing an electrical substation in an underground vault in the center of Parcel Two, at the location of the current Blue Garage.
- Demolishing the parking garage and reconstructing the parking underground in the northern section of Parcel Two.



- Completing the housing program, consisting of 420,000 square feet of residential space with 25% below market rate housing in a single phase prior to, or concurrent with, the construction of any of the new commercial square footage provided by IDCP Amendment II.
- Building 800,000 square feet of new commercial GFA, allocated to two new buildings. These buildings will be located on the north side of Parcel Two along Binney Street, and would require demolition of the existing 250 Binney Street building and reusing the GFA in the new development. The new commercial 290 Binney Street building will be approximately 425,000 square feet and the second commercial building at 250 Binney Street will be approximately 433,000 gross square feet.
- Providing a more accessible and connected development, by facilitating the creation of an open space at the heart of the parcel, while improving pedestrian circulation and connectivity to neighboring areas within Kendall Square.
- Enhancing existing open space on Parcel Two and across Broadway on Parcel Three.

Throughout the course of the IDCP Amendment II project review, improvements to the building massing have been seen. The physical massing of the 135 Broadway residential building, as shown in the response to comments submission, shifted the building's form to better preserve the views of 145 Broadway, and to provide greater setback between the 135 and 145 Broadway buildings. Simultaneously, this massing shift helped to better define an entry-point into Center Plaza by creating an open space at Broadway and the West Service Drive, while also improving connections across to Danny Lewin Park.

The commercial buildings have also seen refinement in their massing and forms. The response to comment submission illustrated design progress that decreased the buildings massing bulk through façade articulation and materiality, while realigning the buildings footprints to provide increased space between the two buildings. The designs also have included balconies which help to activate and humanize the building facades.

As DRDAP progresses and the IDCP Amendment II buildings and open spaces are refined, the buildings should continue to be developed in ways that seek to activate and strengthen the ground floor public realm. This includes open space activation and thoughtful retail use that allows people to enjoy the spaces throughout the day, the evening, and all times of the year. It also includes improving interblock permeability, especially of desired pedestrian and bicycle connections, and ensuring the building massing and the ground plane appropriately relate to Center Plaza, the Service Drives, and the 6<sup>th</sup> Street Walkway.

## IDCP AMENDMENT II APPROVAL CONDITIONS

The CRA Board approved the IDCP Amendment II, subject to continuing review by the CRA under DRDAP. Per the KSURP and MXD zoning, Schematic Design (SD) review will include at least one Joint CRA Board / Planning Board meeting. Design Development (DD) and Construction Documents (CD) phases will follow procedures outlined in DRDAP. The Applicant prepared a final amended copy of the IDCP Amendment II which was submitted on 1/14/2022.

The following table outlines conditions of approval associated specifically with the changes in this IDCP Amendment II. All prior conditions written in the CRA IDCP Approval Letter of 1/23/2017 (Exhibit A) and 2/13/2019 (Exhibit B), and all other commitments associated with each individual building project in the KSURP, the MEPA EIR, and MXD re-zoning of 2021 all remain in effect. None of the conditions in the following table supersede or replace conditions from those prior documents unless specifically noted.

Project Goal	Condition & Timeframe
<u>Open Space</u>	
<p>The Center Plaza open space needs to accommodate maintenance and operations for the substation. An access plan should clarify how the plaza will be managed during regular (non-emergency) and larger-scale maintenance work by Eversource.</p>	<p><u>Center Plaza Open Space Access*</u>: A maintenance and access plan must be submitted to the CRA for review prior to the Certificate of Occupancy of Commercial Building C.</p> <p><i>*If submission of a maintenance and access plan is not able to be completed due to delays caused by NSTAR Electric Company d/b/a Eversource, then a revised mutually agreed upon alternative submission deadline must be established.</i></p>
<p>Making improvements to Danny Lewin Park was first discussed in 2018 as part of the CRA's Ames Place Open Space design project, and during community outreach during the IDCP Amendment II approval process. Working with landscape consultants, the CRA and BXP will finalize designs to enhance Danny Lewin Park to improve visibility, accessibility and use of the area in 2022.</p>	<p><u>Parcel 3 Open Space Improvements (Danny Lewin Park)</u>: Completion of open space enhancements on the portion of Danny Lewin Park owned by the Applicant must be completed prior to the Certificate of Occupancy of 135 Broadway.</p> <p>This work includes \$200,000 in open space design costs, and \$900,000 in construction implementation with total costs not to exceed \$1.2 million. For details, refer to the 2021 Amendment to Development Agreements.</p>
<p>Signage was developed by the CRA and the City of Cambridge to better identify open space in Cambridge that is privately owned but publicly accessible. This "Open to All" signage seeks to create a privately owned public space (POPS) brand, and will help inform the public that a space is open and welcoming for their use.</p>	<p><u>Privately Owned Public Space (POPS) Signage</u>: All privately owned but publicly accessible open space under development in the IDCP must include POPS signage as per the established POPS guidelines within three months of open space completion.</p>
<p>Broader four-season programming and cultural events are necessary to activate Center Plaza, and is an important way to foster inclusivity. The CRA encourages BXP to experiment and test different programming at different times of day, days of the week, to determine what is desirable by the public.</p>	<p><u>Public Space Programming and Operations Plan</u>: A public space programming and operations plan for the open spaces under development in the IDCP must be presented to the CRA Board prior to the first summer after the completion of a respective open space. An annual report on the programming and operation plan of all open</p>

	spaces should continue each year during a winter CRA board meeting.
<p>Water features in open spaces can have significant beneficial impacts to visitors. They provide a tranquil and calming effect to the area, and can lessen impacts on urban noise pollution. A water feature may also provide an opportunity for child play.</p> <p>While originally considered for the Center Plaza, this concept was moved off the roof of the substation vault to the 135 Broadway site, as included in preliminary residential building designs.</p>	<p><u>Water Feature</u>: A publicly accessible water feature must be included in an open space design on Parcel 2.</p>
<p>The mature 6<sup>th</sup> Street Walkway oak trees are of significant importance to the CRA and to the community. Maintaining the health of the trees during and after construction of the Eversource project is vital.</p>	<p><u>6<sup>th</sup> Street Walkway Oak Trees</u>: Health assessments of the oak trees along the 6<sup>th</sup> Street Walkway must be conducted before, during and after construction of Commercial Building D. These studies must be approved by the CRA in consultation with DPW.</p>
<p><u>Transportation &amp; Connections</u></p>	
<p>A pedestrian easement is currently in place on the ground level of the Blue Parking Garage connecting the East and West Service Drives and the buildings surrounding the existing structure. While the pedestrian easement may be interrupted for periods of construction, access must be maintained between the East and West Service drives for as much of the project's implementation as possible.</p> <p>Any proposed changes to the Center Plaza pedestrian easement should be included as a separate document in the Center Plaza CD design submission.</p>	<p><u>Center Plaza Pedestrian Easement term sheet</u>: Should the Center Plaza Pedestrian Easement need to be modified to accommodate the final design of the Center Plaza a draft term sheet should be delivered with the Center Plaza open space CD submission.</p> <p><u>Easement term sheet*</u>: Approval by the CRA Board by the Certificate of Occupancy of Commercial Building C.</p> <p><u>Final easement*</u>: Must be filed with the Middlesex Registry of Deeds prior to the Certificate of Occupancy of Commercial Building D.</p> <p><i>*If a term sheet is not able to be approved by the Certificate of Occupancy of Commercial Building C, or a final easement is not able to be filed by the Certificate of Occupancy of Building D, due to forces outside the Applicant's control, then a revised mutually agreed upon alternative submission deadline must be established.</i></p>
<p>Widening the sidewalk at 105 Broadway will be a substantial improvement to the pedestrian realm, and when implemented along with the Volpe Project, will create a continuous width sidewalk on</p>	<p><u>105 Broadway Sidewalk</u>: Sidewalk reconstruction work to widen the 105 Broadway sidewalk into the private parcel should be completed prior to the</p>

<p>the north side of Broadway from Galileo Way to Third Street.</p>	<p>Certificate of Occupancy of 135 Broadway Residential Building.</p>
<p>The service drives function as multi-modal facilities in this dense urban environment and truck activity must co-exist with other uses. The CRA expects service/loading management plans to create a safe pedestrian environment while meeting the functional needs of the buildings, open spaces, and private ways.</p>	<p><u>Loading and Access Information:</u> A service/loading management plan for the residential and commercial buildings and the Center Plaza open space must be submitted with the CD submission as part of the DRDAP review process.</p>
<p>A mid-block crossing on Broadway connecting Parcel 2 and Danny Lewin Park will improve pedestrian circulation and better connect Danny Lewin Park to the future Center Plaza open space.</p>	<p><u>Broadway Mid-block Crossing:</u> The mid-block crossing 100% designs should be completed by the Certificate of Occupancy of the 135 Broadway Residential Building. Installation of the crossing should be phased appropriately with the Alta north side of Broadway streetscape work by the Certificate of Occupancy of the 135 Broadway building, or at a later date if agreed to by the CRA and TP&amp;T due to <i>NSTAR Electric Company d/b/a Eversource utility installations</i>. Interim improvements will need to be agreed to and installed if delayed.</p>
<p>Each year, the CRA must complete a KSURP Transportation Data Report, BXP has provided parking garage occupancy data across all BXP-owned garages in spreadsheet form to the CRA each year.</p>	<p><u>Annual Transportation Data Report:</u> Data on the new parking garage on Parcel 2, along with usage data from the bicycle valet operation must be submitted annually to the CRA to be included in the KSURP Annual Transportation Data Report. This may be the same valet operation report submitted to the City of Cambridge as per their reporting requirements.</p>
<p>Funding for the design and reconstruction of Binney Street between Fifth Street and Sixth Street helps to advance the CRA Alta 25% Streetscape designs.</p>	<p><u>Binney Street Reconstruction Costs:</u> As detailed in the 2021 Amendment to Development Agreements, the Applicant will provide one payment of \$3,500,000 to a recipient jointly designated by the City and the CRA for the purpose of funding the design and reconstruction of Binney Street between Fifth Street and Sixth Street.</p>
<p>Two-track transit along the Grand Junction rail and multi-use path corridor was identified as a goal by the Kendall Square Transit Mobility Task Force.</p>	<p><u>Grand Junction Transit Study:</u> As detailed in the 2021 Amendment to Development Agreements, the Applicant will provide \$300,000 for the study of future rail transit service in Kendall Square utilizing</p>

	existing rail right-of-way connecting Cambridge and Boston.
The Sixth Street Walkway bike path referred to as the Kitty Knox Bike Path's surface is in need of repair. A longer lasting, porous pavement should be considered. The installation of the new path surface must not impact the health of the 6 <sup>th</sup> Street Walkway oak trees.	<u>Repaving the Kitty Knox Bike Path:</u> To be completed by the Certificate of Occupancy of 135 Broadway.
The Kendall Square Transit Enhancement Program (KSTEP) seeks to fund public transit service to serve the growing Kendall Square district.	<u>KSTEP Funding:</u> As detailed in the 2021 Amendment to Development Agreements, the Applicant will provide \$600,000 to the KSTEP fund.
<u>General Urban Design</u>	
The CRA is interested in preserving multi-modal circulation throughout Parcel 2 through the project's development. The CRA is also interested in impacts construction will have on its neighboring properties and recorded easement areas, and thus will review the Construction Management Plans (CMP) for all phases of the project development.	<u>Construction Management Plans (CMPs):</u> CMPs for each respective building or open space project must be submitted and approved by the CRA prior to start of construction.
Removal of the second level pedestrian bridge connecting 105 and 115 Broadway would greatly improve the southern east/west connector space and visibility and egress to the 6 <sup>th</sup> Street Walkway and Broad Canal Way. Due to changes in leasing, this connector is also no longer in use, and thus removal should be considered.	<u>105 – 115 Broadway Bridge Connection:</u> In the open space design review of the Southern East/West Connector, the pedestrian bridge owned by Biogen should be reviewed and considered for removal especially if bridges are considered at another building location in Parcel 2.
To better understand the layout and context of Center Plaza, northern east/west connector, and the commercial buildings, studies and renderings should be included that detail the ground floor interim and long-term uses of each building in context with the immediate surrounding open space.	<u>Commercial Ground Floor Activation and Design:</u> Studies and renderings must be included in the design review submissions of the Commercial Building C and D.
<u>Updates to Previous IDCP Conditions</u>	
As the design review of buildings and open space proceeds, BXP shall strive to establish interim areas or facilitate early completion of all open	<u>Southern East/West Connector:</u> Plans must be delivered as part of or parallel to the 135

<p>spaces identified in the IDCP Amendment where and when possible.</p>	<p>Broadway Residential Building SD/DD/CD submissions.</p> <p>As was a previous condition of IDCP Amendment I, construction of the southern east/west connector open space must be completed with the Certificate of Occupancy of the 135 Broadway Residential building.</p>
<p>As committed to in the IDCP Amendment I, a new MBTA – Broadway Pass-will create a more publicly visible passageway through Parcel 4 from Broadway to the MBTA headhouse and improve the broader circulation system from Kendall Plaza and the retail at 325 Main Street. This connection could involve improvements to the connection through the hotel, or a more visible and direct connection through the block in an alternative location.</p> <p>Conditions for the MBTA – Broadway Pass-Through are unchanged from the IDCP Amendment I.</p>	<p><u>MBTA – Broadway Pass-Through:</u> The connection through Parcel 4 must be completed as a component of Phase III of the IDCP Amendment II. The CRA is supportive of redesigning this connection as it was proposed in the 325 Main Street Schematic Designs, if it will allow commuters from the Red Line to have a more direct route to destinations to the north in alignment with the Volpe redevelopment.</p>
<p>The IDCP Amendment II submission provides details on the development of the market rate and below market rate innovation space program provided in 255 Main Street and through operations of The Link. Additional below market rate innovation space is planned on the ground floor of 325 Main Street.</p> <p>The CRA is supportive of the direction planned for the 325 Main Street ground floor below market rate innovation space.</p> <p>Conditions for innovation space are unchanged from IDCP Amendment I, and a reiterated in the box to the right.</p>	<p><u>Innovation Space Plan for fulfilling requirement for 325 Main Street:</u> An updated Innovation Space Operations Plan should be provided as a separate document prior to the Certificate of Occupancy for the commercial office space in 325 Main Street with a presentation given to the CRA Board.</p> <p><u>Opening of the Innovation Space associated with 325 Main Street:</u> Must be open with or before the Certificate of Occupancy for commercial office for 325 Main Street.</p>
<p>BXP must collaborate with TPT and the CRA to design a real time parking information system application for the publicly accessible garages in the MXD to inform availability of visitor parking.</p>	<p><u>Real Time Parking Availability System*:</u> A real-time parking availability system or application to be designed in collaboration with the CRA and TPT, must be operational by the completion of the new Parcel 2 parking garage.</p> <p>Green Garage Real Time Parking Availability System*: Prior to the Certificate of Occupancy for 325 Main Street, the Applicant must make available a parking attendant and temporary signage when the Green Garage is at capacity, to</p>



	inform vehicles that the Green Garage is full prior to entering the parking garage entrance.  *These mitigations replace the real time parking availability system mitigation found in the IDCP Amendment I Approval Letter.
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We look forward to closing out items in phase II of the IDCP, and continuing the collaborative ongoing review of the Schematic Designs for phase III and IV of the IDCP Amendment II.

On behalf of the Cambridge Redevelopment Authority,



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**Thomas L. Evans**  
**Executive Director**

3/3/22

**Date**

*Cc: Jeff Roberts, Zoning and Development Director, CDD*  
*Iram Farooq, Assistant City Manager of Community Development*

Exhibits:

- A: IDCP Approval Letter – January 23, 2017
- B: IDCP Amendment I Approval Letter – February 13, 2019

Exhibit A

## ***IDCP Amendment Approval***

**Date:** 2/13/2019  
**To:** Boston Properties  
**From:** Tom Evans, Executive Director  
**RE:** IDCP Amendment Approval Letter

**Project Title:** Infill Development Concept Plan (IDCP) Amendment  
**Applicant:** Boston Properties, 800 Boylston Street, Suite 1900, Boston, MA 02199  
**Submission Prepared by:** Sasaki / Pickard Chilton / VHB / Lemon Brooke

**Application Date:** 9/6/2018  
**Public Hearing Dates:** 10/2/2018; 12/4/2018  
**CRA Board Vote:** 12/4/2018: A motion was passed with 4 affirmative votes and 1 abstention for:

*Motion for the Cambridge Redevelopment Authority to conditionally approve the proposed amendment to the Infill Development Concept Plan as presented in the 9/6/18 submittal and revised by the 11/2/18 Response to Comments document, subject to ongoing review of building and open space designs, and the resolution of conditions as generally outlined in the 11/30/18 staff memo.*

### **IDCP AMENDMENT SUMMARY**

The IDCP functions as the planning document for the placement and urban design of Infill GFA as defined in the Kendall Square Urban Renewal Plan (KSURP) and Article 14 of the Cambridge Zoning Ordinance (MXD Zoning). In January of 2017, the original IDCP was approved by the CRA Board and the Planning Board. Construction of the first phase of infill development began later that year. On 9/6/2018 the Applicant submitted a proposed IDCP Amendment. In summary, the proposed IDCP Amendment features the following changes:

- The transfer of the previously approved 256,000 SF of GFA from 250 Binney Street on Parcel Two of the KSURP to Parcel Four at 325 Main Street in order to create a new building of approximately 387,000 SF,
- A public vertical circulation element that links the Kendall Plaza to the Roof Garden and modifications to the design of the Roof Garden and open space program,
- The substitution of a planned 650 space underground garage at 250 Binney with a managed parking and valet system at three garages in the KSURP, and increase the bike parking supply by nearly 160 spaces,
- Increase the number of residential units by nearly 70 units while maintaining the original residential GFA number by creating smaller unit sizes, and
- The removal of 10,000 SF of planned retail GFA within 250 Binney Street.

### **APPROVAL CONDITIONS**

The CRA is approving the IDCP Amendment which includes the 9/6/2018 application and the 11/2/2018 Response to Comments, subject to continuing review by the CRA under the CRA's Design Review and Document Approval Procedures (DRDAP). Schematic Design (SD) review will include at least one Joint CRA Board / Planning Board meeting. Design Development (DD) and Construction Documents (CD) phases will follow procedures outlined in DRDAP. The Applicant (Boston Properties) shall prepare a final record copy of the IDCP Amendment combining the materials from 9/6/2018 and 11/2/2018, to be finalized by 2/28/2019 assuming no further corrections. The following items will be included in the record copy of the IDCP Amendment:

- Revised GFA tables on pages 28-29 of the 9/6/2018 Submission,
- Revised residential unit count numbers,
- Updated Phasing Plan with open space and other major public space improvement commitments,
- Inclusion of figures G1 and G2 from the VHB traffic analysis memos in the record copy, and
- Reconcile open space square footage numbers for CRA's records.

In the first quarter of 2019, CRA staff will review the Construction Management Plan (CMP) for the 325 Main Street construction project. The CMP will be approved by CRA staff in conjunction with the license agreement to use the CRA section of sidewalk adjacent to the building.

The following table outlines conditions of approval associated specifically with the changes in this IDCP Amendment. All prior conditions written in the CRA IDCP Approval Letter of 1/23/2017 (attached), and all other commitments associated with each individual building project in the KSURP, the MEPA EIR and MXD re-zoning of 2015 all remain in effect. None of the conditions in the following table supersede or replace conditions from those prior documents unless specifically noted. The modified open space phasing plan in the IDCP Amendment and Response to Comments is accepted as part of this approval.

Condition	Timeframe
Detailed plans and drawings for the open spaces (including public stairways and elevators) associated with a given building phase will be provided with the associated building design review documents as designated in the updated IDCP Amendment phasing plan.	- <u>Roof Garden</u> : Plans delivered with 325 Main Street SD/DD/CD submissions
	- <u>Broadway Park</u> : Plans delivered with 135 Broadway SD/DD/CD submissions
	- <u>Southern E/W Connector</u> : Plans delivered with 135 Broadway SD/DD/CD submissions
Any open spaces (including public stairways and elevators) associated with an individual building project will be substantially completed by the occupancy date of the associated building.	- <u>Roof Garden</u> : Completed with Certificate of Occupancy (CofO) for commercial office space at 325 Main Street
	- <u>Broadway Park</u> : Completed with CofO of 135 Broadway
	- <u>Southern E/W Connector</u> : Completed with CofO of 135 Broadway
A maintenance and management plan for open spaces and public amenities including responsibilities for each component shall be provided to the CRA. This should include any elevators and staircases that go to and from open spaces as well as restrooms.	- <u>Maintenance and management plan</u> : To be submitted prior to the CofO for 325 Main Street.
As referenced on page 25 of the Response to Comments document dated 11/2/2018, The Applicant will extend Roof Garden operating hours (currently from dawn to dusk) until 11:00 PM for the months of June to September. This will be supported by new lighting for the Roof Garden.	- <u>Revised Roof Garden Operating Hours</u> : Upon completion, the minimum operating hours for the Roof Garden will be June through September: closing at 11:00pm, and October-May closing at dusk.

Condition	Timeframe
<p>As referenced on page 25 of the Response to Comments document dated 11/2/2018, The Applicant commits to providing more extensive Roof Garden Programming. CRA encourages the Applicant to experiment and test different programming at different times of day, days of week and offerings to determine what is desirable and viable from both a public and commercial perspective. The initial plan of programming expansion is a great start. An annual report of public programming and plan for the upcoming programming year should continue to be provided to the CRA Board for feedback.</p>	<ul style="list-style-type: none"> <li>- <u>Public space programming on Roof Garden:</u> Expanded public space programming on the Roof Garden will begin the first summer after the CofO of 325 Main Street. An annual report and programming plan for the coming season will continue to be presented at a winter CRA Board meeting each year for feedback prior to the next spring/summer programming season.</li> </ul>
<p>Public restrooms will be provided in the ground floor of the 325 Main Street building. They will have adequate signage and wayfinding as well as operating hours. The restrooms will be open the same hours as the Pioneer Way easement.</p>	<ul style="list-style-type: none"> <li>- <u>Design of restrooms &amp; wayfinding signage:</u> Designs must be provided in the SD, DD, and CD submissions for 325 Main Street</li> <li>- <u>Completion of restrooms &amp; wayfinding signage:</u> Construction must be complete for restrooms and associated signage/wayfinding by the CofO for commercial office at 325 Main Street. Operating hours must be the same as the Pioneer Way easement.</li> </ul>
<p>Any proposed changes to the Pioneer Way easement terms should be included as a separate document in the CD submission. The easement must provide a reasonably direct and unimpeded path of travel for pedestrians who are not retail customers. This easement shall include at minimum entries and exits and walking paths that function as a replacement for the direct east-west Pioneer Way connection to/from the Plaza, and proposed hours of operation. These entrances should be aligned with the planned door entrances in the IDCP submission documents. Proposed changes to the easement will be negotiated in the form of a term sheet. If a retailer is not concurrently occupying the ground floor when the upper floors are occupied, then an interim access for the easement area will need to be opened within 6 months of the CofO for the commercial office at the 325 Main Street building. If an interim access is necessary, the design of the interim access will be approved by CRA.</p>	<ul style="list-style-type: none"> <li>- <u>Draft Pioneer Way easement term sheet:</u> Separate document delivered to CRA concurrent to the 325 Main Street CD submission</li> <li>- <u>Easement term sheet:</u> Approval by CRA Board by the CofO for commercial office for 325 Main Street</li> <li>- <u>Final easement:</u> Must be filed with the Middlesex Registry of Deeds before or within 6 months after the CofO for commercial office space at 325 Main Street</li> </ul> <p><i>*If no retailer lease is signed for the ground floor retail space by the CofO of the commercial office: A temporary pedestrian easement must be established and passageway must be designed, constructed and open by the CofO for the commercial office, unless given other instructions by the CRA Board. The design of the temporary passageway must be reviewed and approved by the CRA in advance.</i></p>
<p>The Applicant will provide a term sheet for a new</p>	<ul style="list-style-type: none"> <li>- <u>Draft term sheet for staircase/elevator</u></li> </ul>

Condition	Timeframe
<p>public access easement agreement with the CRA for the new staircase and elevator connecting Main Street to the Roof Garden. This will include operating hours, maintenance responsibilities and wayfinding. The easement term sheet must be approved and accepted by the CRA Board prior to the CofO for commercial office for 325 Main Street.</p>	<p><u>easement or other protection instrument provided to CRA</u>: Provided as a separate document with the CD phase submission of 325 Main Street</p> <ul style="list-style-type: none"> <li>- <u>Easement term sheet approved by CRA Board</u>: Approval by the CofO for commercial office for 325 Main Street</li> <li>- <u>Final easement filed with the Middlesex Registry of Deeds</u>: Must occur before or within 6 months after the CofO for commercial office space at 325 Main Street</li> </ul>
<p>The value of the open space on the Plaza is increased by removing the western-most bay of the trellis structure. If the Applicant chooses to retain some or all of the Plaza trellis structure as part of the stairway design, the Applicant should explain the technical reasons why this is not possible, and the applicant shall propose a plan for creative re-use of the trellis structure. It may include art, lighting, a walkway or patio, seating, or other creative ideas.</p>	<ul style="list-style-type: none"> <li>- <u>Proposal for trellis structure reuse</u>: Must be included in the 325 Main CD submissions, and presented to the CRA Design Review Committee for input after submission.</li> <li>- <u>Buildout of approved trellis proposal</u>: Must be completed by the CofO for commercial office for 325 Main Street</li> </ul>
<p>CRA is interested in adjustments to the streetscape furnishings plan that would enhance placemaking and the retail environment and further organize the many competing curb side uses. CRA and other City departments plan to provide the Applicant with guidance in the first half of 2019. The CRA shall review any proposed revisions to the streetscape design of Main Street impacted by the project. If the sidewalk space from the curb line to the property line of 325 Main Street is redesigned, CRA staff shall be included in the redesign process.</p>	<ul style="list-style-type: none"> <li>- <u>Refinements to the Main Street streetscape</u>: If jointly requested by CDD, DPW and CRA, refinements to the Main Street Streetscape shall be included in the 325 Main CD submissions, using guidance from CRA and City departments.</li> <li>- <u>Reconstruction</u>: When the project concludes, and prior to the CofO, the streetscape should be reconstructed per guidance from DPW, CDD and CRA.</li> </ul>
<p>Any project modifications related to resolving uncomfortable wind conditions identified in the wind study shall be reviewed by CRA and CDD.</p>	<ul style="list-style-type: none"> <li>- <u>Wind modifications</u>: Project modifications associated with wind will be reviewed by CRA and CDD.</li> </ul>
<p>The Applicant shall complete a study of improving direct pedestrian connectivity between the MBTA Red Line subway station and the intersection of Broadway with the future 5<sup>th</sup> Street as part of the 325 Main Street design review process. The purpose of this study is to create a more publicly visible connection from Broadway to the MBTA head house and improve the broader circulation system of the block south</p>	<ul style="list-style-type: none"> <li>- <u>MBTA- Broadway pass-through study completion</u>: The study shall be delivered as a separate document for the 325 Main CD submission, and presented to the CRA Design Review Committee at the next available date for discussion</li> <li>- <u>Schematic design of improvements</u>: Schematic Designs selected by the CRA Design Review</li> </ul>

Condition	Timeframe
<p>of Broadway. This study should include direct observations and counts of desire lines throughout Plaza area including the number of pedestrians going between the MBTA Station / Plaza and Broadway via the Marriott lobby easement and the Green Garage pass-through and refine the alternatives presented in the IDCP Amendment. This study should include possible future improvements to the existing walkway through the hotel. This study should focus on high quality options that are direct, well-lit, safe, spacious, and aesthetically compelling. The study should include an evaluation of the feasibility of implementation both from a technical and cost perspective as well as optimal timing that would minimize disruption to the hotel and garage. The delivery of these improvements shall become part of Phase 3 of the IDCP.</p>	<p>Committee should be submitted prior to the CofO for commercial office for 325 Main Street.</p> <ul style="list-style-type: none"> <li>- <u>Construction of improvements</u>: The earlier of the following: Becomes part of delivery of Phase III of the IDCP, or alternatively a collaborative effort between the Applicant and the Volpe redeveloper to implement coordinated improvements</li> </ul>
<p>In approving this IDCP Amendment, the CRA is approving the development program with the MBTA headhouse and rooftop improvements as conceptually presented. It is recognized that the timely cooperation and approval of the proposed new headhouse design by the MBTA cannot be guaranteed. A design with the stairway connection, open space on the head house roof, and draft scope of work for the MBTA station headhouse improvements should be advanced in parallel to the Commercial Building B Design Review process. If the timing and scope of the headhouse improvements are not closely aligned with the proposal as presented in the IDCP amendment, or revised or cancelled due to lack of approval from the MBTA, the CRA Board must approve an alternate plan, an alternate delivery date, or in case of cancellation, may require an alternate plan and/or mitigation.</p> <p>It is understood that the scope of work for the MBTA station headhouse upgrades will be based on the MBTA Needs Assessment of the station, but not include any improvements beyond the existing fare gates.</p>	<ul style="list-style-type: none"> <li>- <u>Written statement of cooperation by the MBTA</u>: Included at the time of the 325 Main DD submission</li> <li>- <u>Documentation and status update</u>: A description should be provided of where the 325 Main head house design is within the MBTA's standard internal review and approval process, this should be included as a separate document in the 325 Main DD and CD submissions.</li> <li>- <u>Draft design and scope of work</u>: A draft of the MBTA station and headhouse improvements should be included in the 325 Main DD submission, and presented to the CRA Design Review Committee as an update at the next available meeting</li> <li>- <u>Final design and scope of work</u>: Final design for MBTA station and head house improvements should be included in the 325 Main CD submission, or as a separate submission at a later date if MBTA design approval is delayed.</li> </ul> <p><i>*If timing for delivery of MBTA improvements is out of sync with the 325 Main commercial office space due to forces outside of the Applicant's control, then the revised mutually agreed upon construction delivery</i></p>

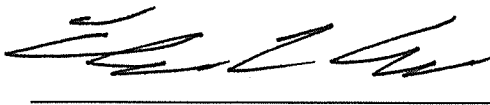
Condition	Timeframe
	<p><i>date for the MBTA improvements will be included in CRA's 325 Main CD Phase Approval Letter</i></p> <p><i>*Reduced or cancelled scope: If the scope for the MBTA improvements is reduced or cancelled all together due to forces outside of the Applicant's control, then the CRA must approve an alternate plan and/or mitigation as well as delivery date prior to the CofO of 325 Main Street commercial office space.</i></p>
<p>To assist in the preparation of the CRA's annual KSURP Transportation Data Report, the applicant will provide aggregate parking garage occupancy data across all BP-owned garages in spreadsheet form to CRA each year in order to replicate Figure G1 and Figure G2 in VHB's 9/14/2018 Transportation Analysis Update Memo.</p>	<ul style="list-style-type: none"> <li>- <u>Parking garage data</u>: Aggregate parking garage occupancy data to be provided annually to CRA.</li> </ul>
<p>The Applicant will collaborate with TPT and CRA to design and install a public information system on City streets that helps direct drivers to garages with real time information on where visitor parking is available within garages under the Applicant's management control in Kendall Center.</p>	<ul style="list-style-type: none"> <li>- <u>Real-time parking availability system</u>: A real-time parking availability system on Kendall streets to be designed in collaboration with CRA is to be operational by CofO for 325 Main Street.</li> </ul>
<p>The new 3-garage unified parking garage management plan across the KSURP should preserve and expand access to electric vehicle (EV) charging stations as the electrification of the national vehicle fleet continues to accelerate in the coming years. CRA will gather data on EV demand to help inform this in the CRA Annual Transportation Report.</p>	<ul style="list-style-type: none"> <li>- <u>EV charging stations</u>: Existing EV charging stations will be maintained and new charging stations will be added to the 3-garage unified parking system for both commercial and residential customers, informed by demand data.</li> </ul>
<p>As the Applicant has indicated The Coop will be moved to 80 Broadway temporarily during building construction, a proposal for meeting the Innovation Space requirement related to the 75 Ames Street development is anticipated to be resolved in an amended Innovation Space Operations Plan.</p>	<ul style="list-style-type: none"> <li>- <u>Documentation of conformance with MXD and 75 Ames Street innovation space requirement</u>: An updated Innovation Space Operations Plan should be provided as a separate document concurrently with the DD submission for 325 Main Street</li> </ul>
<p>The market rate and below market rate innovation space requirement associated with Phase 2 of the IDCP and linked to 325 Main Street will be fulfilled within the MXD District by the CofO for commercial office for 325 Main</p>	<ul style="list-style-type: none"> <li>- <u>Plan for fulfilling requirement for 325 Main Street</u>: An updated Innovation Space Operations Plan should be provided as a separate document prior to the CofO for the commercial office space in 325 Main Street</li> </ul>



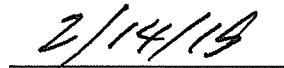
Condition	Timeframe
Street	<p>with a presentation given to the CRA Board.</p> <ul style="list-style-type: none"> <li>- <u>Opening of the Innovation Space associated with 325 Main Street</u>: Must be open with or before the CofO for commercial office for 325 Main Street</li> </ul>
<p>The Applicant shall present design work on the South Residential Building (135 Broadway) for input at two CRA Design Review Committee meetings in early 2019. The Applicant will then submit South Residential Building Schematic Design Review documents in the first six months of 2019.</p>	<ul style="list-style-type: none"> <li>- <u>First 135 Broadway residential building presentation to CRA Design Review Committee</u>: 3/20/2019. If the Applicant is unable to meet this timeframe, the Applicant should present an updated timeframe to the CRA Board with a rationale for the delay.</li> <li>- <u>135 Broadway SD phase submission due to CRA</u>: Due by 6/30/2019. If the Applicant is unable to meet this timeframe, the Applicant should present an updated timeframe to the CRA Board with a rationale for the delay.</li> </ul>
<p>Under the 325 Main Street project, both sides of Main Street will be under construction simultaneously, and more than half the retail in the core of Kendall Square directly outside the MBTA station has been or will be temporarily removed. The Applicant will develop a retail preservation strategy that could include pop-up retail, existing summer markets, and preservation and mitigation of the retail environment on Main Street during the construction period of 325 Main Street. This should include wayfinding and support for existing tenants and markets. This strategy may include Kendall Plaza or Galaxy Park.</p>	<ul style="list-style-type: none"> <li>- <u>Retail preservation strategy</u>: A retail preservation strategy covering the construction period of 325 Main Street, should be submitted by the Applicant for review and approval by the CRA during the first half of 2019.</li> </ul>

We look forward to continuing the collaborative ongoing review of the Schematic Designs for 325 Main Street and 135 Broadway, and the final CMP for 325 Main Street in the near future.

On behalf of the Cambridge Redevelopment Authority,



**Thomas L. Evans**  
Executive Director



Date

Cc: Jeff Roberts, Zoning and Development Director, CDD  
Attachment: CRA IDCP Approval Letter of 1/23/2017

Exhibit B

January 23, 2017

Mr. Michael Cantalupa  
Senior Vice President  
Boston Properties, Inc.  
800 Boylston Street, Suite 1900  
Boston, MA 02199-8103

Re: Board Approval of *Infill Development Concept Plan and 145 Broadway Schematic Design*

Dear Mr. Cantalupa,

The Cambridge Redevelopment Authority (CRA) Board voted on January 17, 2017 to approve the Infill Development Concept Plan (IDCP) with a series of conditions detailed below. The motion below passed with a unanimous vote of the Board members present:

*Motion: To approve the Infill Development Concept Plan as submitted on August 9, 2016 and revised on November 10, 2016, conditioned on the Schematic Design review of future development phases, future approval of an Innovation Space Operational Plan, and ongoing coordination of transportation, open space and public realm improvements as described in the January 14, 2017 CRA Staff Memorandum.*

The CRA Staff Memorandum included the following details regarding the approval conditions incorporated within the motion:

- Future phases of development will undergo design review in accordance with the Design Review and Document Approval Procedures, approved by the CRA Board. Schematic Designs for future buildings will be subject to joint review by the Planning and CRA Board, and shall utilize the Design Review Committee for input before design submissions are formally submitted. The Applicant shall address ongoing design issues raised within this memo at the appropriate point in the design review process for each phase.
- A specific Innovation Space Operational Plan must be presented to the CRA within 12 months after the Construction Documents phase is approved for the 145 Broadway building for CRA Board approval. The Operational Plan should include how the Applicant proposes to operate the Innovation Space including the below market program and annual reporting to the CRA, as well as the design of the Innovation Space including specifics regarding the entry treatments, interior character, layout, identity and any other building renovations.
- The minimum required Innovation Space based on Infill GFA and the Innovation Space providing transferred associated with each commercial building, must be made available for lease before or at the same time as the occupancy of the associated new commercial GFA. Further, the future proposed retail at 255 Main Street as shown in the IDCP section 4, page 164 shall be delivered and available for occupancy at the same time as the initial phase of

required Innovation Space, with the potential to be programmatically part of the Innovation Space function.

- Detailed plans and drawings for the open space associated with a given phase will be provided with or in advance of the associated development phase design review. Thus the schematic design of park areas designated in the IDCP will accompany the schematic design of the corresponding building design.
- Based on the phasing diagrams outlined by the Applicant, any open spaces associated with an individual building project will be substantially completed with, or before, the occupancy date of the associated building.
- The Applicant and their design team will participate in the ongoing streetscape design process with the CRA for the design of Broadway and Galileo Way, and make corresponding modifications to neighboring open space setback areas and inter-connected circulation plans.
- In each phase, parking needs for the associated building and block should be re-evaluated by the Applicant in order to determine if there is an opportunity to reduce parking capacity related to each new building.
- CRA expects the Applicant to continue, or begin, reporting back to the CRA Staff and Board upon approval of the IDCP for the following items on an annual or bi-annual basis:
  - *Open Space Programming*: Continued programming of public open spaces shall include new spaces on the north parcel continuing the established practice for the Plaza, Rooftop Garden, Connector, Galaxy and other spaces around Kendall Center.
  - *Innovation Space*: As described earlier, the Innovation Space Operational Plan should include a proposed format and content for the annual report to the CRA regarding the Innovation Space including the below market innovation space program.
  - *Retail Plan*: The Applicant has committed to providing bi-annual Retail Plan updates to the CRA. The format of this report should include updates to certain retail maps provided in the IDCP documentation, as well as outlines of available opportunities for “start-up” retail uses as an entrepreneurial or developmental stage of business.

As described in the memorandum, none of the conditions set forth are intended to impact the ability to further advance the IDCP approval process or initiate the next phase of design. The CRA intends to work with your office diligently on the design review tasks and the planning for the Innovation Space as outlined above.

At the same meeting the CRA Board, continued its review of the design proposal of 145 Broadway, and unanimously voted to conditionally approve the Schematic Design. The approved motion, as modified by the Chair stated:

*Motion: To approve the Schematic Design of 145 Broadway as submitted on August 9, 2016 and revised on November 22, 2016, and further revised in the presentation*



*materials from January 17, 2017, conditioned on the ongoing review in accordance with the Design Review and Document Approval Procedure with specific review focus on the Sixth Street walkway, façade materials selection, landscaping plans, and Innovation Space design, as described in the January 14, 2017 CRA Staff Memorandum.*

The CRA Staff Memorandum had recommended the following conditions, which were incorporated by reference in the approval motion:

- The CRA Board will review and approve final schematic design of the Sixth Street walkway, after consultation with the Department of Public Works and Community Development Department staff regarding the final bike path design.
- The CRA Board will review and approve an Innovation Space Program Plan for the conversion of 255 Main Street to meet the Innovation Space Requirements for the GFA of 250 Binney.
- Staff will conduct ongoing review of the Design Development submissions for consistency with the Schematic Design and resolution of the design details described herein, including treatment of the cantilever areas (glass transparency, soffit, etc.), service road materials, outdoor site furnishings, and entry canopy design.
- Staff will review final materials of the building façade with particular attention to the ground plane, cantilever areas and soffit material treatments.
- Staff will review the selection of landscaping materials for open space around 255 Broadway and will require the coordination of this landscaping treatment and furnishings with the streetscape designs for Broadway and Galileo Galilei Way and proposed wind mitigation at the southwest corner of the building.

We look forward to the ongoing review of this project. Please feel free to contact me if you have any questions as the new phase of development in the Kendall Square Urban Renewal Plan area moves forward.

Sincerely,



Thomas L. Evans

Cc: Iram Farooq, Assistant City Manager for Community Development