

IDCP: Consolidated Comment List

Chapter	Source	Comment (paraphrased)	Topic
CHAPTER 1 DEVELOPMENT COMPONENTS			
R1.1 145 BROADWAY (COMMERCIAL BUILDING A)			
R1.1.1 Retail and Active Use in Lobby			
	CRA6	145 Broadway - Consider reconfiguring retail space at ground level: Office lobby could be moved to center of Broadway frontage instead of southeast corner.	145 Broadway - Retail/Active use
	CRA9	145 Broadway- An additional entry point off Broadway might be provided to the retail space located at the corner of Broadway & Galileo for more flexibility	145 Broadway - Retail/Active use
	CRA14	145 Broadway - Consider adding another retail area facing Broadway by shifting the building entrance under the cantilevered office floors above and reducing the size	145 Broadway - Retail/Active use
	CDD6	145 Broadway- Retail edge along new park is compromised by the parking elevator lobby and awkward layout for the space	145 Broadway - Retail/Active use
	CDD7	145 Broadway - 68% active edge along Broadway is below 75% requirement	145 Broadway - Retail/Active use
R1.1.2 West Façade on Galileo and Broadway			
	CRA1	West (Galileo) façade of 145 Broadway (another puncture)	145 Broadway - Western Façade
	CRA2	West façade (Galileo) should better reflect this major western gateway entry into Kendall and better relate to context. Broad flat minimally articulated façade visually reads as a large wall	145 Broadway - Western Façade
	CRA10	The Galileo corner misses the opportunity to create a proper Gateway experience. One might consider the form of the Marriott by Safdie to add interest and pick up the existing rhythm	145 Broadway - Western Façade
	CDD3	Re-evaluate sheer façade on west side	145 Broadway - Western Façade
R1.1.3 Massing and Cantilevers			
	CRA3	145 Broadway - Upper floor massing appears to cantilever out over the west service drive on some drawings but not others. Please clarify.	145 Broadway Massing

CRA4	145 Broadway - Relate better to nearby existing buildings, Contextual base height datum line not reflected	145 Broadway massing
CDD4	145 Broadway -Concerned about cantilevers over service road and new park	145 Broadway Massing
CDD5	145 Broadway - Dimensions and floorplate above the 125 ft. mark	145 Broadway massing
CDD9	145 Broadway - K2 Design Guidelines prefer a strong podium setback tower or a distinct horizontal articulation at datum height	145 Broadway massing
CRABoard9	We do not need to respect this 85 ft. Datum line, it is mythical, it doesn't exist across the street. Diagram in the design guidelines 5.14 is a pretty horrifyingly incoherent diagram with buildings stacked on top of each other with no vertical continuity not something we should be emulating.	Form/Massing: Datum line

R1.2 250 Binney

R1.2.1 Floor Plate Size

CDD14	250 Binney: Reconsider overhang along Binney Street	250 Binney Design/Massing
CRA2	Overhang on massing proposal for 250 Binney building may limit success of retail/active use	250 Binney Design/Massing
PLNBoard10	Board Member 2: 250 Binney feels big at the moment.	250 Binney Design/Massing
PLNBoard13	Board Member 3: The 250 Binney feels a bit big.	250 Binney Design/Massing
CRABoard10	250 Binney - the floorplates are the exact same width as 145 Broadway - 40' clear span space surrounding the core in all directions. Do not agree with calling for a reduced floorplate size on 250 Binney Street.	250 Binney Design/Massing
CDD13	250 Binney: Floorplate feels bulky/large	250 Binney Design/Massing

R1.2.2 Massing

CDD12	250 Binney: Break down overall massing especially large sheer faces along Binney and Sixth Walkway	250 Binney Design/Massing
CDD15	250 Binney: Height of podium on Sixth Walkway seems low	250 Binney Design/Massing
CRA1	Massing proposal for 250 Binney building (east façade) reflects a human scale toward the Sixth Walkway but perhaps to detriment of broader east facing elevation	250 Binney Design/Massing

R1.2.3 Height

PLNBoard10	Board Member 2: 250 Binney feels big at the moment.	250 Binney Design/Massing
PLNBoard13	Board Member 3: The 250 Binney feels a bit big.	250 Binney Design/Massing

CRABoard10	250 Binney - the floorplates are the exact same width as 145 Broadway - 40' clear span space surrounding the core in all directions. Do not agree with calling for a reduced floorplate size on 250 Binney Street.	250 Binney Design/Massing
CDD13	250 Binney: Floorplate feels bulky/large	250 Binney Design/Massing

R1.2.4 Loading Docks

CDD17	250 Binney: loading dock does not conform to K2 guidelines, wider than 30 ft. and no architectural doors	250 Binney Design/Massing
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R1.3 RESIDENTIAL BUILDINGS

R1.3.1 Balconies

CRA3	There should be balconies on residential buildings	Balconies
CDD11	Residential building needs balconies	Balconies
PLNBoard2	Board Member 1: For balconies, is there an adequate safe railing?	Balconies

R1.3.2 Residential Lobbies

CRA33	Realistic evaluation of south residential building's need for two lobbies. Retail use of a portion of this façade would help activate the park if the lobbies could be combined.	Residential lobbies
PLNBoard15	Board Member 4: Concerned about the separation of the lobbies - would like to understand that in much greater detail.	Residential Lobbies
CDD9	Concerns about realistic need for a double-lobby space for residential building- limiting ability to activate edge of open space in the future and east-west visual	Residential - Lobbies

R1.3.3 Exterior Character of Residential Buildings

CRA4	The visual relationship between the two residential buildings should be evaluated	Residential Building Design
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R1.3.4 Character of Binney Street Frontage

CRA5	Conflicting info regarding parking vs. residential uses make up the frontage of the Binney St. Residential	Residential Building Design
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R1.3.5 Blue Garage Façade

CRA25	Consider other means of softening the Blue Garage façade, other than re-planting trees	Blue Garage Façade
CDD10	Revisit Blue Garage screening and façade treatment on all sides of the building, especially those that are the terminating views of each of the east-west pedestrian corridors	Blue Garage Façade

CRABoard11 Screening the garage is not necessary. Screening might trigger a need for mechanical ventilation. Let it be a garage, it is what it is. Cities have service roads, cities have alleys. Blue Garage Façade

R1.3.6 Blue Garage Bicycle Location

PLNBoard20 Board Member 5: Bicycle parking should be addressed- concerned about the number of spaces on upper floors and required the use of an elevator, need to keep working on this. Bicycle Parking

CRA15 Residential building should have a portion of bike parking at ground level for the most frequent bike users to avoid extensive demand for the bike elevator Bike Parking

TPT3 Not all long-term bike parking spaces should be located on upper floors of Blue garage, some should be in a more convenient location Bike Parking

R1.3.7 Bicycle Transportation Routes

CRA14 Further study to improve transportation routes for bicyclists to and from designated long-term parking areas within each structured parking facility Bike Parking

R1.3.8 Exact Locations of Short and Long Term Bike Parking

TPT4 Exact locations of short-term bike parking needs more detailed review. Final plan for locations of short and long term bike parking in IDCP (subject to continuing design review for each building) Bike Parking

R1.4 INNOVATION SPACE

R1.4.1 Conceptual Design and Operational Details

CDD34 Innovation Space: need an operational plan that summarizes how the proposed space is planned to function and a reporting process to allow for monitoring. Either prior to the permit, or as a condition of the ongoing review process submitted prior to the development of 145 Broadway and 250 Binney Innovation Space

CRA6 More info regarding Innovation Space proposal on Main St: entry and façade renovations, programmatic organization, details of below market program. Innovation Space

R1.5 URBAN DESIGN

R1.5.1 Distance Views of the Project

CRABoard5	The residential building being the tallest building in the City it would be useful to get renderings from several key viewing points both inside and outside the City.	Residential Building Design
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CHAPTER 3 OPEN SPACE

R3.1 BLUE GARAGE ROOF

CRABoard3	Kathy Born: More consideration of open space, a more active use of the roof of the Blue Garage. Possibilities for programming in open spaces including the garage.	Blue Garage Rooftop
CRABoard7	Margaret: Would like to encourage the roof of the Blue Garage to be a place for the people in the two residential buildings to meet their neighbors.	Blue Garage Rooftop
PLNBoard18	Board Member 5: Concept of doing something interesting in terms of open space on the garage - consider something.	Blue Garage Rooftop
CRA10	Explore further scenarios for the utilization of the green roof on the north garage - the publicness of it, or use of it as an amenity by residents or both	Blue Garage Rooftop
CRA26	Further explore scenarios for providing public and private residential access on the Blue Garage roof	Blue Garage Rooftop

R3.2 BROADWAY PARK

R3.2.1 Level of Design of Parks

PLNBoard4	Board Member 2: Both the north and south open spaces are not designed thoroughly enough, need to advance the designs further. Need more movable chairs.	Broadway and Binney Street Park
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R3.2.2 Emergency Call Boxes

Public1	Blue police pull boxes should be identified	Broadway Park
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R3.2.3 Diagonal Pathways

CDD6	Diagonal pathways through the new Broadway park	Broadway Park
CRABoard4	Diagonals through the park: Sasaki has dealt with. No new diagonals are necessary, would wreck a useable space. It is pretty well tuned	Broadway Park

R3.2.4 Community Table Location

CDD8	Community table location evaluation	Broadway Park
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R3.2.5 Park Plantings

Public5	Lush nature of current Broadway Park should be recognized and preserved if possible	Broadway Park
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R3.2.6 Extension of West Service Drive Pavement

CDD7	Extension of pavement treatment further north along 145 Broadway	Broadway Park
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R3.3 PLAN FOR OTHER OPPORTUNITIES FOR PUBLIC REALM WITHIN MXD

CDD1	Infill proposed by Broad Institute calls for review of surrounding public spaces on south block	South Block
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CRA11	Explore options to enhance the public realm in other parts of the MXD Zoning district beyond what was presented in the IDCP, in collaboration with other property owners.	Open Space Design/South Block
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R3.4 ENCLOSED WINTER GARDEN SPACE

PLNBoard19	Board Member 5: Consider if an enclosed indoor winter garden somewhere in the project may work, or explain why it doesn't make sense.	Winter Garden
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CHAPTER 4 RETAIL

R4.1 RETAIL MARKET ANALYSIS BOUNDARY

CRA7	Retail Plan: clarify geographic boundaries between market analysis, maps, and composition analysis from Graffito SP.	Retail Plan
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R4.2 RETAIL VIABILITY

CRA21	Retail space at 250 Binney as proposed will be difficult to lease. While designed for future retail, a plan for another initial use may be necessary.	Retail Plan
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CDD33	Retail: a greater diversity of retail uses should be explored as Kendall has reached market saturation for food service	Retail Plan
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PLNBoard22	Board Member 5: Regarding retail, concerned about the viability of retail in this area where rents are very high and some companies provide amenities to employees, need to address those two things.	Retail Plan
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R4.3 RETAIL RETROFITS AT 105 BROADWAY, 150 BROADWAY AND 255 MAIN STREET

CRA9	The description of retail retrofits does not provide a written update on the Main Street retail opportunity illustrated in the plan document	Retail Plan/255 Main Design
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CRA23	Retail Plan: in 105 and 150 Broadway existing buildings, would accessibility ramps be required to convert to retail or, could the retail level be lowered to grade?	Retail Plan
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R4.4 SIZE OF RETAIL SPACES

CRA22	Retail Plan: should identify where larger retailers could be accommodated should MIT's leasing efforts fall short. If not necessary, they could be subdivided.	Retail Plan
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CDD32	Retail: To ensure local and independent retail remains viable, spaces in 250 Binney will have to be smaller than 3,000 SF	Retail Plan
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R4.5 RETAIL AND ACTIVE USE REQUIREMENTS IN ARTICLE 14

CRA8	Retail Plan: provide details or cross-reference to other chapters, describing how the active street frontage requirement in MXD zoning is being met, how retrofitting existing buildings contributes to that requirement and whether proposed retail spaces are to be designed and programmed as exempt commercial space.	Retail Plan
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CHAPTER 5 TRANSPORTATION

R5.1 WALKWAYS AND SERVICE DRIVES

CDD3	Upgrading service roads including wider sidewalk, uniform paving treatment, upgraded façade treatment for Blue Garage	Service Drives
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CRABoard12	Sidewalk on the service roads are quite wide enough, it is the same width as Broadway's new sidewalk in front of Volpe, seem perfectly adequate for the volume of pedestrians.	Service Drives
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CRA16	Greater detail for pedestrian experience improvements along east and west service drives	Service Drives
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R5.2 PARKING LOCATION AND PUBLIC ACCESS

CRA13	Maintaining a portion of parking capacity across the district for visitor parking needs to be reflected	Parking
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CRA27	Clarify whether all 3 north parcel garages (Blue, 250 Binney, 145 Broadway) will be open for public parking and if nighttime as well.	Parking
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CRA28	Clarify how many spaces the three north parcel garages will be solely dedicated to residential and commercial tenants vs. how many public or visitor spots remain available	Parking
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TPT2	TPT is requesting an updated parking demand analysis with a final minimum and maximum number of auto parking spaces and a stand-alone parking management plan	Parking
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R5.3 PEDESTRIAN CIRCULATION

CDD4	A more direct pedestrian connection along northern edge of park on Broadway across front of garage - visual connection	East/West Ped Circulation
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CDD5	Add new or enhancements to existing pedestrian path through the Blue Garage	East/West Ped Circulation
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TPT1	Additional analysis and design is also needed on the proposed east-west pedestrian connections on the north parcel including through the Blue Garage	East/West Ped Circulation
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CRA30	Clarify where Blue Garage pedestrians enter the blue garage on Binney and on Broadway.	Circulation
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CRABoard2	Pedestrian circulation should filter down to Broadway before going to Galileo - past the struggling retail on Broadway, therefore a connection through the Blue Garage is unnecessary. Length of the garage end to end is 600ft, a bit more than a typical DC block, a lot less than a midtown Manhattan block and about the same as a Back Bay Block - it's not an enormous length to go around.	Blue Garage Pedestrian Access
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R5.4 LOADING MANAGEMENT PLAN

CRA31	A service/loading management plan will be required to minimize daytime delivery times and to keep loading dock rolling doors closed for as much of the day as possible	Loading and Service Plan
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R5.5 TURNING RADIUS

PLNBoard16	Board Member 4: Turning radius into the driveways on Binney are far too large.	Streetscape Design
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R5.6 PEDESTRIAN ACCESS TO BLUE GARAGE

CRA30	Clarify where Blue Garage pedestrians enter the blue garage on Binney and on Broadway.	Circulation
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CRA32	How will pedestrian access to the Blue Garage be maintained at Binney and Broadway during construction of all of the buildings, especially the residential.	Phasing/Construction
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R5.7 DROP OFF LOCATIONS

CRA29	Clarify how passenger, visitor, and taxi drop-offs and delivery drop-offs will be provided, particularly residential building lobbies, including any drop off / pull off spaces provided on adjacent streets or service roads	Circulation
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R5.8 HUBWAY AND SHORT TERM BIKE PARKING

TPT5	Final location and commitments for Hubway need more detailed review and approval by the City's Hubway manager	Hubway
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R5.9 HUBWAY AND SHORT TERM BIKE PARKING

CRA17	IDCP should recognize commitment of CRA to continue to monitor and report traffic and transportation data as described in MEPA documents.	IDCP Edit
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CRA18	Open space illustrations and circulation plans should conceptually acknowledge CRA's streetscape redesign effort currently under way	IDCP Edit
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R5.10 KSTEP

TPT6	A final MOU for the KSTEP program prior to issuing permit	KSTEP
Public2	Transit Advisory Committee (see letter): KSTEP funds should be used for a proposed new bus route from Sullivan to Kenmore via Kendall. Urge BP to require tenants to provide transit passes to employees, and require tenants to charge full parking cost to employees unless they have a parking cash-out program. BP should take steps to avoid proliferation of employer based shuttle system. Request that KSTEP disbursement of funds be revisited to delay the timing.	KSTEP

CHAPTER 6 INFRASTRUCTURE

R6.1 STORMWATER

Public3	Charles River Watershed Association (see letter)	Stormwater
PLNBoard23	Board Member 5: Issues previously discussed regarding Stormwater management are important and should be addressed.	Stormwater

R6.2 GROUNDWATER IMPACTS

PLNBoard3	Board Member 1: Water retention and sustainability - would like to see if there is any study on groundwater deflection caused by these buildings.	Stormwater
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R6.3 CAPACITY STUDY

DPW2	Anticipate undertaking a capacity study, which includes a metering program to evaluate current flow conditions in the system.	Sanitary Sewer
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CHAPTER 7 ENVIRONMENTAL IMPACTS

R7.1 WIND ANALYSIS

CRABoard13	Wind is a real concern in the winter at the west corner of the 145 building. If indeed that requires some sort of alteration of the façade at the corner to shed the vortex that is worth doing, although would hate to clip off or round the corner.	Wind
PLNBoard6	Board Member 2: The wind analysis is pretty soft, not a lot of hard data, would like to see the more detailed wind study.	Wind

CHAPTER 8 SUSTAINABILITY

R8.1 RESILIENCE

DPW3	Evaluate how the proposed development has been designed to mitigate potential for impact to the site from surface flooding in the anticipated 2030 100-yr storm event flood depths found in the Nov 2015 Climate Change Vulnerability Assessment	Climate Change/Resiliency
DPW4	Evaluate how the proposed development will recover from a surface flooding event consistent with the potential 2070 100-yr storm event flood depths found in the Nov 2015 Climate Change Vulnerability Assessment	Climate Change/Resiliency
PLNBoard5	Board Member 2: Is the entrance to the garage at 145 Binney is protected against flooding in the 2070 vulnerability assessment scenario?	Climate Change/Resiliency
CDD29	Sustainability standards: Incorporation of resiliency strategies that are protective of building occupants, activities and systems	Sustainability Guidelines

R8.1 INNOVATIVE SUSTAINABILITY DETAILS

CRABoard2	Conrad: Like to hear some creative an innovative detail what the sustainability plans for the district are. Materials, Stormwater, and planting regimen around open space, reflect performance in the buildings. What people inside are doing in terms of waste and energy usage. Future presentations need to dive deeper.	Sustainability
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R8.3 GREEN ROOF AND SOLAR GENERATION

CDD21	More detail on how solar ready design will be balanced with utilization of green roofs and considering the feasibility of on-site solar generation	Sustainability
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R8.4 COGENERATION FEASIBILITY STUDY

CDD22	A commitment to complete a feasibility study of using the existing co-generation facility within a particular time frame	Sustainability
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R8.5 STRETCH CODE

CDD23	Clarify whether the newly adopted Stretch Code effective January 2017 will be used.	Sustainability
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R8.6 TARGET LEED VERSION

CDD24	Clarify whether LEED Version 4 Gold will be utilized	Sustainability
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R8.6 ADDITIONS TO SUSTAINABILITY GUIDELINES

CDD25	Sustainability standards: Assess feasibility of geothermal for each new building including shared geothermal	Sustainability Guidelines
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CDD26	Sustainability standards: Consider energy storage as part of each new building	Sustainability Guidelines
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CDD27	Sustainability standards: Commissioning program for each building (following the LEED Enhanced Commissioning credit)	Sustainability Guidelines
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CDD28	Sustainability standards: Analysis of pathways to net zero - ways in which each new building could be adapted to be carbon-neutral as technologies advance over time	Sustainability Guidelines
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CDD30	Sustainability standards: Incorporate evolving sustainability standards as established at time that an individual building is going through the design review process	Sustainability Guidelines
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CDD31	Tracking of GHG emissions over time	Sustainability Guidelines
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CHAPTER 9 PHASING

R9.1 OPEN SPACE PHASING

CDD18	Phasing: phase two should include the new park on Broadway, and upgrades to the east-west pedestrian paths, except for the one at 250 Binney which would be phase 3	Phasing
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CDD19	Phase 3 should include the upgrades to both north-south service drives	Phasing
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DPW1	Consider construction logistics and operations of each phase of the project early in design development	Phasing
CDD2	145 Broadway- Construction phasing for the east-west path north of 145 Broadway needs to be clarified	Phasing

CHAPTER 10 DESIGN GUIDELINES

R10.1 DESIGN GUIDELINES

CDD20	Design guidelines should add additional language, images, and diagrams addressing architectural character and materials; ground floor design and uses; character of streets and pathways, and how the project will enhance this character	Design Guidelines
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CHAPTER ORPHANS

CRA11	145 Broadway - The jenga pieces appear to have glass atria on three cantilevers on page 11, but not reflected in floorplans	145 Broadway - Design
PLNBoard12	Board Member 3: Do not sacrifice all aesthetics on the alter of LEED points.	145 Broadway - Façade
CRA19	History section of IDCP needs discussion of K2C2 planning process and evolution of Kendall as mixed-use district over the past decade	IDCP Edit
CRA20	IDCP should describe amendment to KSURP and MXD zoning and list all the progressive changes brought by those two documents	IDCP Edit
CDD16	250 Binney: Needs to include further improvements to the east-west path on the south side of the building	250 Binney Design/Massing
CRA15	Additional seating areas might be considered facing the park itself	145 Broadway - landscaping