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AUTHORITY

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CRA Design Review Committee
Held Virtually on Zoom
Meeting Notes
Date: June 7, 2023

ATTENDEES

CRA Board: Kathleen Born, Barry Zevin

CRA Staff: Fabiola Alikpokou, Cecelia Cobb, Tom Evans, Matthew Heller-Trulli, Alexandra Levering, Kyle Vangel

Broad Institute: Lee McGuire

Independent Artist: Janet Echelman

Sasaki: Steven Engler

ART INSTALLATION AT THE BROAD INSTITUTE LOCATED AT 415 MAIN STREET

PRESENTATION

The Broad Institute team presented on a proposed art installation at the Broad Institute at 415 Main Street. **See Attachment A**.

COMMITTEE COMMENTS

Mr. Zevin asked how the art installation would be fastened to the building structure and how the existing lighting would interact with the installation. Mr. Zevin also inquired about any code requirements for fire resistance that may present an issue with the art installation.

Ms. Born asked about the art installation's medium and whether the piece is more fluid or fixed in nature. Ms. Echelman responded to both board members stating that she always works with a licensed engineer and always complies to all codes and local building department and fire marshal requirements. She stated that her work has been installed in both interior and exterior locations in cities around the world, and they have great familiarity with satisfying code requirements. Materials used in the work are tested in a laboratory environment and there are a variety of highly engineered fiber structural attachment are made of stainless steel. The team's licensed engineer has been working with the Broad building to properly attach the work structurally, and are also working with professional lighting designers. In terms of the installation's materiality, Ms. Echelman stated that the piece is both rigid and fluid and that the dichotomy is central to the nature of her work.

Mr. Zevin inquired as to how the installation may interact with the large screen located inside the lobby as the installation drapes lower in some sections. Ms. Echelman responded that their team's design criteria relative to the height of the sculpture in the exterior portion is focused on safety and prevention of vandalism. Mr. McGuire also responded that the screen's content will be tailored during the installation's duration to not compete with the installation and to instead support the installation with complementary programming.

Ms. Born asked for further clarification on the installation's fastening structure. Ms. Echelman responded by bringing attention to a stainless steel armature that attaches to the roof or ceiling and affirming that despite being in concept design phase, the design team has been working with the Broad on the specifics of their soffits and ceiling condition as well as the Broad's lighting designer to ensure the installation will be fastened appropriately.

Ms. Born asked whether or not a very tall individual would be able to touch the installation if they reached or jumped and, if so, whether the installation's material would feel stiff and hard or feel more like a semi-stiff fabric. Ms. Echelman replied that it would be soft to the touch. She continued to restate that the design is in concept phase and that key criteria in determining the installation's height will be safety and prevention of vandalism.

Mr. Zevin cautioned that the community present in Kendall Square has a strong history of gently hacking things and that the design team should keep this perspective in mind as they continue their work. Ms. Echelman acknowleged the concern and thanked Mr. Zevin for the input.

Mr. Evans inquired about the inclusion of signage surrounding the installation and the ability of the project to entice members of the public to visit the Broad's Discovery Center space in the lobby interior. Mr. Zevin agreed with Mr. Evans in supporting the inclusion of signage. Mr. McGuire mentioned a similar plaque concept present at one of Ms. Echelman's installations in St. Petersburg and that, while signage had not been discussed specifically at this project phase, inclusion of such signage was assumed in their discussions and will be present in the final installation.

Ms. Born mentioned that the Fire Department has strong stipulations regarding the visibility of building address numbers and inquired as to whether or not the installation would obscure its visibility. Mr. McGuire thanked her for this comment and agreed that it will be flagged for further review with the Fire Department.

Ms. Born asked how much of the installation will be on the building exterior versus the interior. Ms. Echelman stated that the installation would be split relatively evenly between the two, with perhaps a little more of the installation occurring on the exterior.

PUBLIC COMMENTS

A public member stated that the design looks terrific and it would be a wonderful addition to the streetscape. The installation is a terrific opportunity to animate the street and would be welcome by nearby residents in East Cambridge.

GALAXY PARK CONCEPT DESIGNS FOR STREETSCAPE AND PARK

PRESENTATION

Sasaki presented conceptual design alternatives for Galaxy Park. **See Attachment B.**

COMMITTEE COMMENTS

Mr. Zevin stated that all the concepts presented were better than previous efforts by past consultants. He stated that he would vote strongly for park design #2, which is the “Grove” concept. The “Seating at the Point” option made little sense as it does not seem like an attractive place to provide seating. The “Canyon” concept was intriguing but took away valuable park space to provide a desire line that was not in demand or of much use. Mr. Zevin was surprised the Fire Department was comfortable with the proposed streetscape designs given the major trauma center on the other side of the Longfellow Bridge and the tendency for traffic to back up to this roadway. Mr. Zevin expressed a desire to resolve an existing pinch point in the contraflow bike line located on Main Street to the west of the park. He reaffirmed his preference for the Grove park concept but indicated a dislike of flex-post separated bicycle facilities as they are easy to run over with motorized vehicles. He suggested that a mountable curb may be a better solution.

Ms. Born agreed with Mr. Zevin that the “Seating at the Point” concept should be ruled out. She expressed some interest in the “Canyon” concept but ruled it out, agreeing with Mr. Zevin that it made little sense to make such an intervention when there wasn’t a strong existing desire line. Ms. Born asked if a raised cycle track would be demonstrably safer than a flex-post separated bicycle lane and also asked how long this section of road redesign would be. Mr. Engler responded that it was likely a few hundred feet in length. Ms. Born continued with asking whether this section of street was a particularly dangerous area on bicycle and that, if so, she could see the rationale for a raised cycle track. In general, however, Ms. Born felt that an at-grade bicycle facility would fit the overall point-of-view of the area’s urban design better. She noted that the Longfellow Bridge also has at-grade flex-post separated bicycle lanes and that while grade-separated facilities are considered best standard, flex-post separated facilities suffice as a solution in many places. Ms. Born asked if the “Grove” park concept could be paired with either streetscape concept, which Mr. Engler confirmed.

Mr. Evans provided some additional context that the stretch of Broadway from Ames to Third Street will eventually have a raised cycle track on both sides due to a nearby development project by MITIMCo and, likewise, Boston Properties is responsible for building a raised cycle track from Galileo Galilei Way to Ames Street. While this segment of road is small in comparison, Mr. Evans noted that the CRA feels responsibility for bringing it up to the standards of the broader streetscape. Ms. Born thanked Mr. Evans and shared that this information changed her perspective. She asked to clarify whether Broadway to the east and Main Street to the west would be a continuous raised cycle track in the future, and Mr. Evans answered that while Broadway is planned to have a raised cycle track, Main Street to the east is flex-post protected and no plans currently exist to change this condition. Ms. Born stated that if any road in the City of Cambridge is to have a premier bicycle lane facility, this road should be it since it has the highest bicycle traffic volumes in the city.

Mr. Zevin stated that this section of roadway is also of primary importance for emergency vehicle access, and that we should not compromise on ensuring an ambulance or a firetruck would be able to squeeze past a row of stopped cars. Mr. Zevin suggested that the ample space provided to flowers, the bike lane, and the sidewalk could be reduced to not impede with the needs of emergency vehicles. He referenced a raised cycle track facility on Vassar Street that has no separation between the bicycle lane and sidewalk and that conditions there appear okay. He suggested that a mountable curb on the lane may allow for emergency vehicle access along the street segment.

Ms. Born asked for more information to better understand conditions on the Longfellow Bridge. Mr. Zevin noted that is has one travel lane with a flex-post separated bicycle lane in each direction, but that the travel lane width and flex-post buffer space width was wide enough to allow for emergency vehicle access. Ms. Born asked about Broadway's existing median strip beginning at Third Street and its necessity. She noted that issues around street width could be resolved by the removal of the fence in the median strip. Mr. Evans shared some of the fence's history, which most recently involved its inclusion in the scope of work involving the Longfellow Bridge reconstruction efforts that took place in the mid-2010s.

Mr. Evans affirmed that emergency vehicle access should not be compromised in the design and that the design process will continue to involve the preferences of the City's Fire Department. He noted that relative to the Longfellow Bridge reconstruction, he recalled some conversations between MassDOT and ambulance operators that supported flex-post separated lanes so that the space could be used as an emergency access lane if needed. Ms. Born noted that nearby street segment between Ames Street and Main Street was under different conditions because of its larger roadway width. Mr. Engler responded that some areas in the concept design plan looked at potential pinch points along this section, but both agreed that conditions there were different conditions at the segment under discussion since it only has travel in one direction. Mr. Evans also noted that a pinch point currently used as a taxi cab idling zone on Broadway heading eastbound was accepted by the Fire Department because the cabs could move in emergency access situations. Ms. Born stated that, in light of all the surrounding context, she was now leaning towards a flex-post separated lane. Mr. Zevin reiterated that the available street width dedicated towards sidewalk and sidewalk planting buffers in the raised cycle track concept could be redistributed to resolve any emergency vehicle access issues, or that careful flex-post placement could allow a full vehicle travel lane width within the bicycle lane's space in emergency situations.

Ms. Born asked if there are any bicycle counts that have been conducted at this location. Mr. Evans stated that there is an automatic bicycle counter located half a block away on Broadway in front of the Marriott Hotel. Ms. Born referred to present public discussions on the benefits of bike lanes in northern Cambridge and that she would hope to demonstrate real true incremental progress on increasing transportation by bicycle at this location. Mr. Zevin agreed that it would be worth doing a manual count at some point to see how many people cycling past the automatic counter at the Marriott are continuing through this street segment towards the Longfellow Bridge. Mr. Evans stated that cordon counts at this location are possibly part of the Annual Transportation Report data that would be presented to the Board in a few weeks.

Ms. Born and Mr. Zevin concurred that their preferred park concept alternative was the "Grove" concept, and that they both preferred different alternatives for the streetscape design. Mr. Evans

stated that the design team will take the priorities and feedback offered in this meeting to the City and the Fire Department and return to the Board at a later date with answers surrounding emergency vehicle access and different alternatives.

PUBLIC COMMENTS

A public member agreed with Mr. Zevin's comments regarding the "Grove" concept and the importance of prioritizing emergency vehicle access on the street segment. The member recalled being present at the Sloan School Library in 2013 when an ambulance responded to an altercation that was part of the Boston Marathon Bombings and how vital this roadway was to emergency vehicle egress at that time. The public member stated that the contraflow lane to the west of Galaxy Park caused issues as a pedestrian due to the confusing nature of how bicyclists enter the lane through a mixed zone in the park's plaza space. The public member expressed that everything in the City seems to prioritize the convenience of bicyclists and that while infrastructure is an important factor to enhancing safety, other things such as enforcement and prioritization of pedestrians should be considered. The public member made mention of the MIT mobility forum and alluded to one session that focused on prioritizing the pedestrian perspective when doing streetscape design work. Ms. Born thanked the public member for their comment and stated that she did not wish to diminish the importance of providing safe and convenient routes for pedestrians, but that the committee also needs to recognize that this street is the single busiest bicycle route in the City. The public member and Ms. Born agreed that they don't often hear from the pedestrian perspective in public discourse. The public member asked if Joe Davis, the artist who designed the globe water feature in Galaxy Park, was still around and had been asked to provide perspective on any of the concept design. Mr. Evans responded that the CRA is in touch with Mr. Davis on a semi-annual basis since the CRA contracts with him to clean the globe every other year and that staff would contact him in the future. Ms. Born asked to clarify that the area around the Galaxy Park's globe water feature was not included in the current scope of work, which Mr. Evans confirmed is not part of the scope.

Attachment A

Presentation on proposed public art installation at Broad Institute

Proposed public art installation at Broad Institute

Merkin Building - 415 Main St.

Cambridge Redevelopment Authority - Design Review Committee - June 7, 2023

BROAD INSTITUTE

About the Broad Institute of MIT and Harvard

We seek to better understand the roots of disease and narrow the gap between new biological insights and impact for patients.

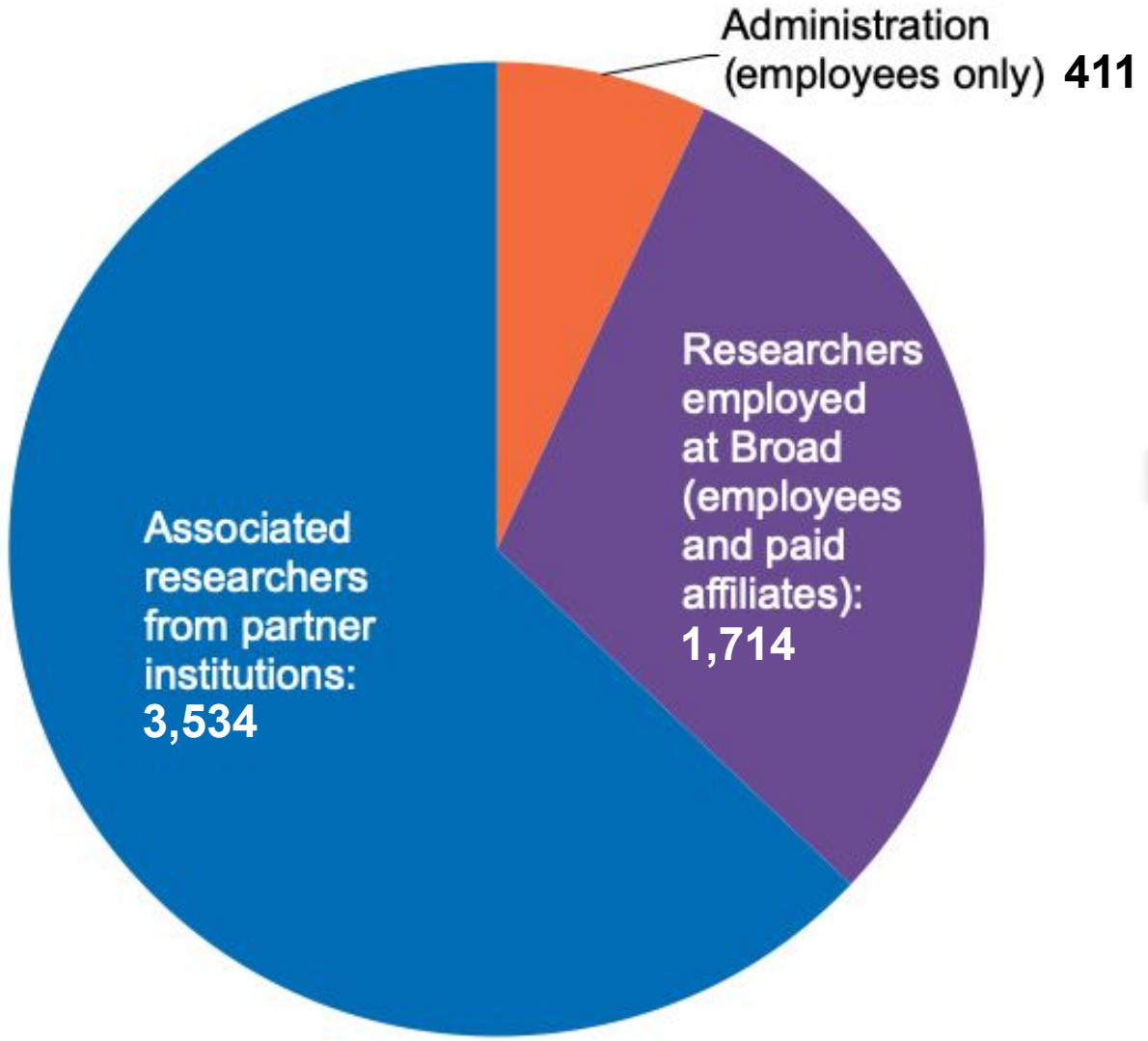
The Broad Institute of MIT and Harvard is a research organization that convenes a community of researchers from across many disciplines and partner institutions—MIT, Harvard, and Harvard-affiliated hospitals.

BROAD INSTITUTE

Who we are

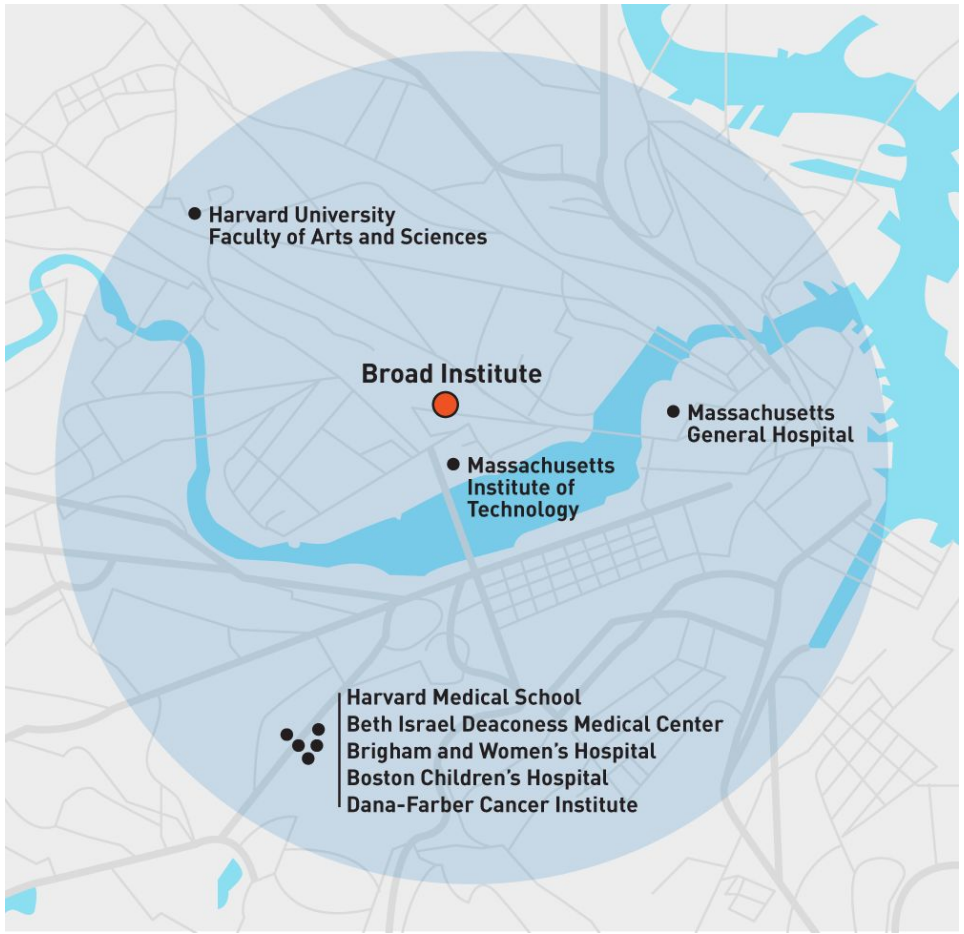
The Broad community is made up of more than 6,500 members, including physicians, biologists, chemists, computer scientists, engineers, administrative staff, and representatives of many other disciplines.

We are committed to advancing research in areas such as infectious disease, cancer, psychiatric research, and cardiovascular disease.



BROAD INSTITUTE

Partner Institutions



Located in Kendall Square, we partner with MIT, Harvard, Harvard Medical School, and the major teaching hospitals:

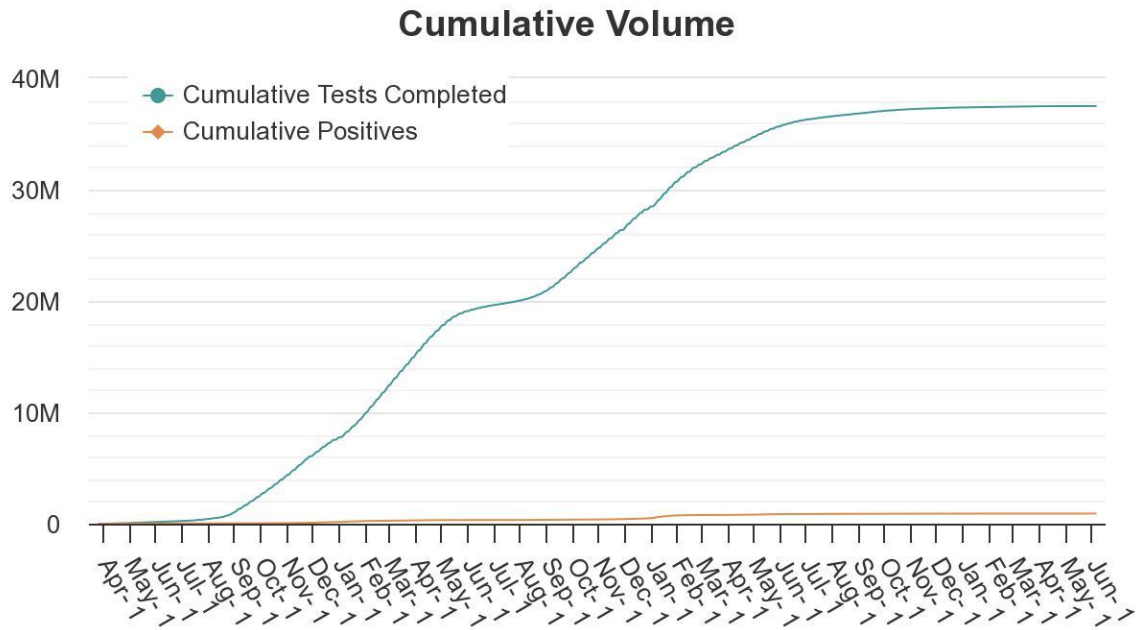
- Beth Israel Deaconess Medical Center
- Boston Children's Hospital
- Brigham and Women's Hospital
- Dana-Farber Cancer Institute
- Massachusetts General Hospital

BROAD INSTITUTE

COVID testing

Broad Institute partnered with the City of Cambridge and the Commonwealth of Massachusetts to offer COVID-19 testing to meet public health needs.

Since March 2020 we processed 37.5 million tests with an average turnaround time of less than 24 hours.



BROAD INSTITUTE

About the artist: Janet Echelman

Janet Echelman sculpts at the scale of buildings and city blocks.

- World-renowned artist creates large-scale artwork: “living, breathing pieces that respond to the forces of nature at the cutting edge of sculpture, public art, and urban transformation.”
- Is known for the award-winning 2015 temporary sculpture, “As If It Were Already Here,” suspended above the Rose Kennedy Greenway, for which she was awarded the Harleston Parker Medal for the most beautiful piece of architecture, building, monument, or structure built in the metropolitan Boston area in the past ten years.
- Is the 2022-23 Mellon Distinguished Visiting Artist at the MIT Center for Art, Science, and Technology.

BROAD INSTITUTE

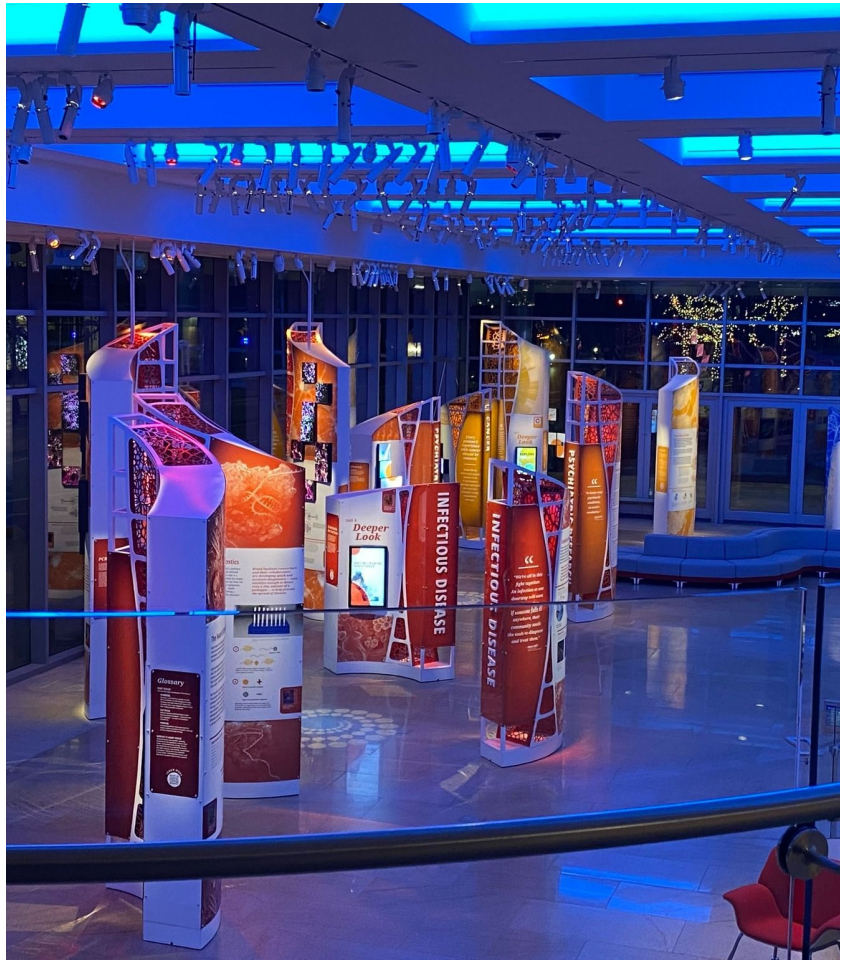
About the project: Engaging the public at the Merkin Building

Installation would span indoor and outdoor spaces.

- Located at the main entrance to Broad Institute, at the Merkin Building at 415 Main St.
- Also the entrance to the Broad Discovery Center.
- Appears to ‘break through’ the glass into the building, connecting the outdoors to the public space inside.
- Dramatically lit at night both outdoors and inside; would engage the public into the evening.
- Height and placement would protect pedestrian access to the building as well as sightlines.

BROAD INSTITUTE

About the project: Community engagement



An inviting, inclusive, and engaging space in Kendall Square.

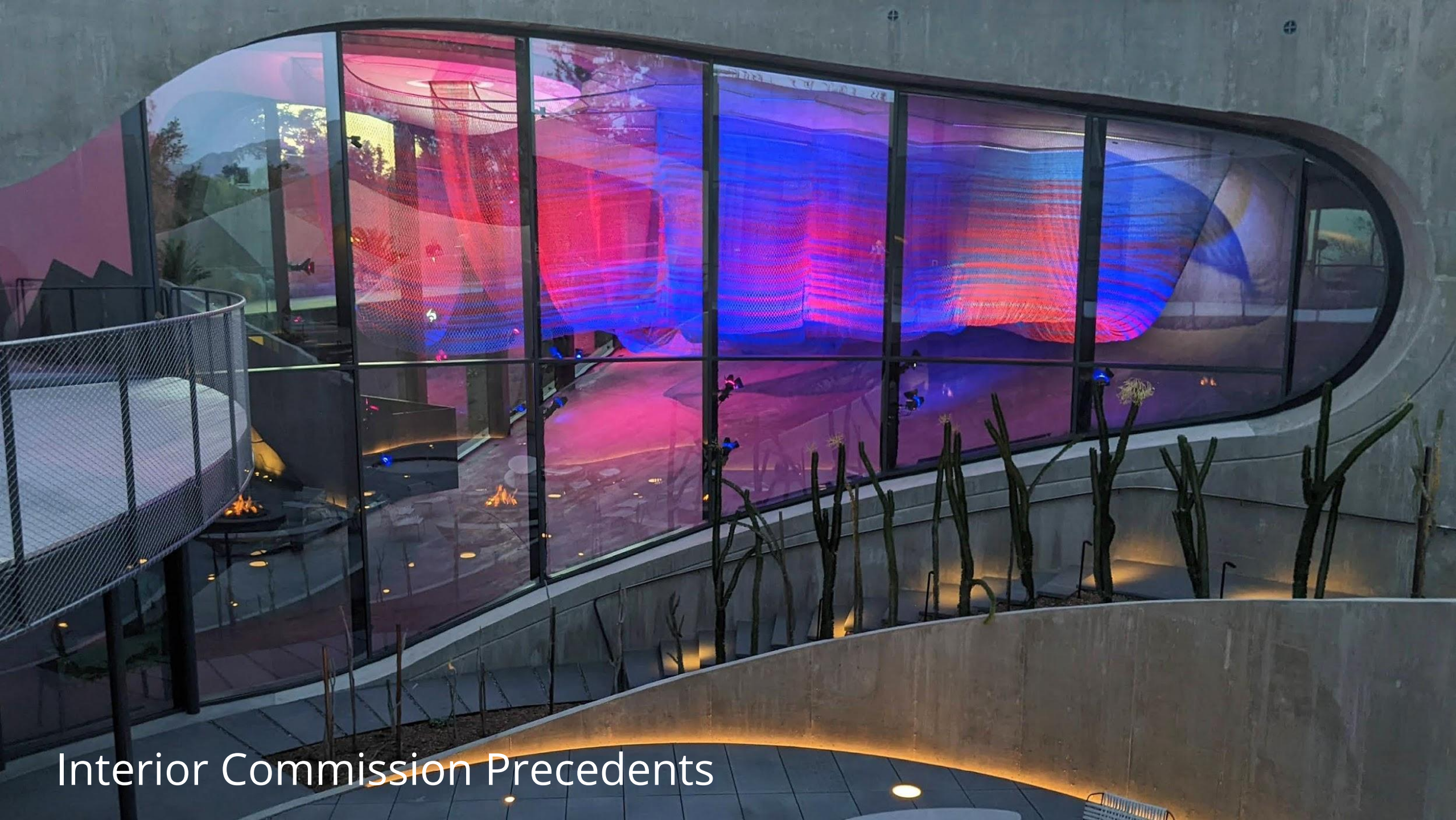
- Broad Institute leans on the expertise and advice of community partners, including the MIT Museum team, MGH Russell museum team, Kendall Square area education and public outreach professionals, as well as the Innovation Trail of Greater Boston to inform our strategy.

- Broad has also convened a Community Engagement Working Group (CEWG):
  - Cambridge Redevelopment Authority
  - Massachusetts Cultural Council
  - Community Charter School of Cambridge
  - Kendall Square Association
  - MIT Office of Government and Community Relations
  - City of Cambridge (STEAM initiative and Workforce development)
  - Harvard University
  - Cambridge Foundry
  - Individuals (artist, patient advocates)

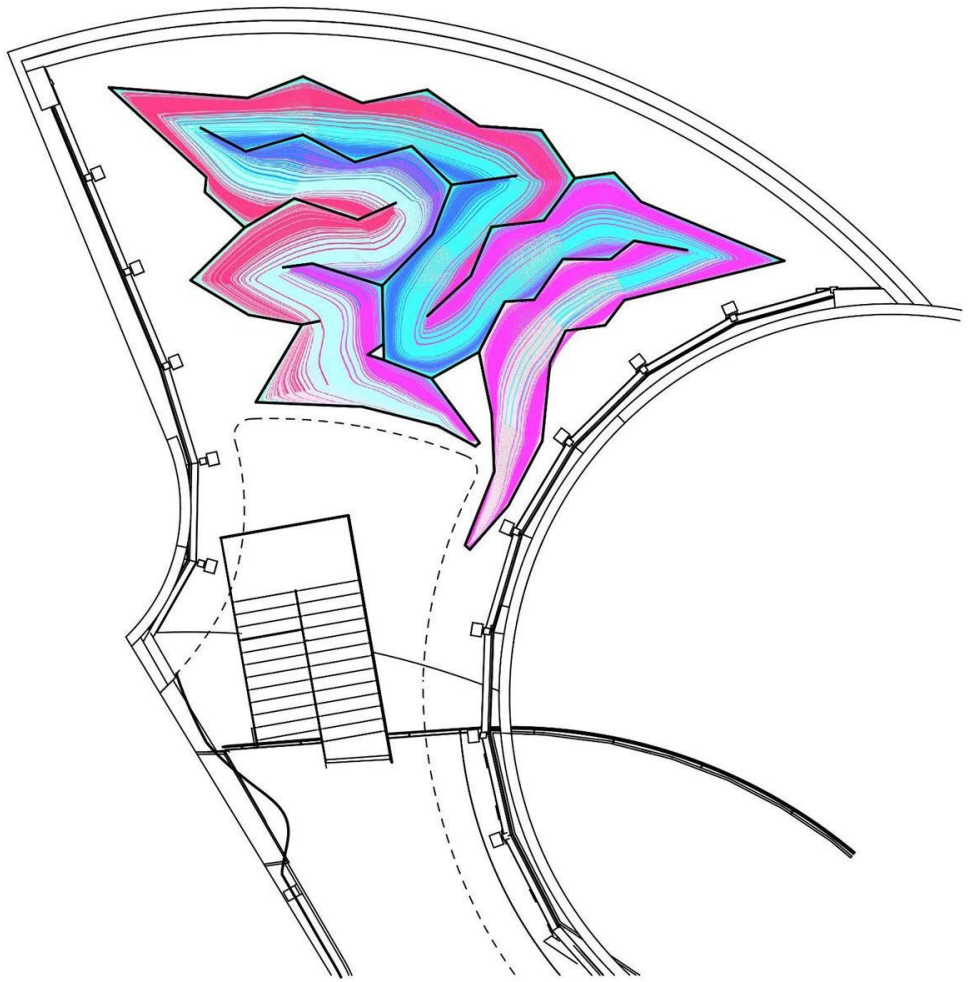
BROAD INSTITUTE

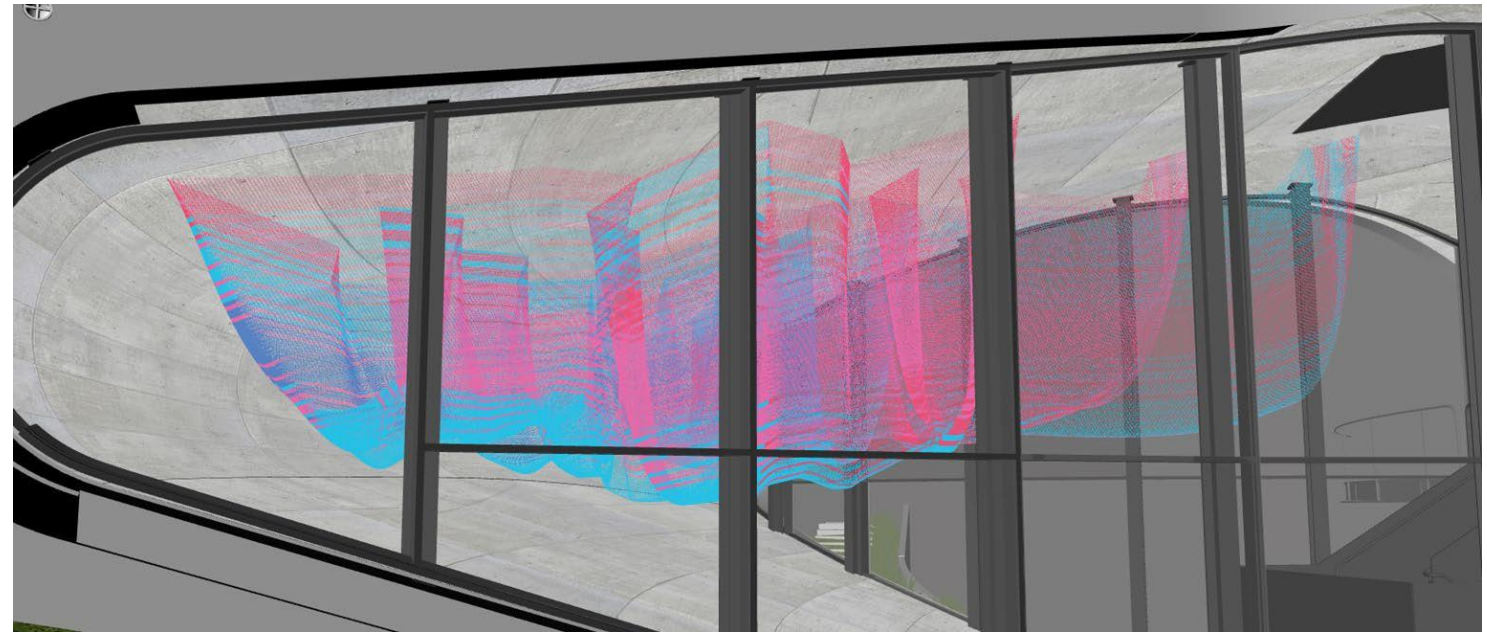
Janet Echelman

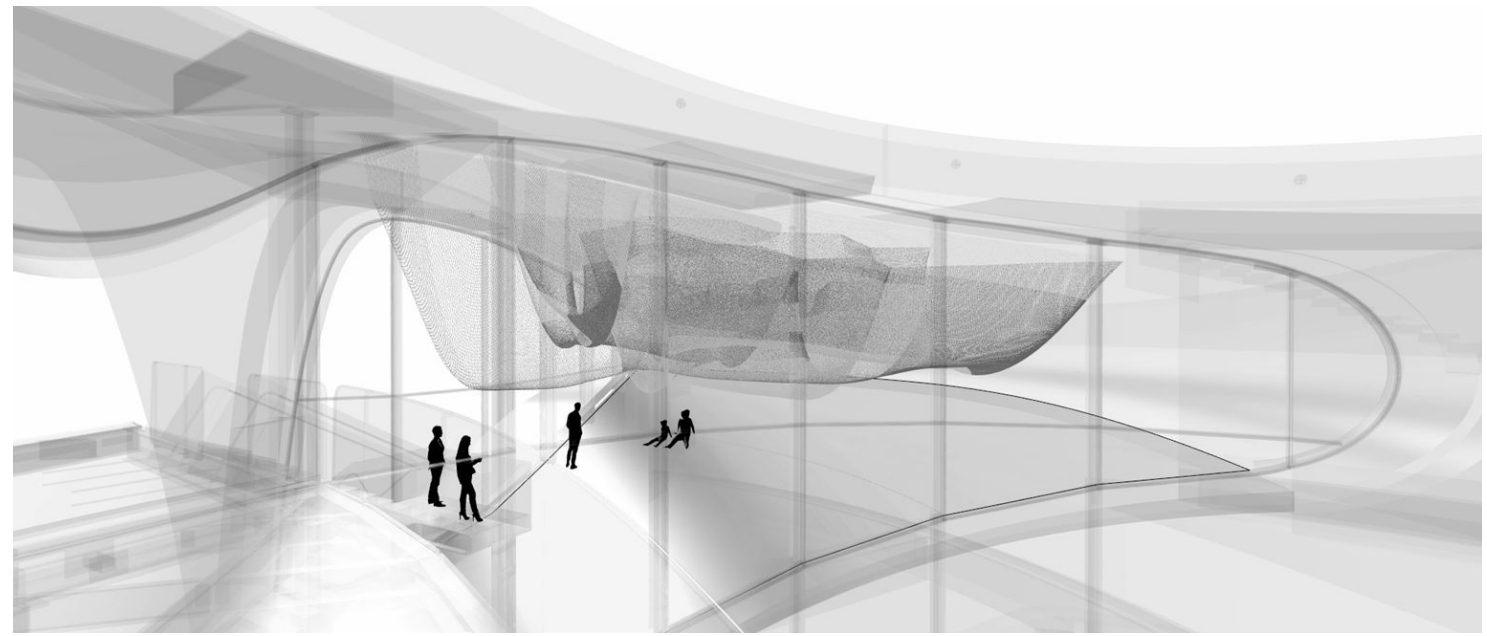

Concept Design
Broad Institute, Cambridge MA
Janet Echelman, 2023

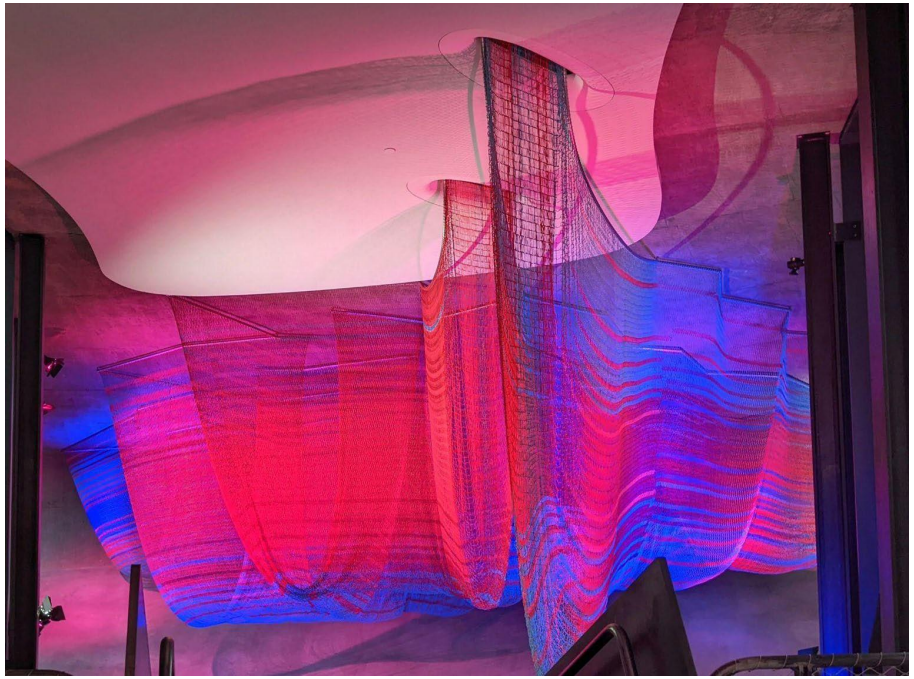


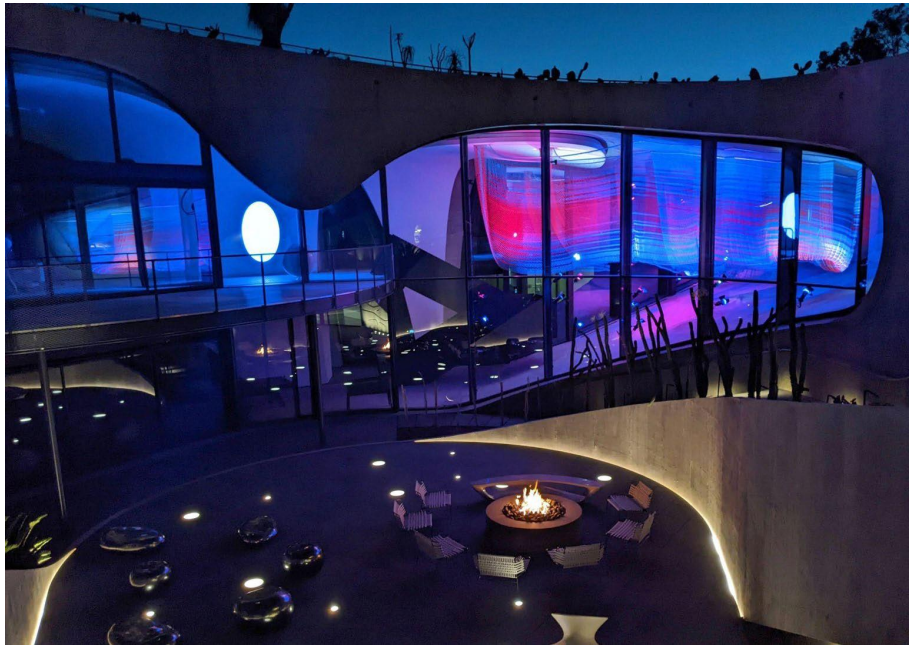
Interior Commission Precedents

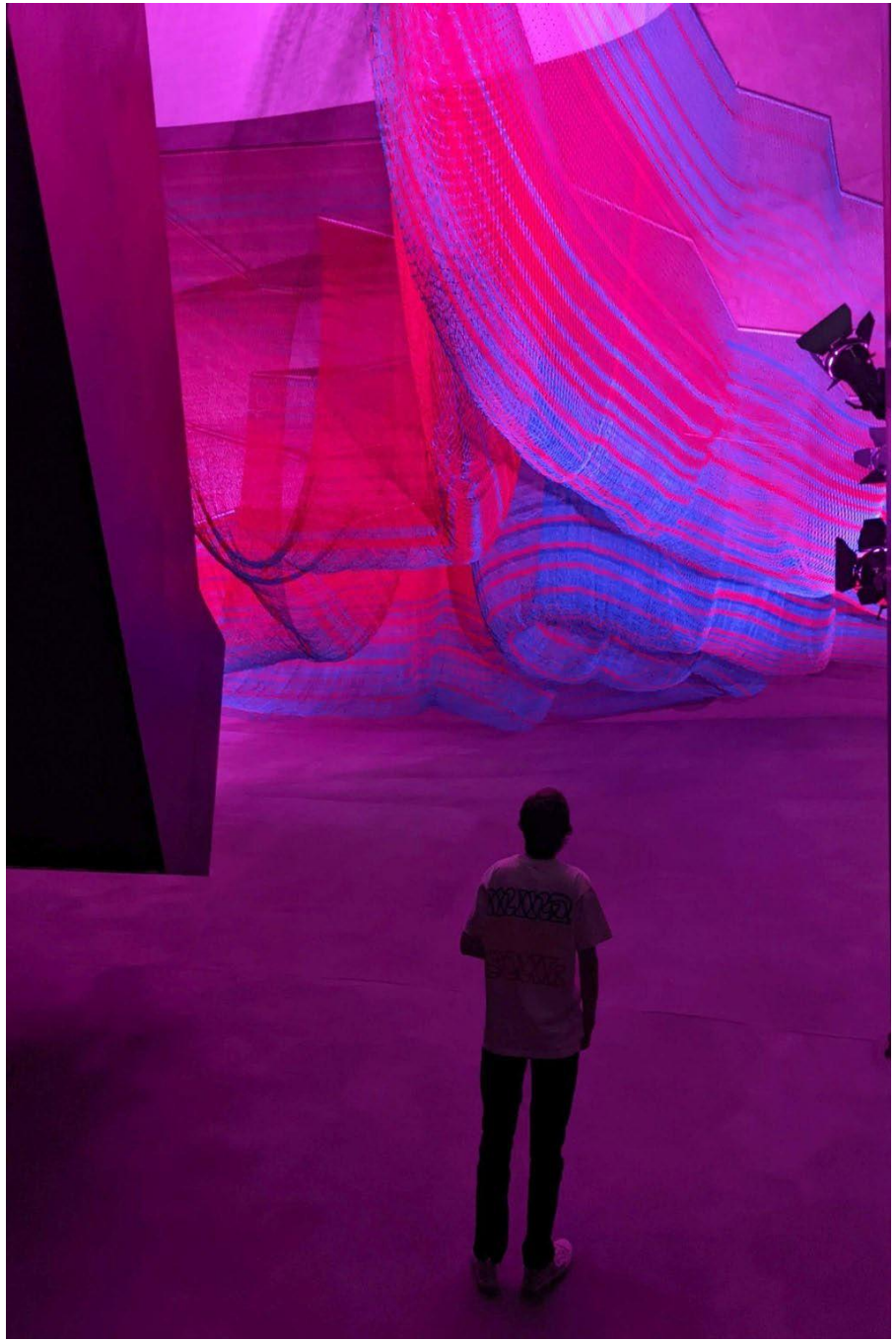


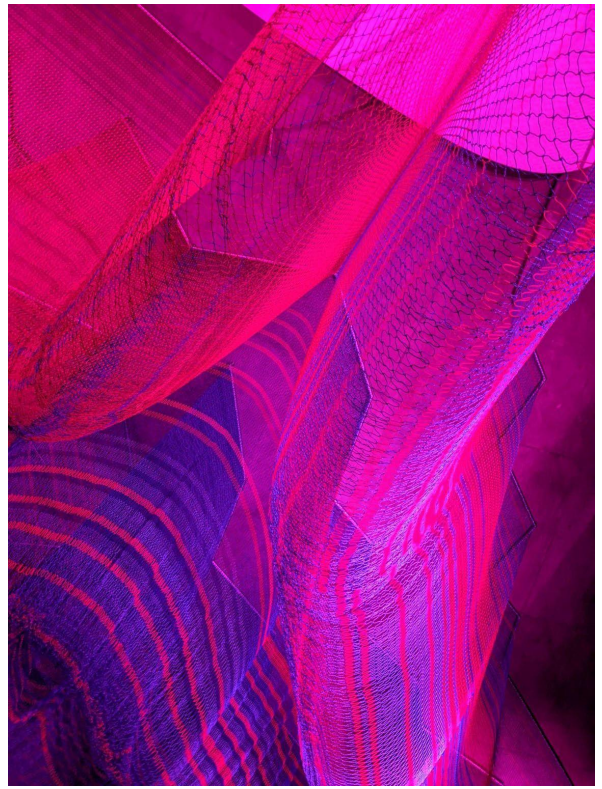


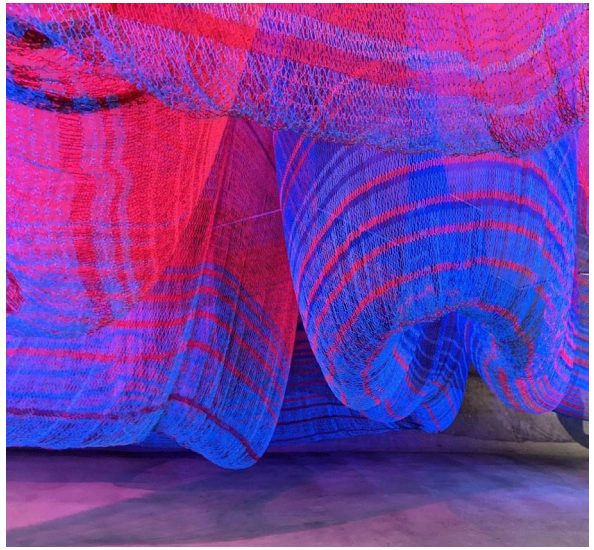


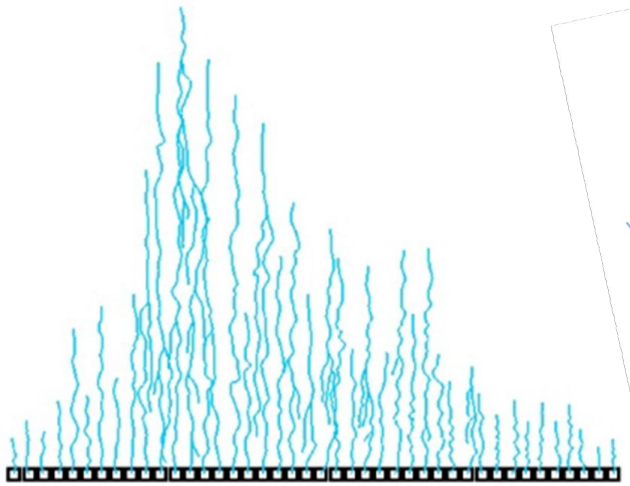


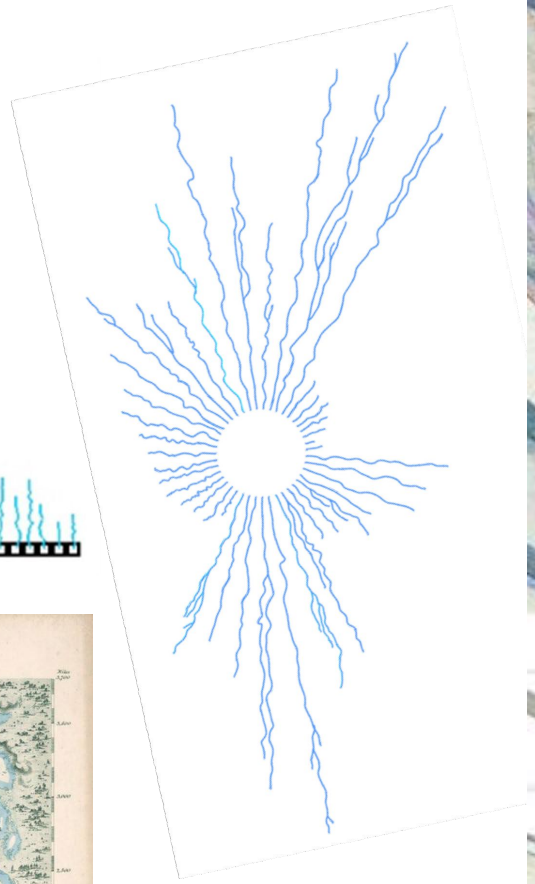


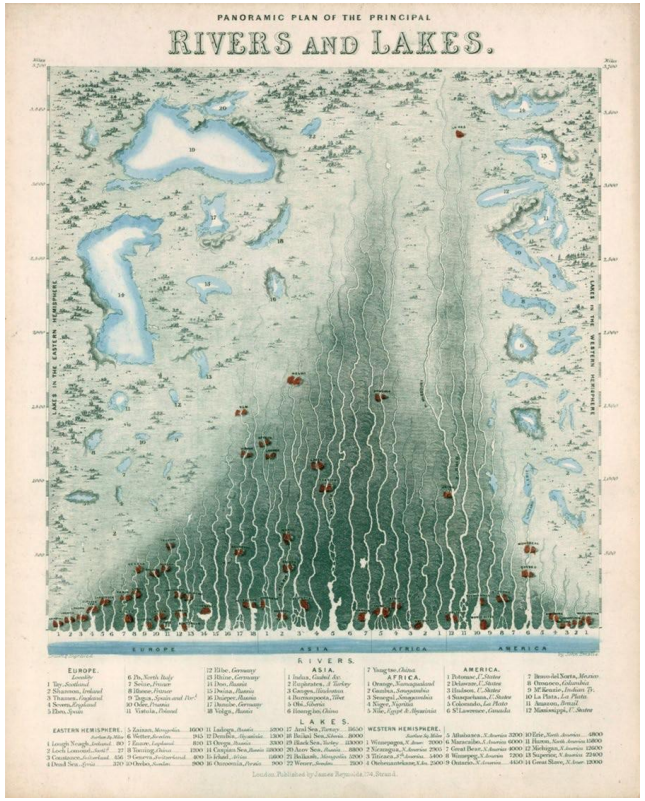








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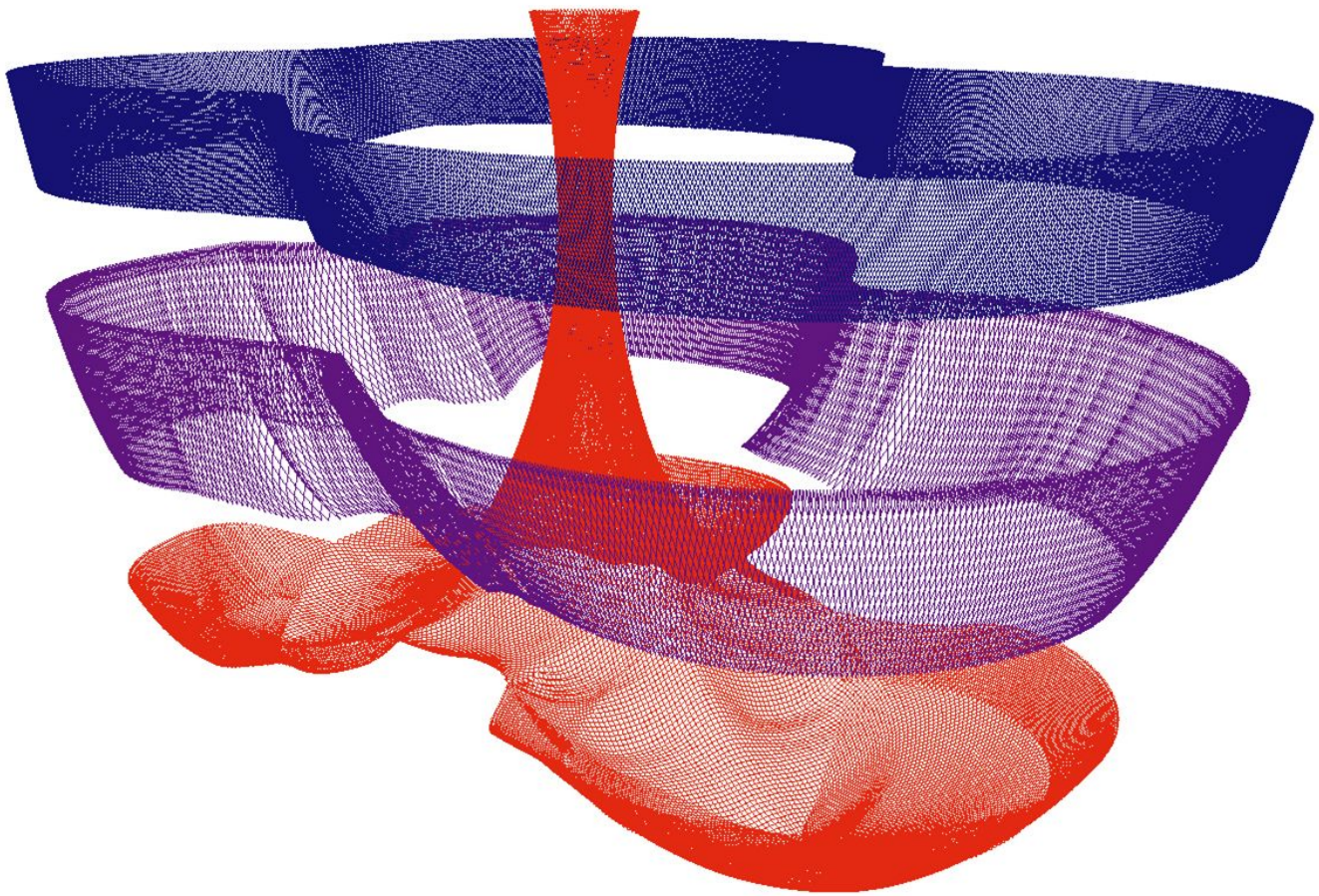
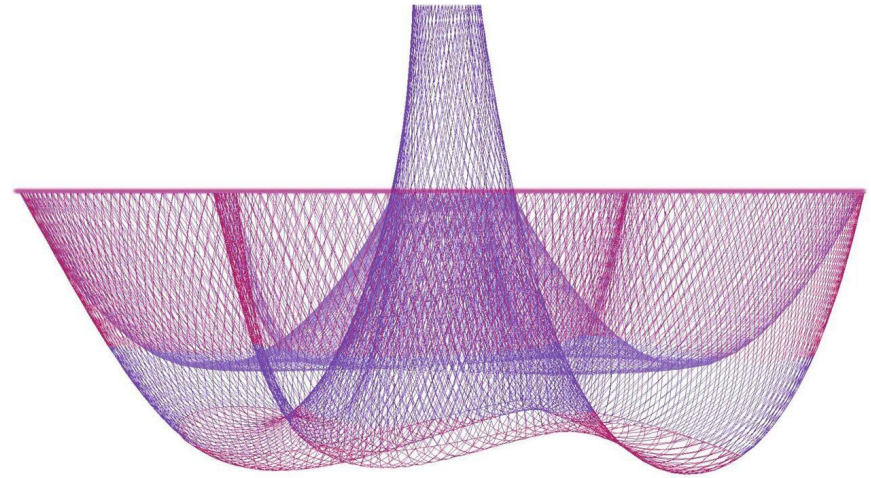
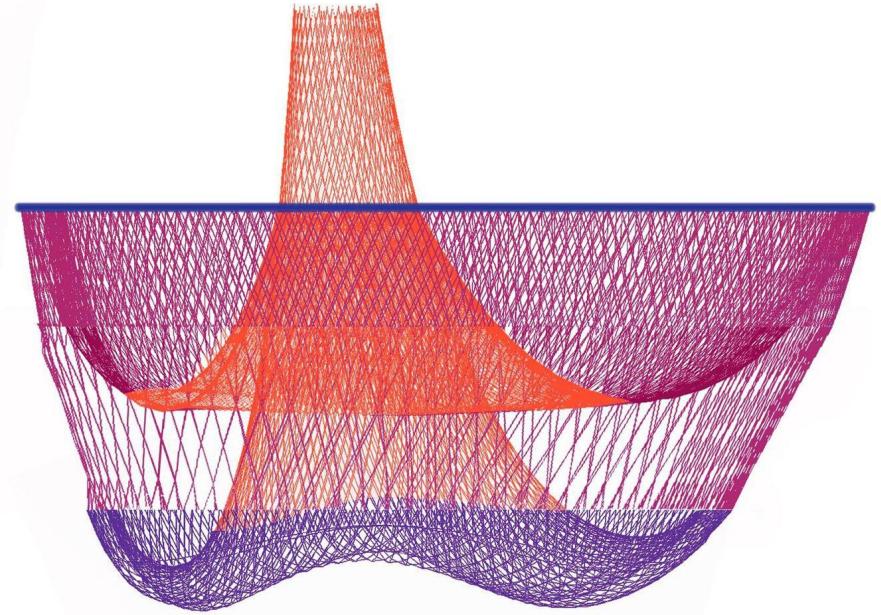
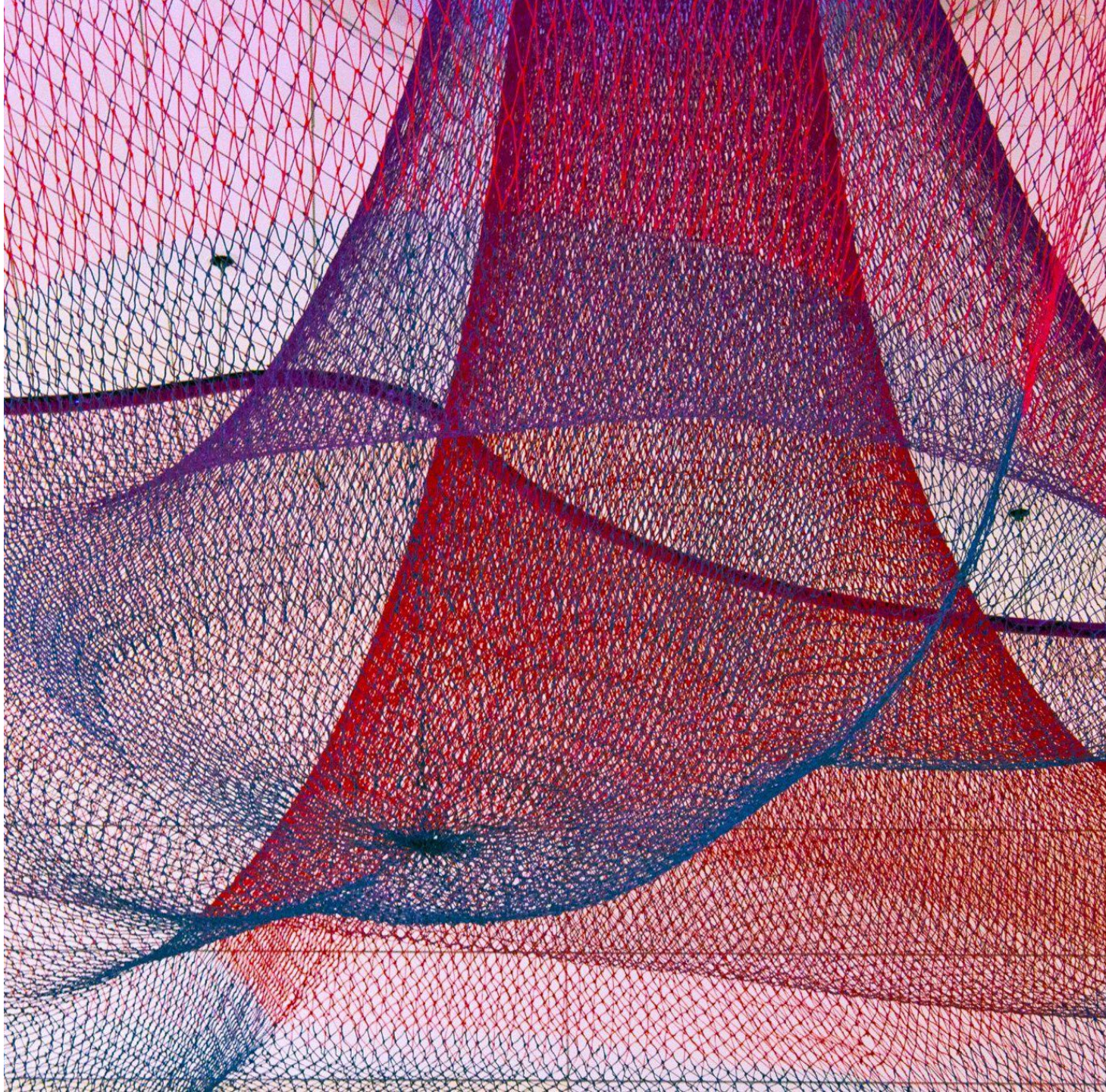
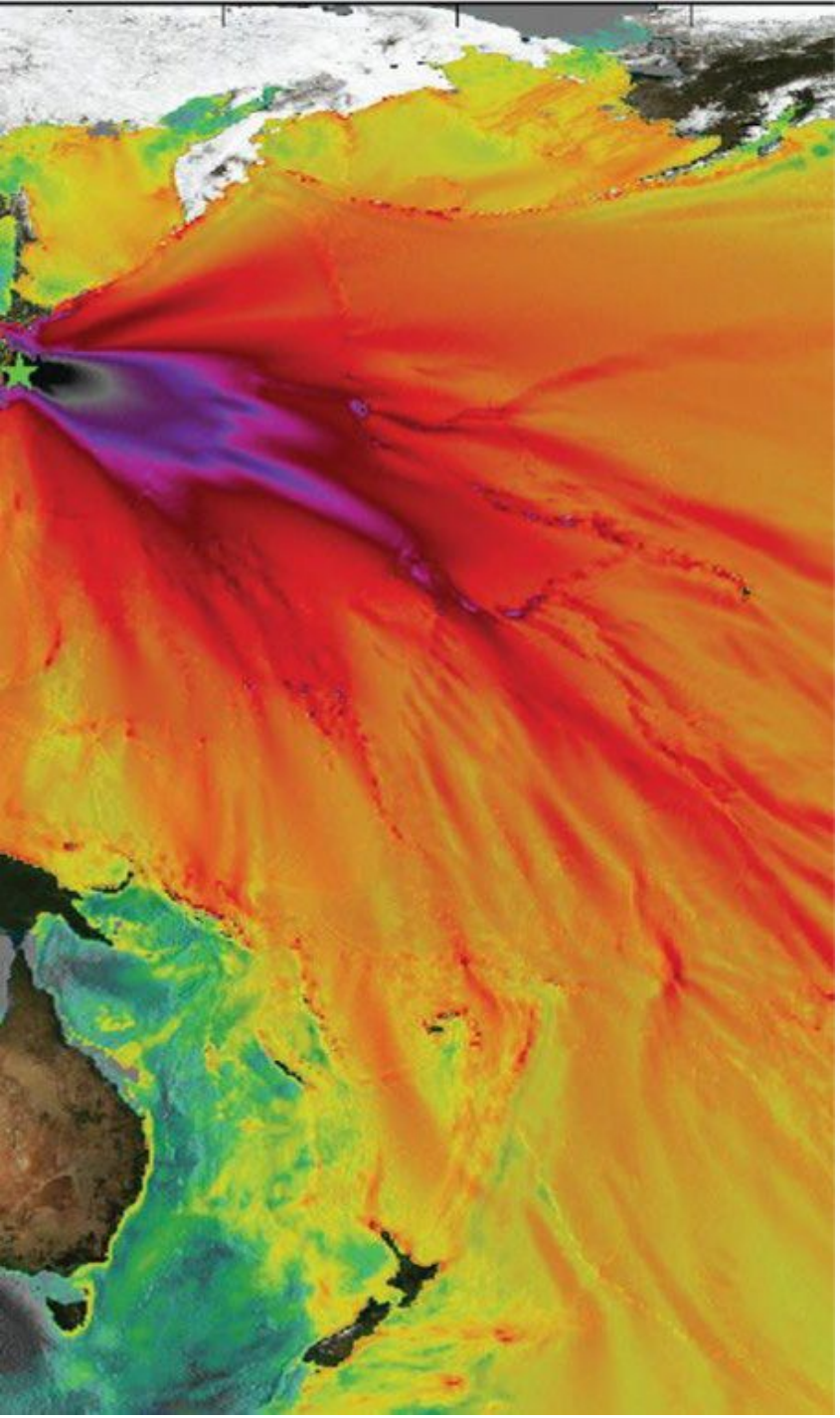
RIVERS AND LAKES.
EUROPE
ASIA
AFRICA
AMERICA
RIVERS.
LAKES.

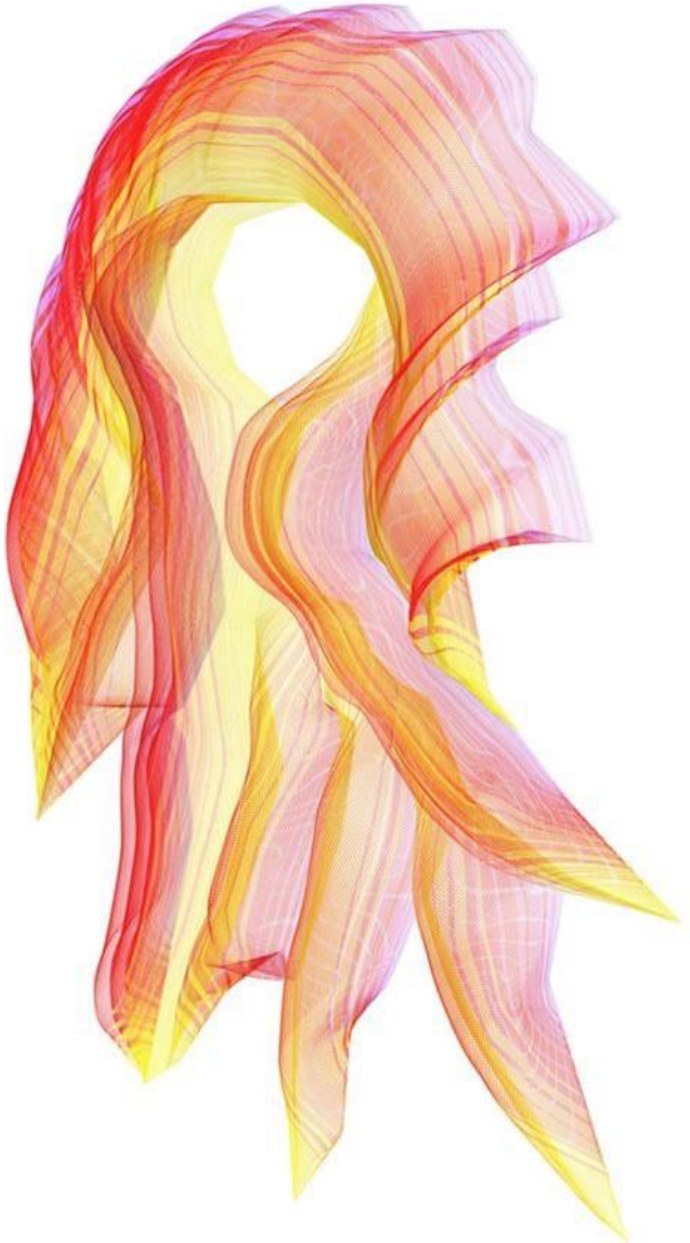


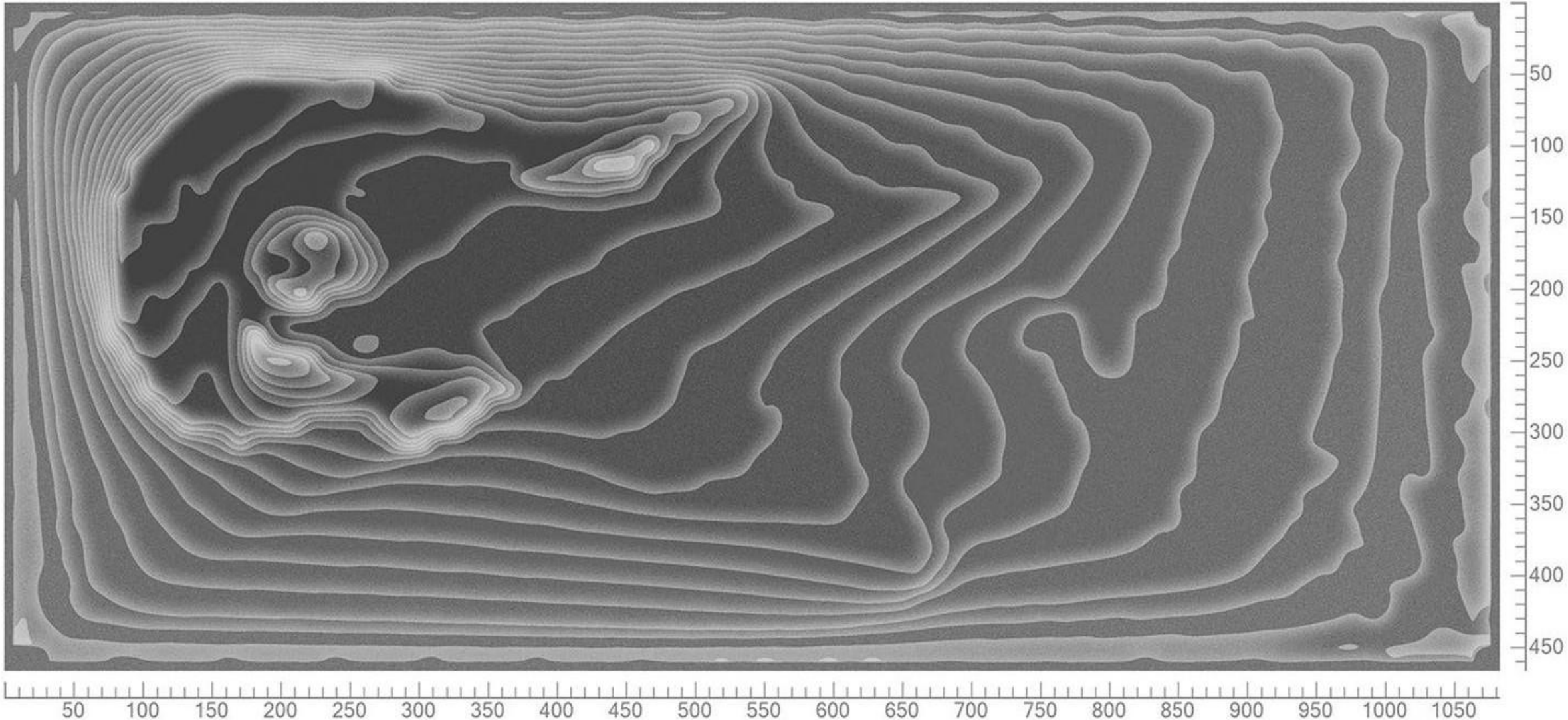












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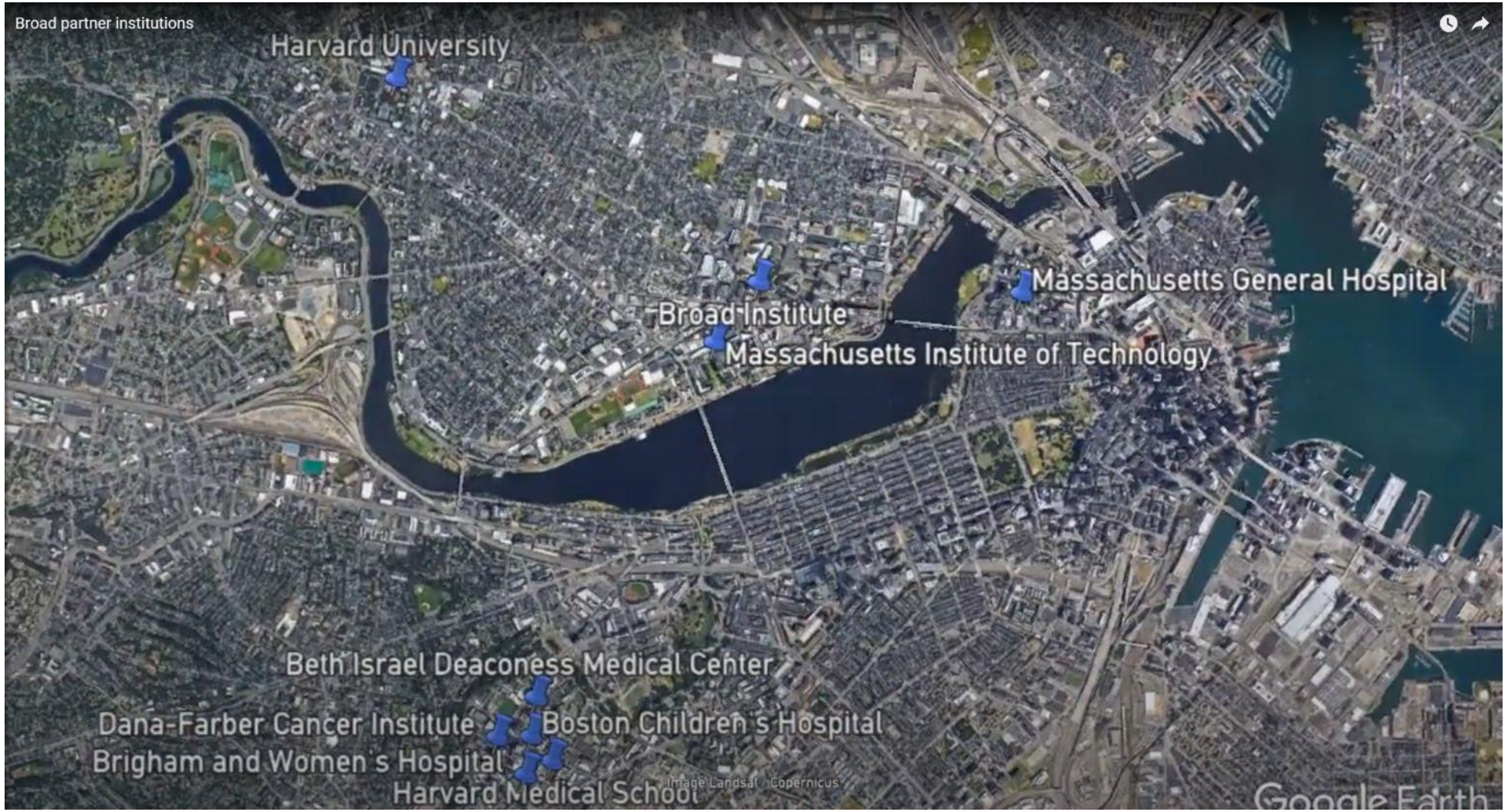
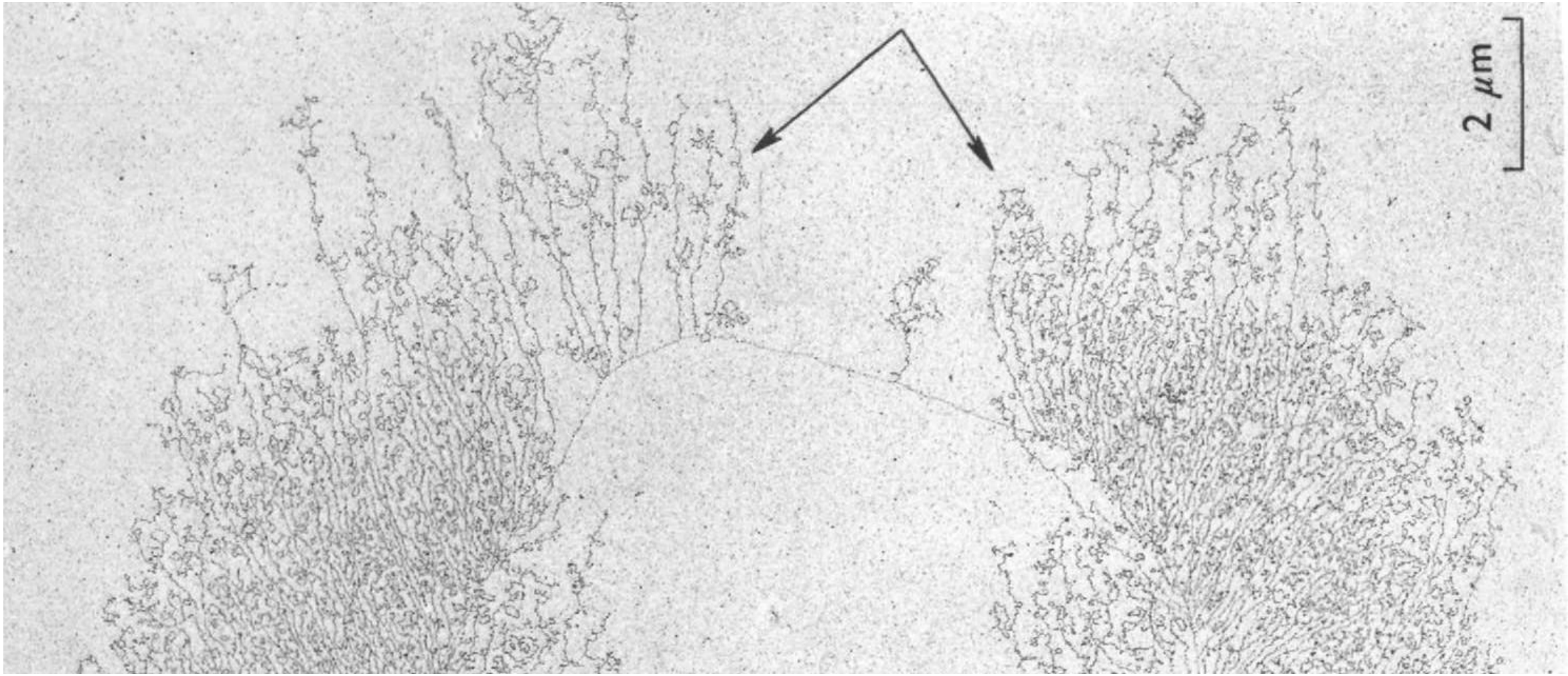
The Potential of Proximity

The Broad Institute brings together disparate research, establishing unexpected connections and novel ideas



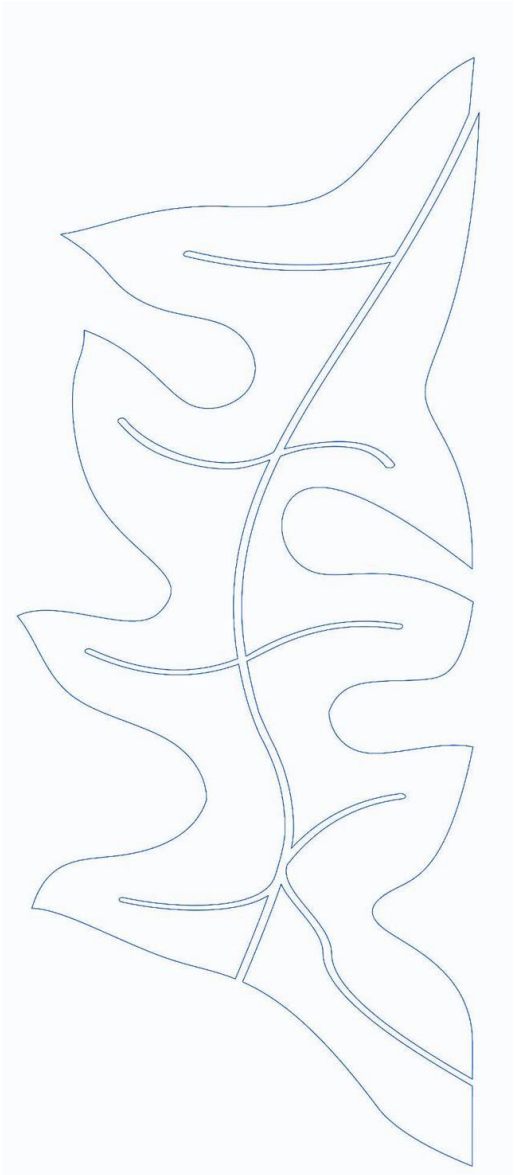
Formal Inspiration: Genetic Structural Processes

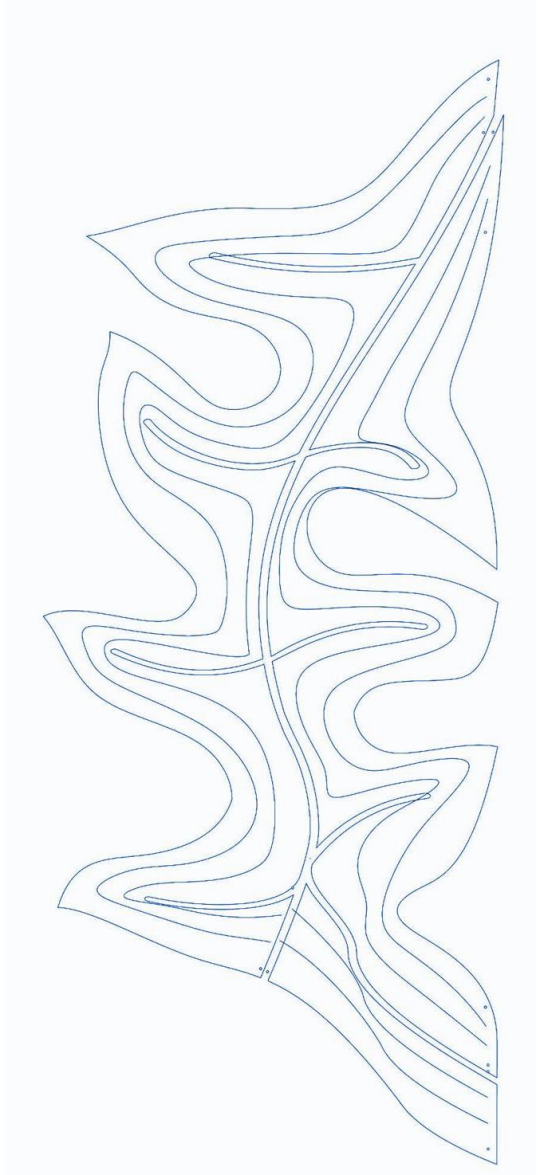
Structural processes within each chromosome bring together disparate genes, creating unexpected functionality

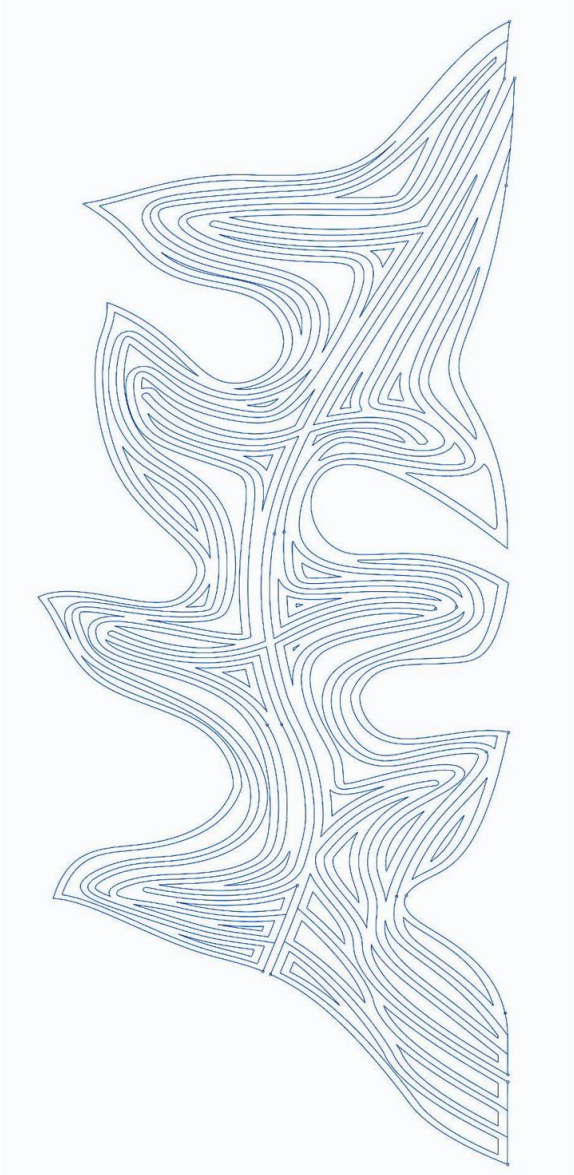


Transcription in Chromosomes

Intuitive Sketching for Formal Inspiration: Genetic Structural Processes







Artist’s Husband’s Genetic Information

		Peptide ID	Usable long peptide	Length	Mutation	Rank	ccf	hla	TPM	Cys	HLA rank	Pool A	Pool B	Pool C	Pool D
Personalized NeoAntigen Peptides	1	14362-120-01	KKFVIGNIVEAAAVRDISEASV	22	RPS26|p.R42G	1	0.93	A0201	0	FALSE	1-A0201	X			
	2	14362-120-03	LRVHLPSSIYHLLAPSRDIRMVPE	24	MOV10|p.R577H	1	0.96	B3503	42	FALSE	1-B3503	X			
	3	14362-120-10	SLGLRSLKEISDGDVIILGNKNL	23	EGFR|p.S464L	2	0.88	C0401	396	FALSE	2-C0401	X			
	4	14362-120-13	GFHPPYWQPGPPAPPQNRRER	21	PNISR|p.GPP190del	2	0.76	C0401	17	FALSE	2-C0401	X			
	5	14362-120-04	ALRTKGIYRVNGVKTHVEKLCQA	23	HMHA1|p.R804H	1	0.71	A0301	14	FALSE	1-A0301		X		
	6	14362-120-05	RVAQYPFEDHNPPQLELNQTL	21	PTEN|p.I101fs	1	1	B3503	0	FALSE	1-B3503		X		
	7	14362-120-16	KSQSPLRSMLLVGGLVSVLAEHLQHPQSR	29	SPECC1|p.KRKLLEE750fs	1	0.22	C0401	43	FALSE	1-C0401		X		
	8	14362-120-02	TDWVRRAVQRVNKHVGSNMKLLR	23	LRP1|p.A2445V	1	0.44	A0301	29	FALSE	1-A0301			X	
	9	14362-120-18	HPQSRQPPLSHLSSHLTWDAQ	21	SPECC1|p.KRKLLEE750fs	1	0.22	C0401	43	FALSE	1-C0401			X	
	10	14362-120-08	RSKFADLTDAAAHNAELLRQAK	22	GFAP|p.R270H	2	0.06	B3503	2440	FALSE	2-B3503			X	
	11	14362-120-20	LLATKKNIGRFHPYARYENITFN	23	BLZF1|p.T380A	1	1	B2705	0	FALSE	1-B2705				X
	12	14362-120-06	AQYPFEDHNPPQLELNQTL	19	PTEN|p.I101fs	1	1	B3503	0	FALSE	1-B3503				X
	13	14362-120-14	SSFDIYTRKGPLVNPKRRELLDQ	23	TFB2M|p.E281V	2	0.5	C0102	0	FALSE	2-C0102				X
Tetanus Helper Peptide	14	14362-120-23	LMQYIKANSKFIGITELKK	19	Tetanus (Almac's sequence)	9	Tetanus				9-Tetanus	X	X	X	X

Peptide Sequence Translated into Nucleic Acid Sequence	
	{0}
0	AAGAAATTCGTGATTGGTAATATAGTCGAGGCCGCAGCGGTGCGGGATATATCCGAGGCCAGTGTG
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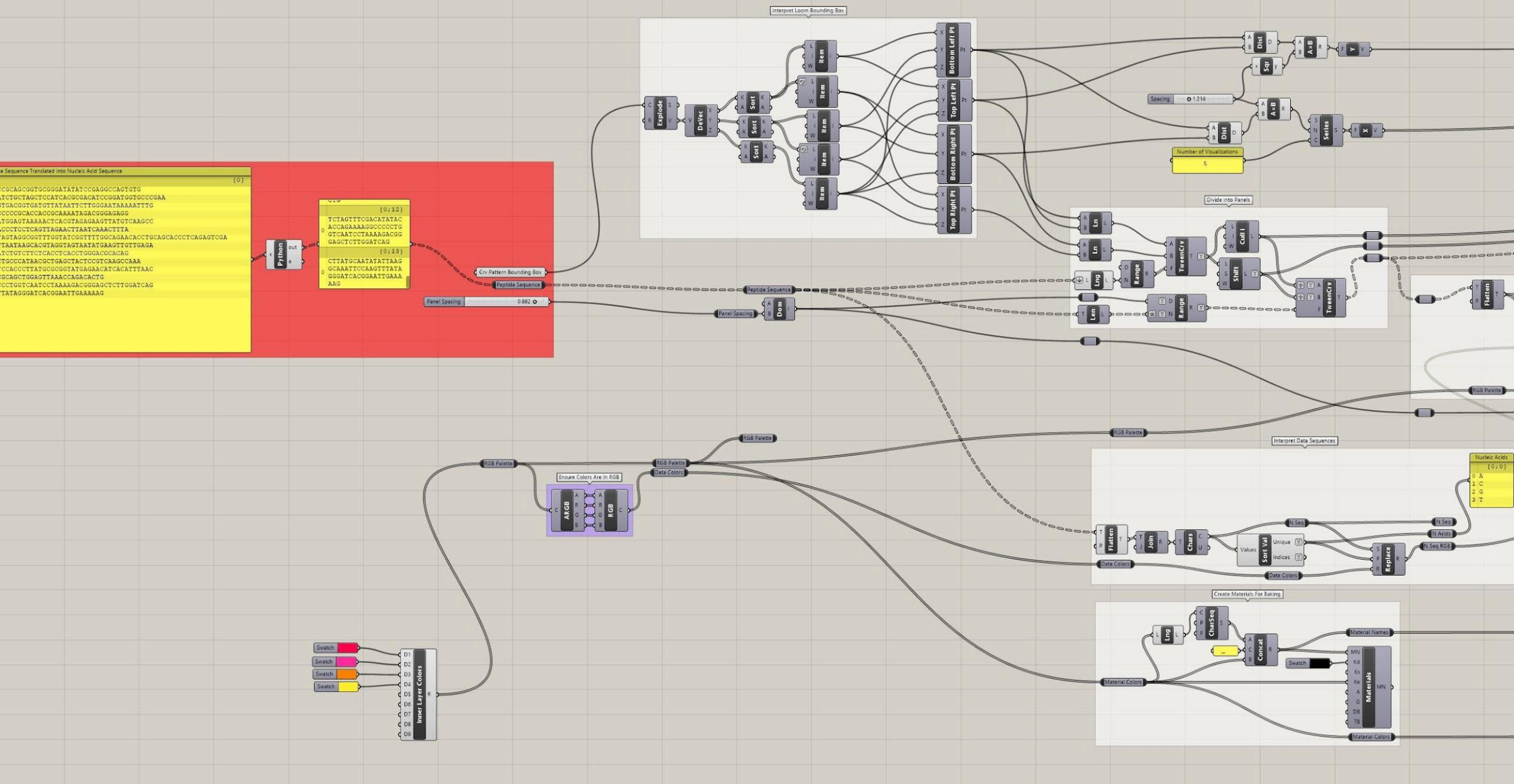
Interpret Loom Bounding Box
Explode
DeVec
Sort
Item
Bottom Left Pt
Top Left Pt
Bottom Right Pt
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Dist
A×B
Y
Spc
Spacing
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Series
X
Number of Visualizations
5
Divide into Panels
Ln
Lng
Range
TweenCrv
Cull i
Shift
Len
Flatten
RGB Palette
Peptide Sequence translated into Nucleic Acid Sequence
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Python
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AAG
Crv Pattern Bounding Box
Peptide Sequence
Panel Spacing
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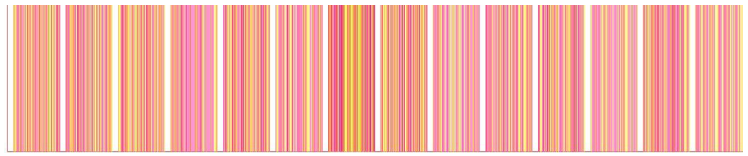
Dom
Ensure Colors Are in RGB
ARGB
RGB
Data Colors
Interpret Data Sequences
Flatten
Join
Chars
Sort Val
Unique
Indices
Values
N Seq
N Acids
N Seq RGB
Replace
Nucleic Acids
{0;0}
A
C
G
T
Create Materials For Baking
Lng
CharSeq
Concat
Material Names
Swatch
Materials
MN
Material Colors
Swatch
Swatch
Swatch
Swatch
Inner Layer Colors
D1
D2
D3
D4
D5
D6
D7
D8
D9
R

Nucleic Acids:

1) ATCG represented as 4 value color field
2) Nucleic Sequence mapped to pattern
3) Patterns combined and translated to loom

1



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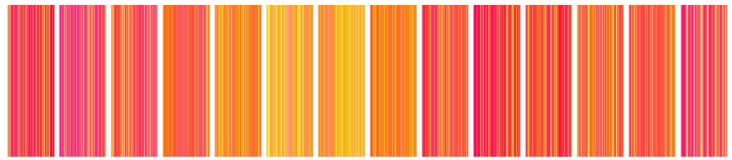

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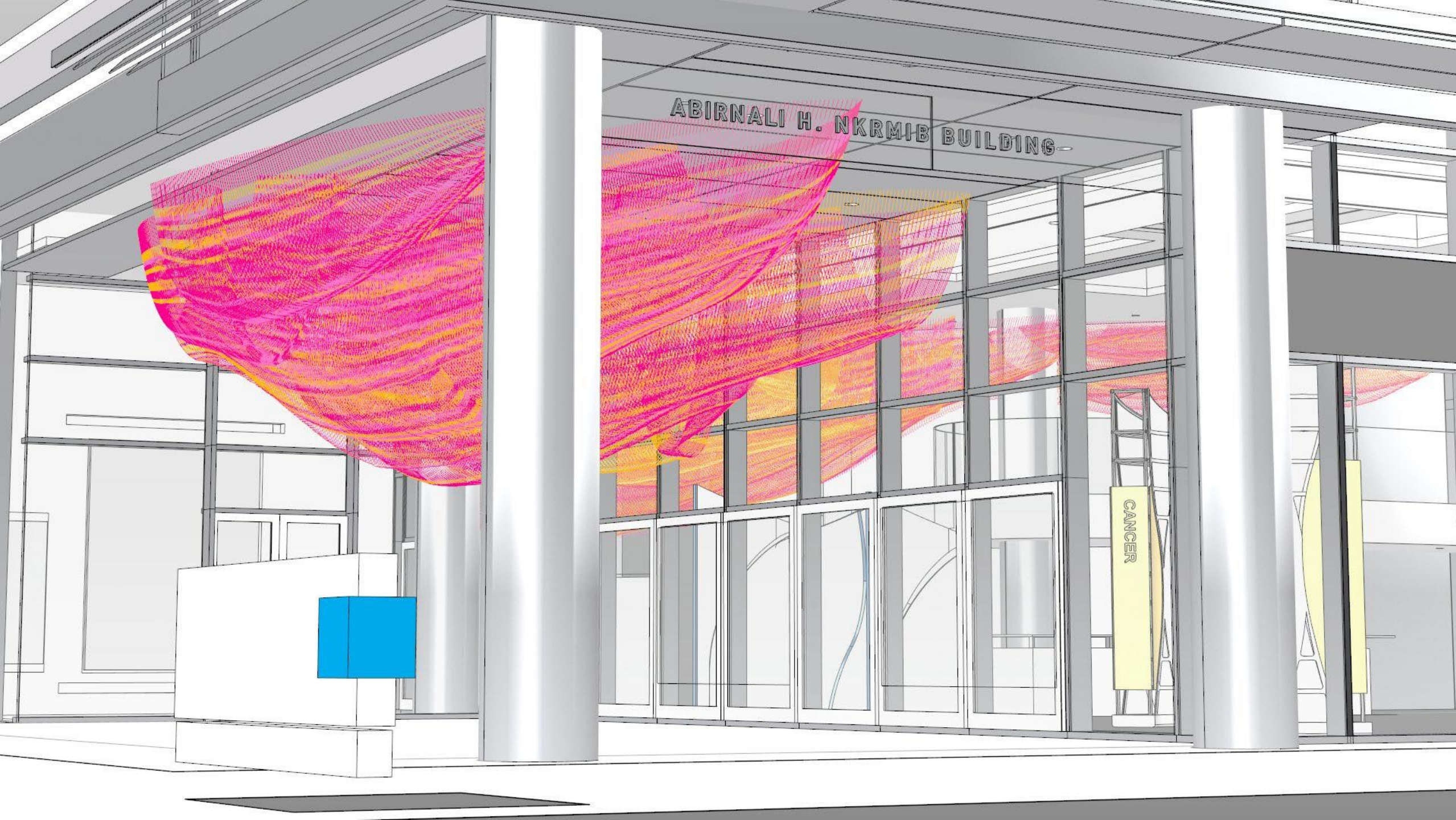
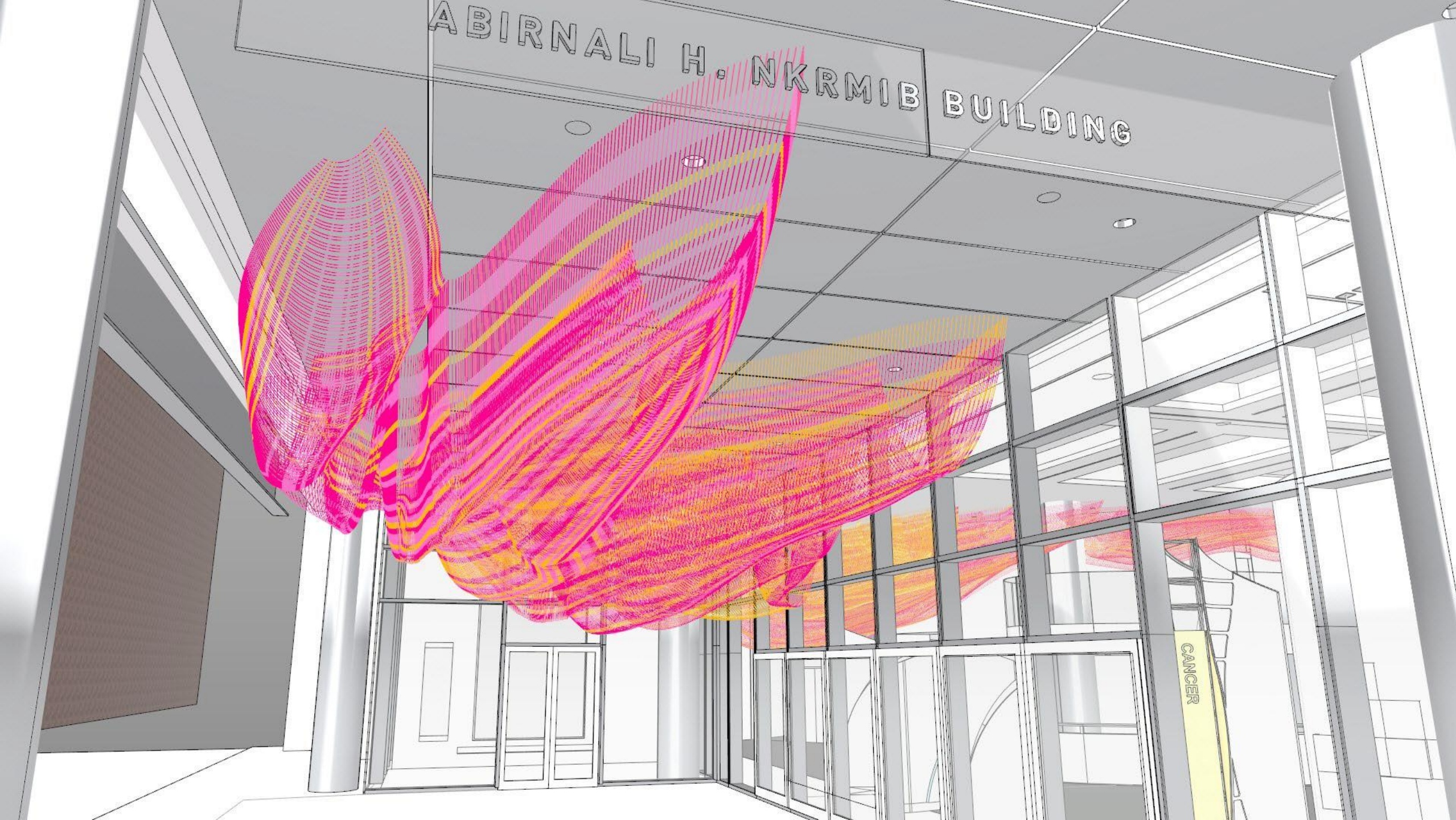
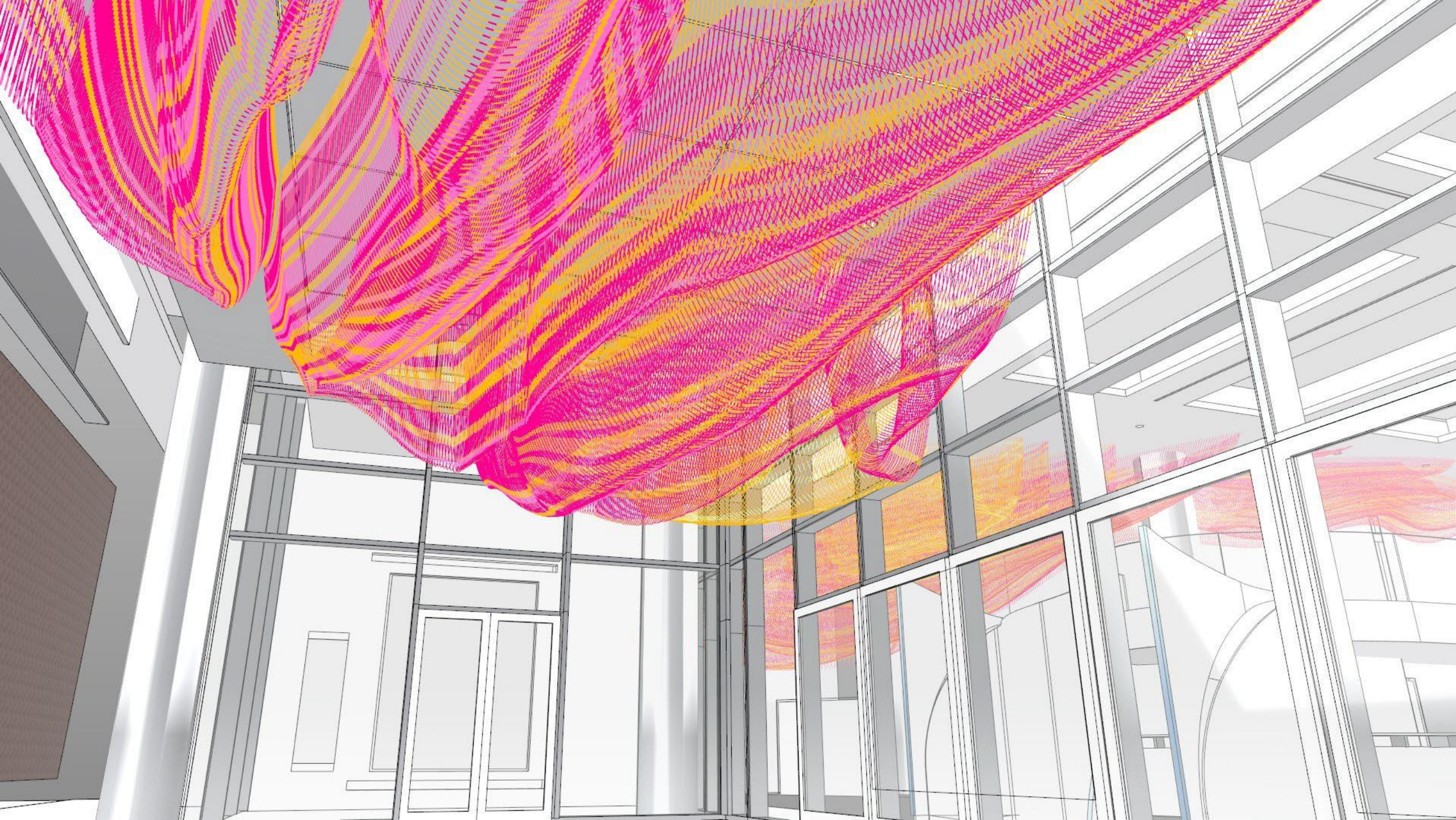
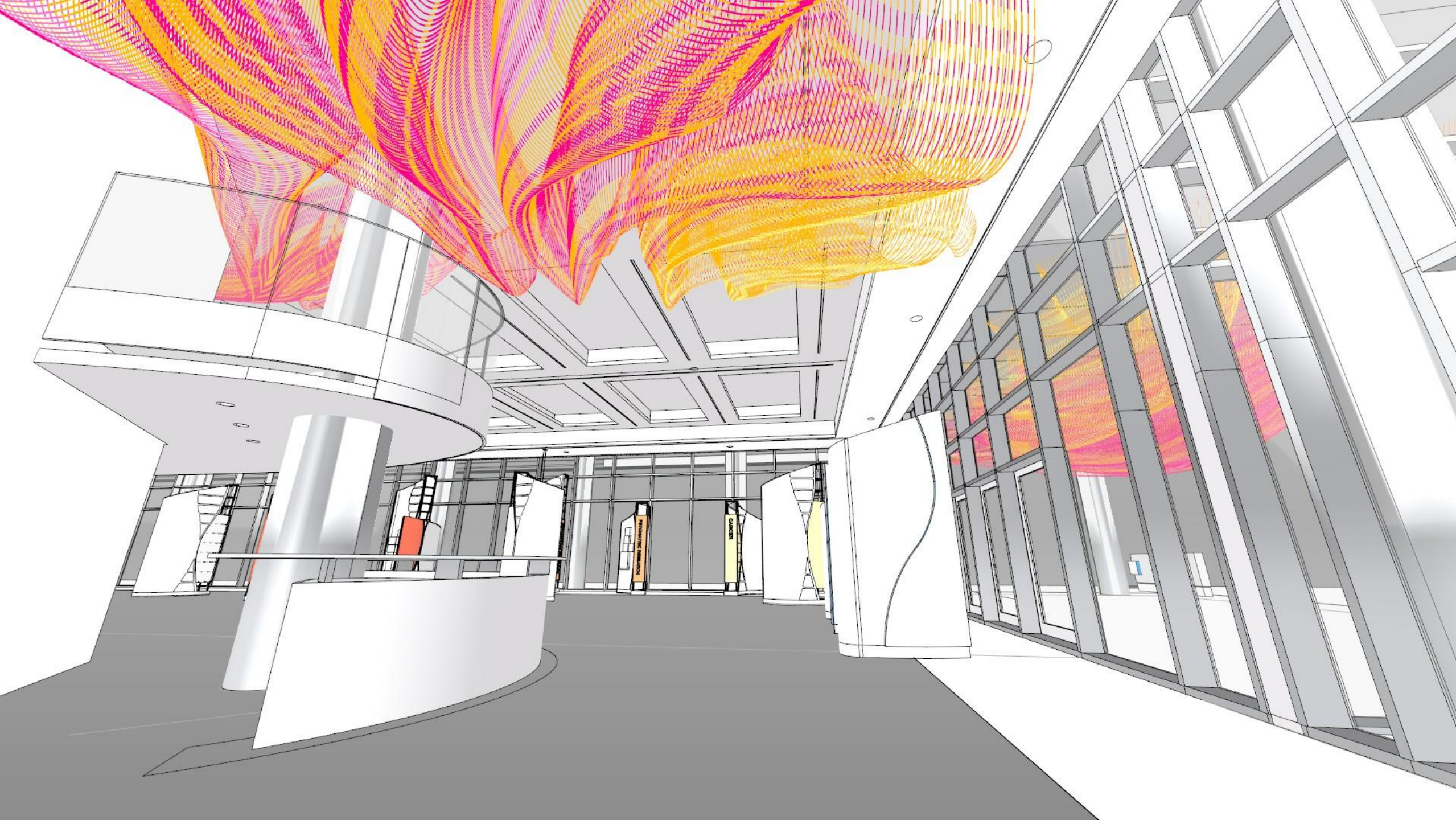
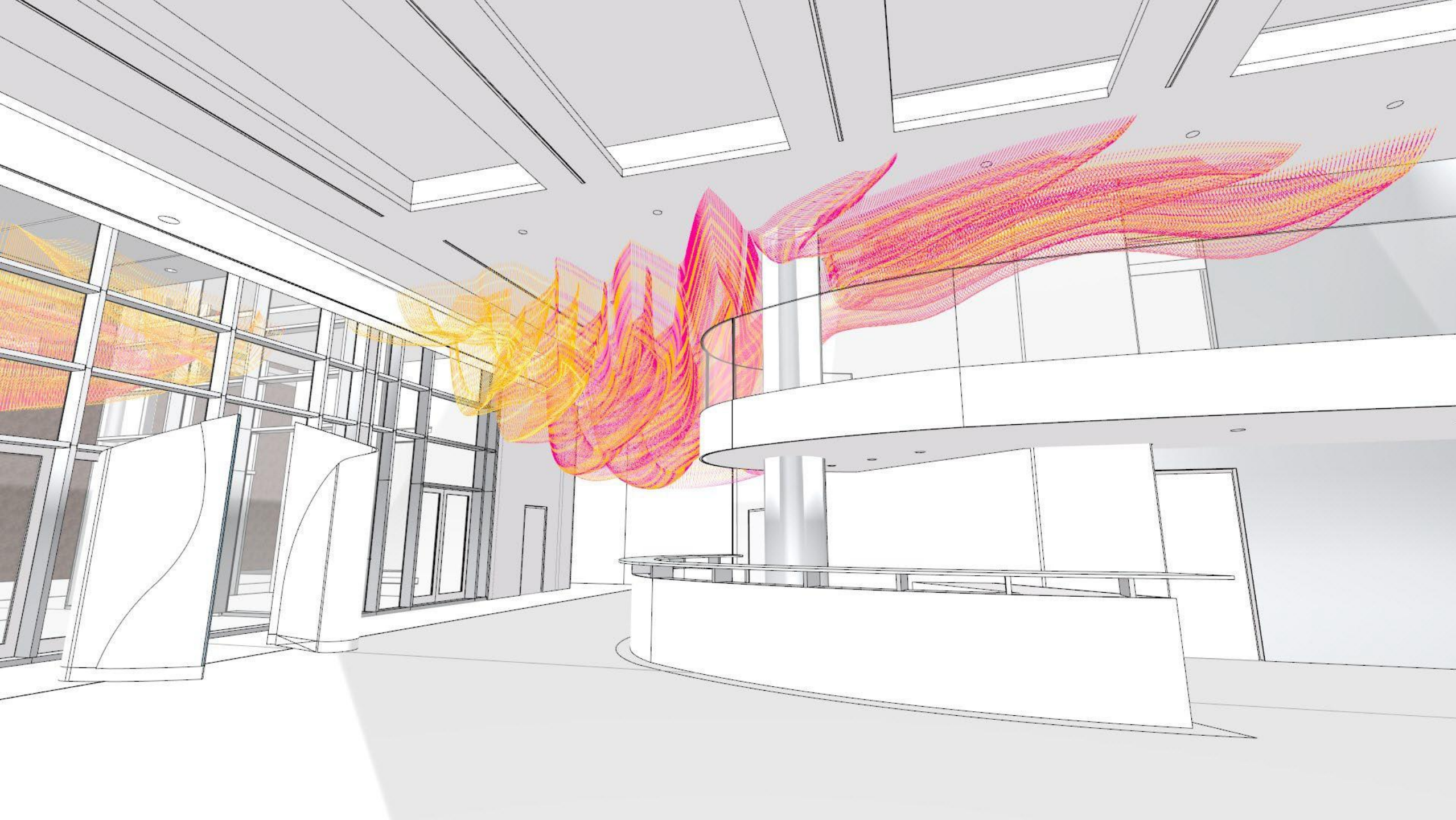
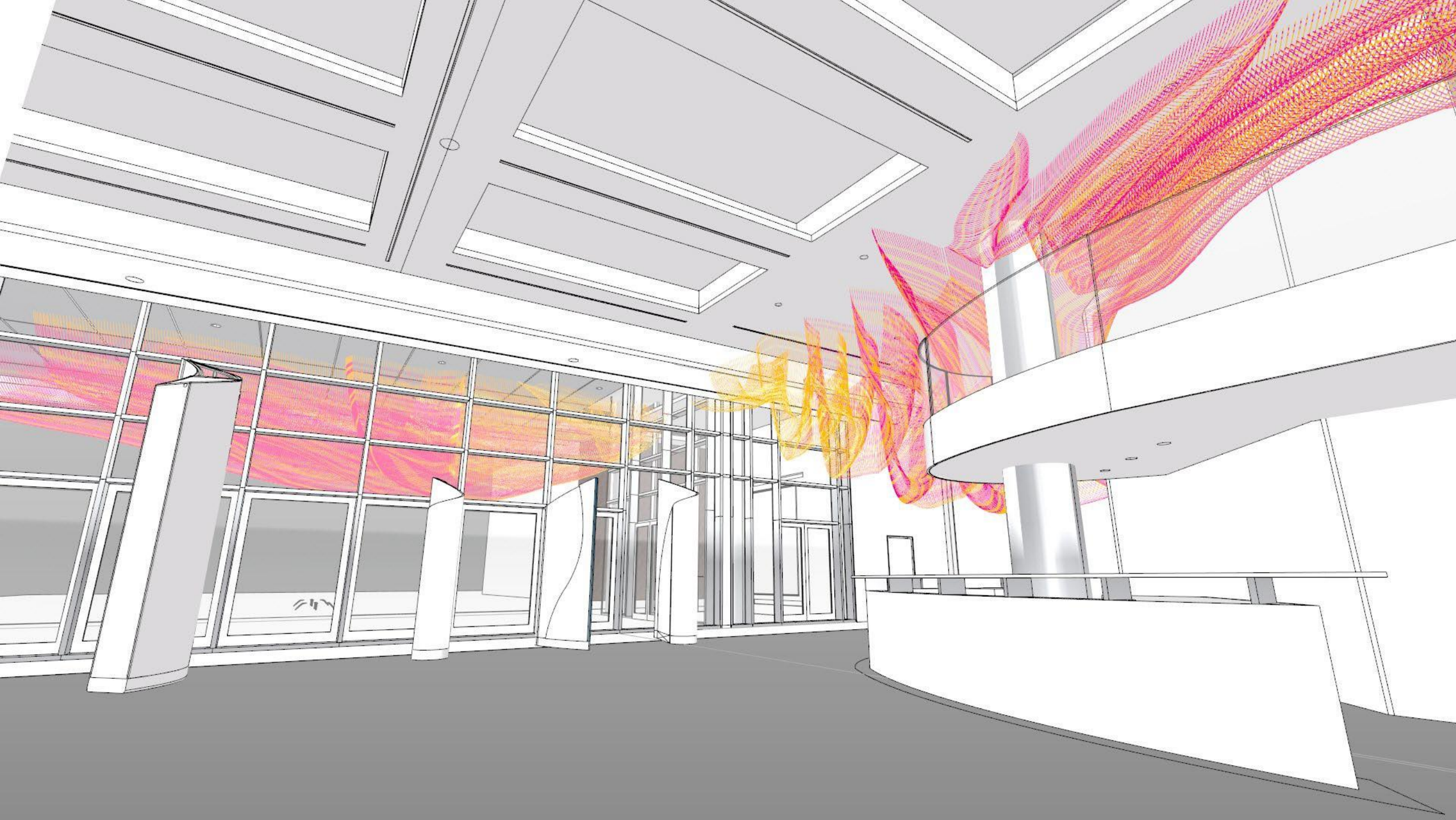

ABIRNALI H. NKRMIB BUILDING
CANCER


ABIRNALI H. NKRMIB BUILDING
CANCER




PSYCHIATRIC REHABILITATION
CANCER





Attachment B

Presentation on Kendall Square Open Space Design for Galaxy Park

Kendall Square Open Space Design

Galaxy Park

CRA Board Presentation
Jun 7, 2023

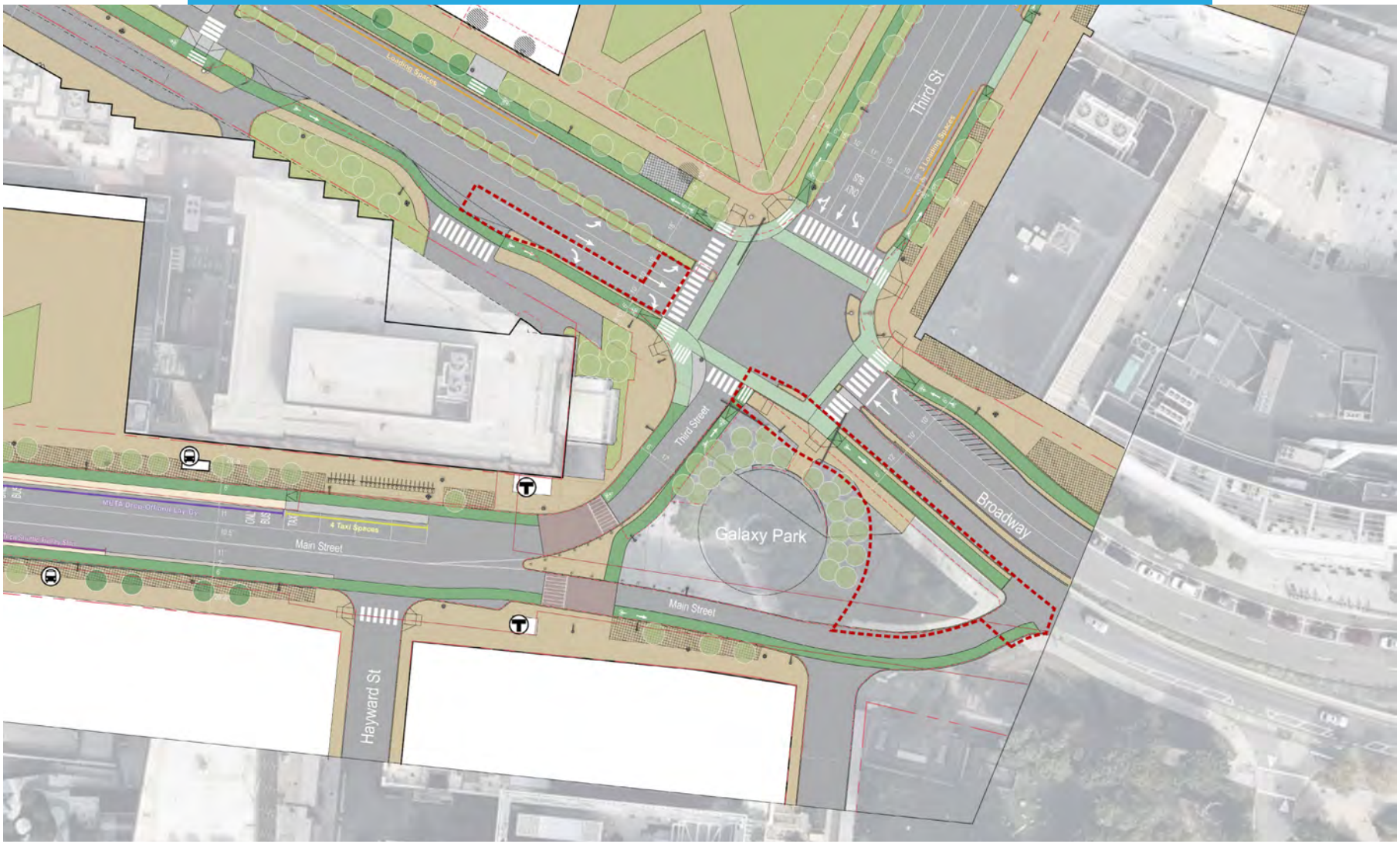
CAMBRIDGE
REDEVELOPMENT
AUTHORITY

GALAXY PARK

Project Overview

- KSURP Streetscape Report – Broadway, Main, & Third Street
- Street Design & Park Design
- Approx. One Year
  - Design Alternatives
  - 25% Design
  - 75% Design
  - 100% Design – Ready to Proceed to Construction

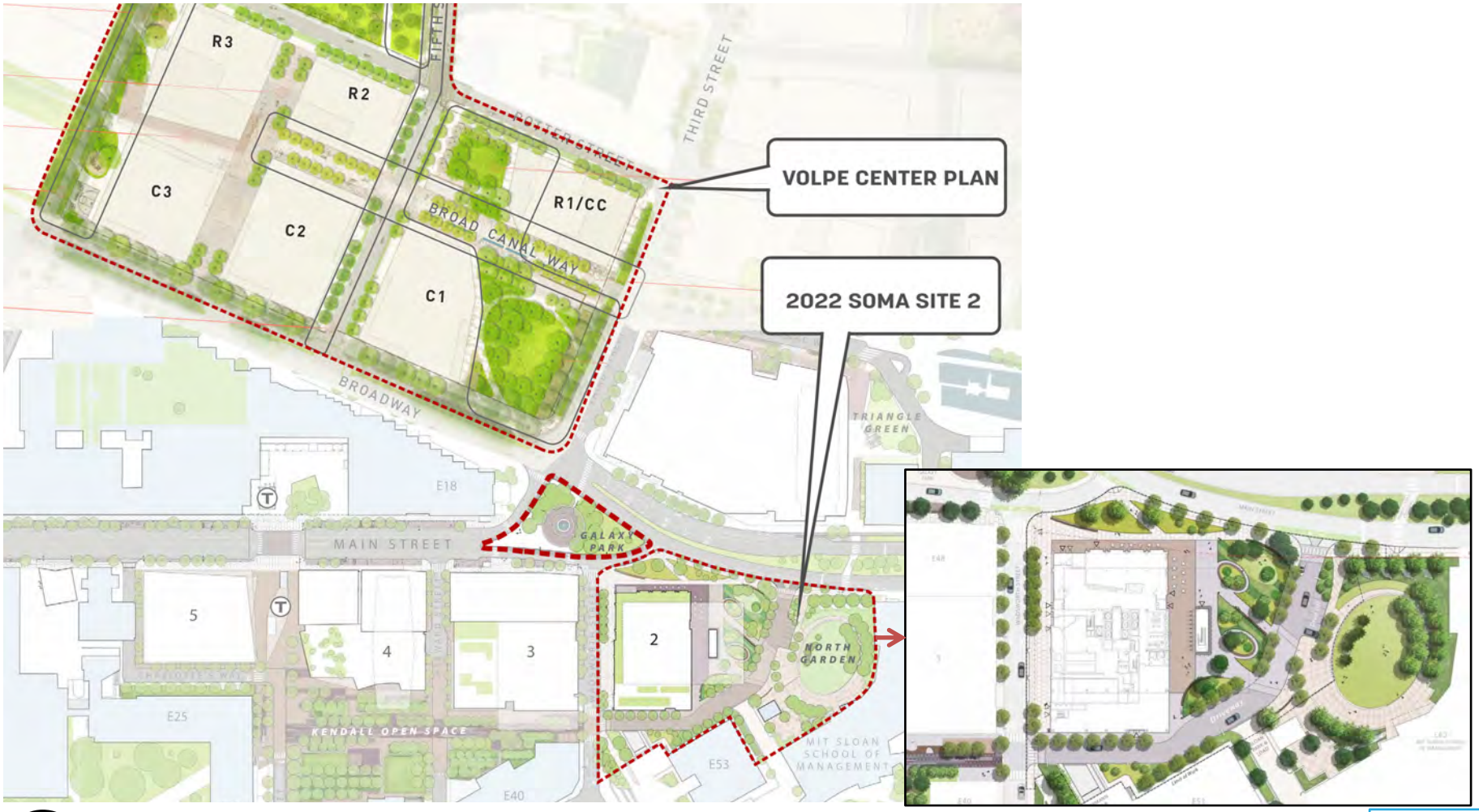
GALAXY PARK


Third St
Third Street
Broadway
Galaxy Park
Main Street
Main Street
Hayward St
4 Taxi Spaces

GALAXY PARK

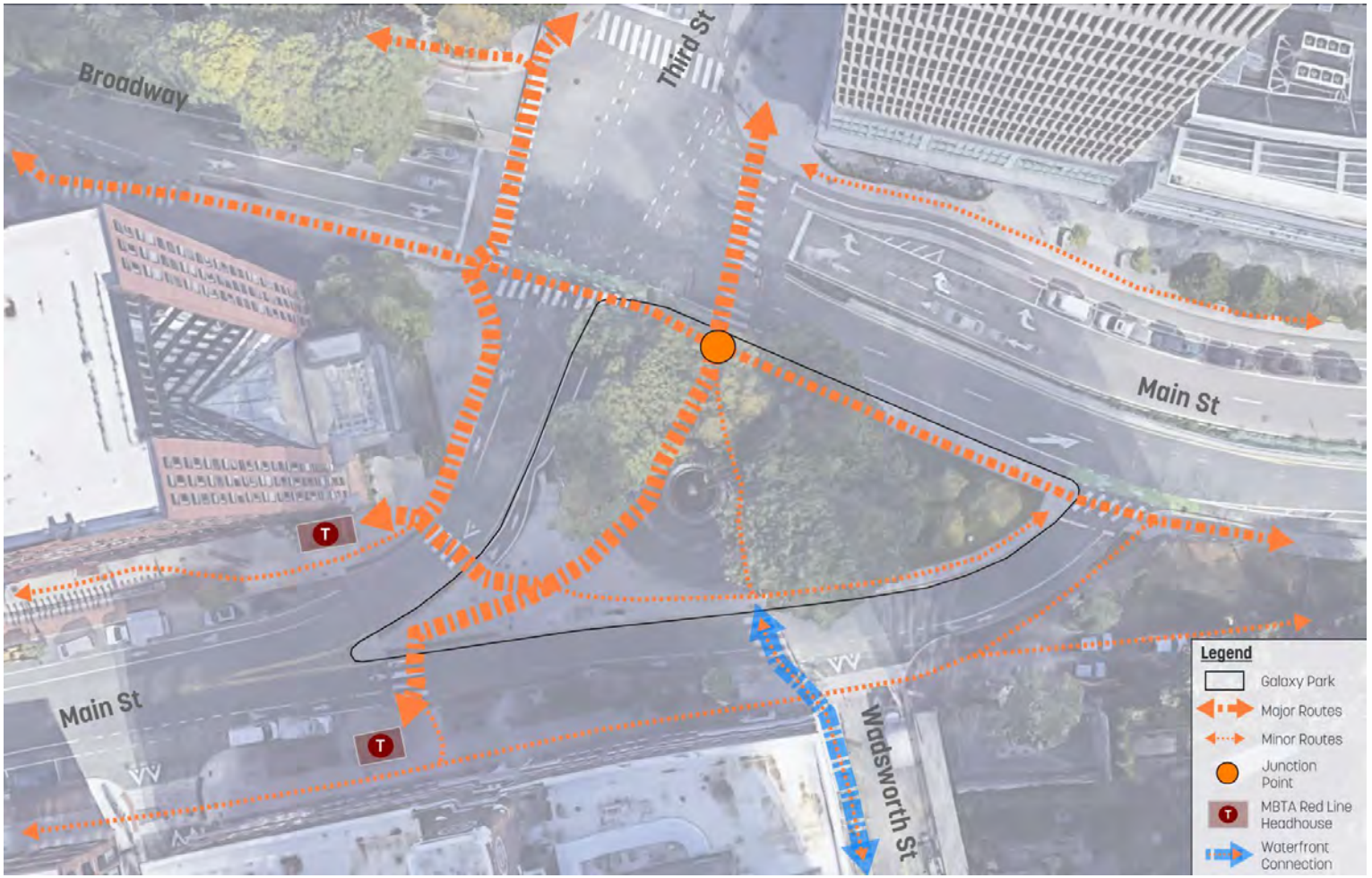
GALAXY PARK

NEIGHBORHOOD CONTEXT



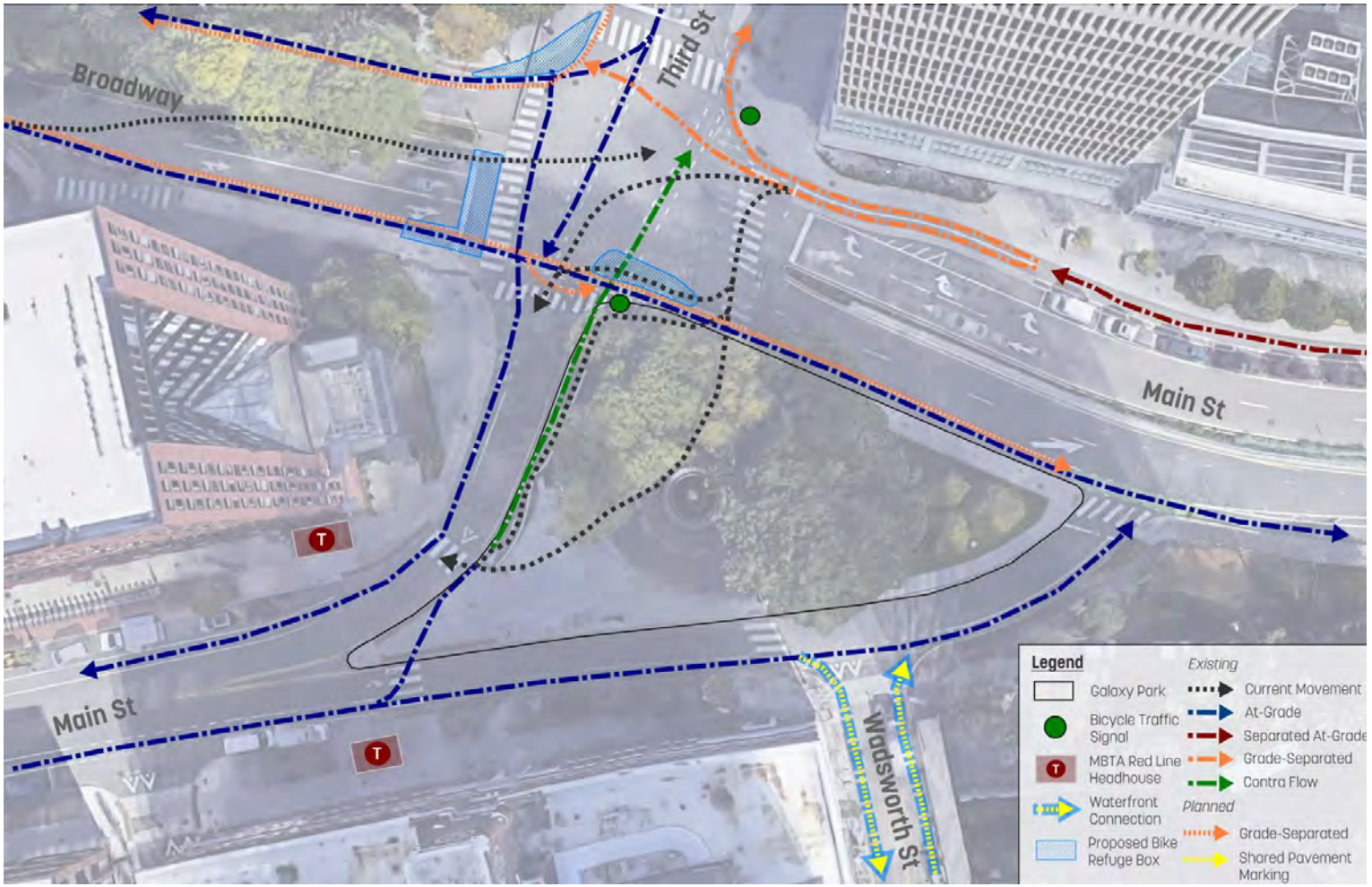
GALAXY PARK

PEDESTRIAN MOBILITY



GALAXY PARK

BICYCLISTS MOBILITY

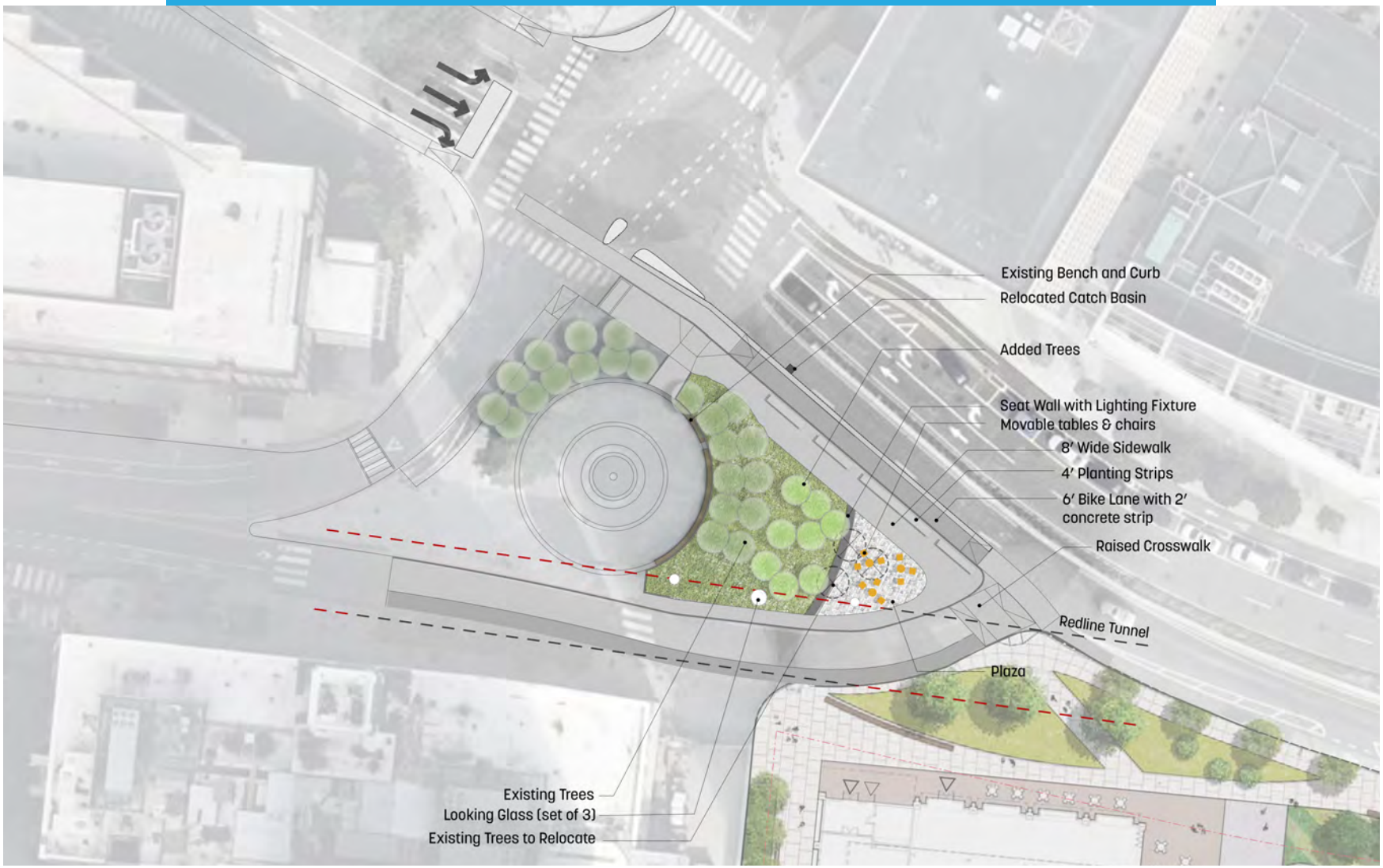


GALAXY PARK

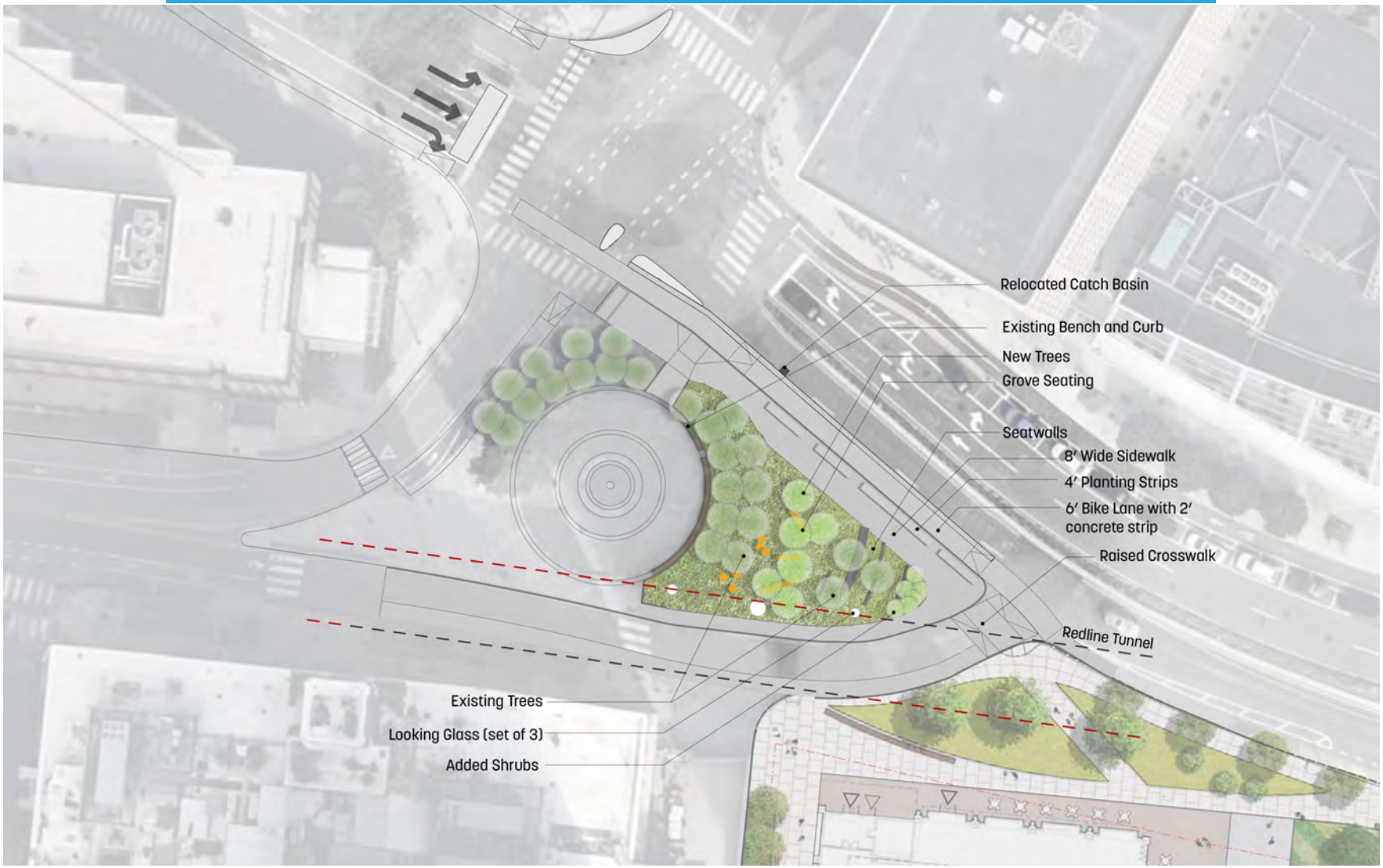
PREVIOUS CONCEPTS

landworks studio, May 2020

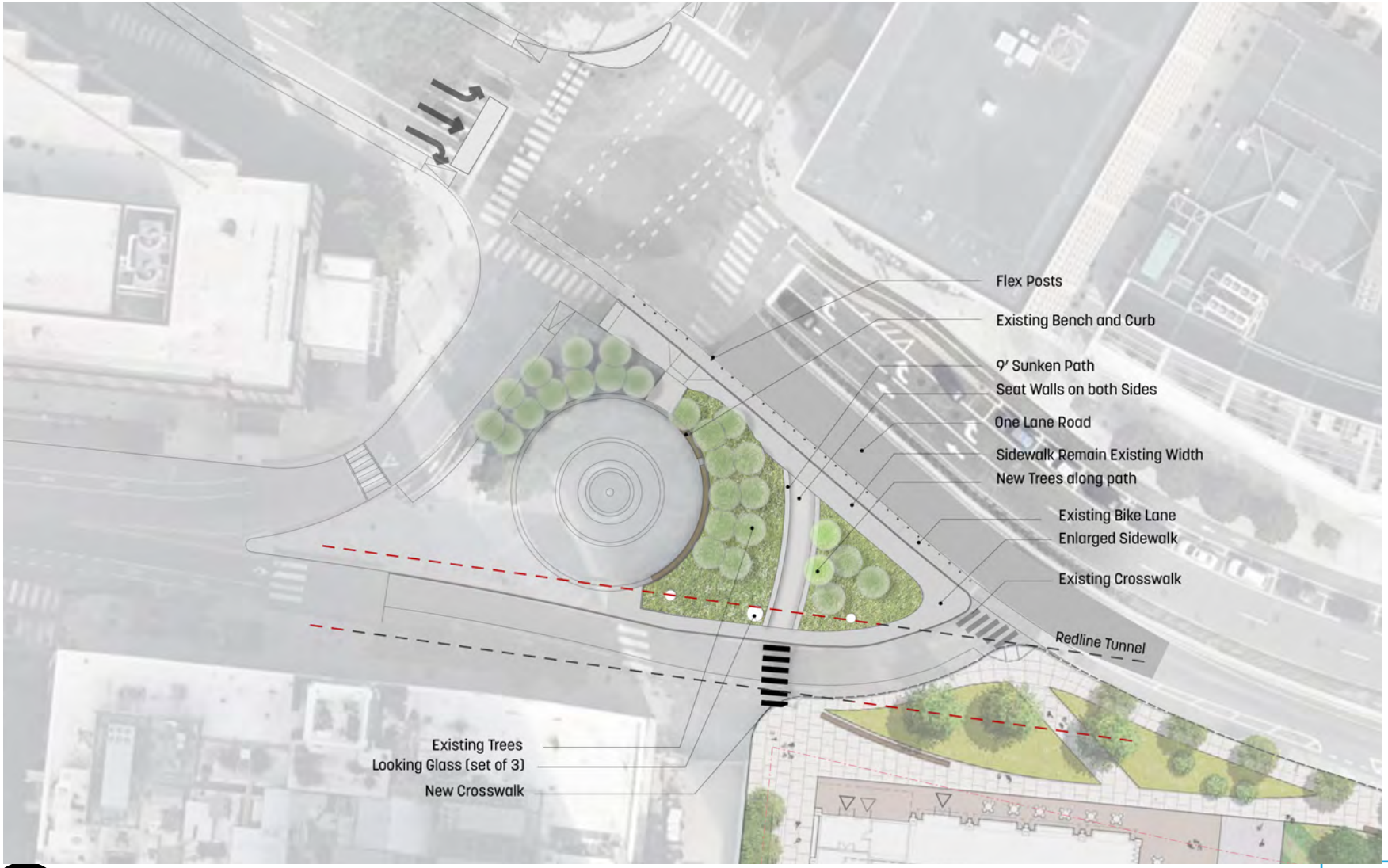
GALAXY PARK – PARK DESIGN 1
"SEATING AT THE POINT"



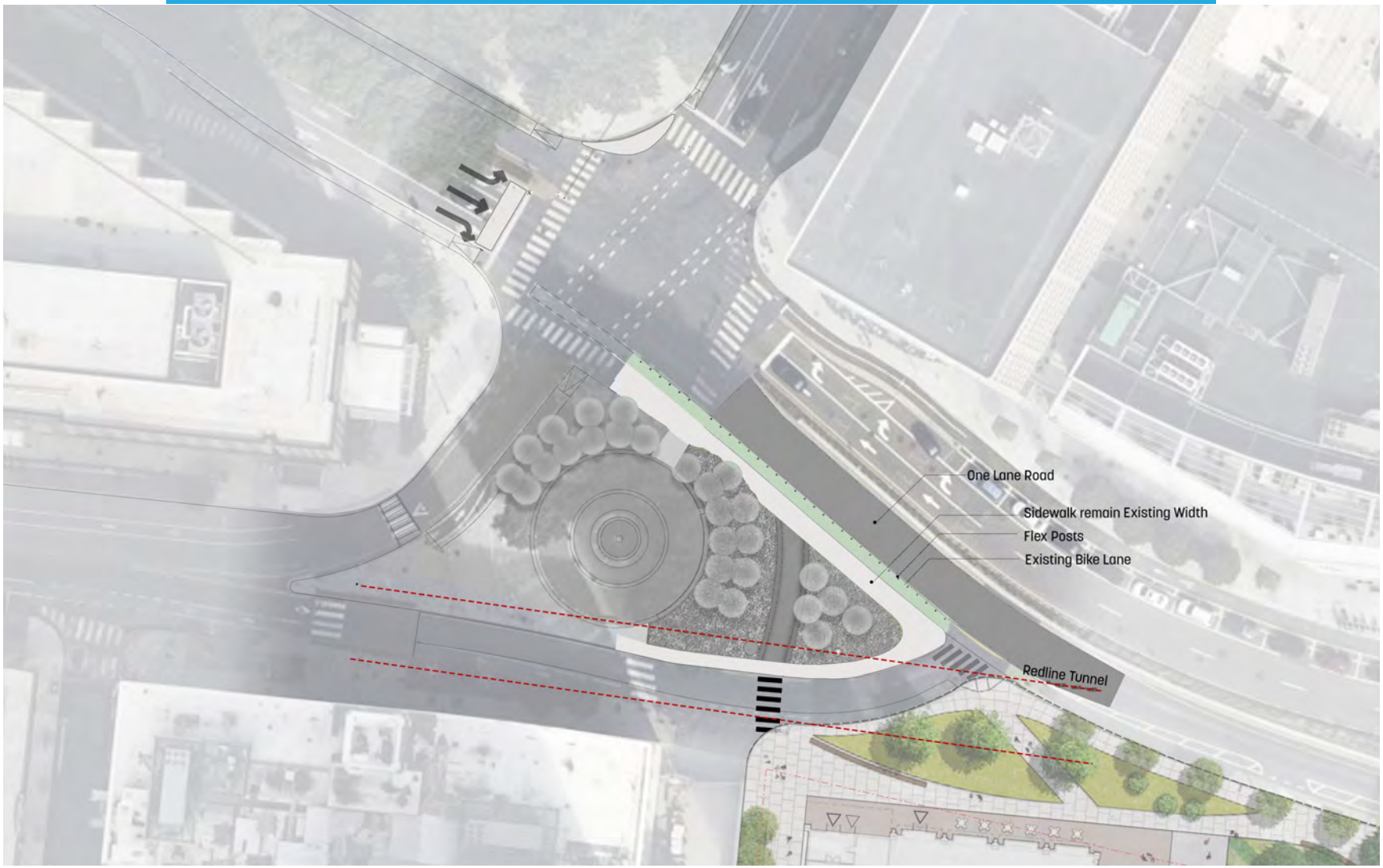
GALAXY PARK - PARK DESIGN 2
"THE GROVE"



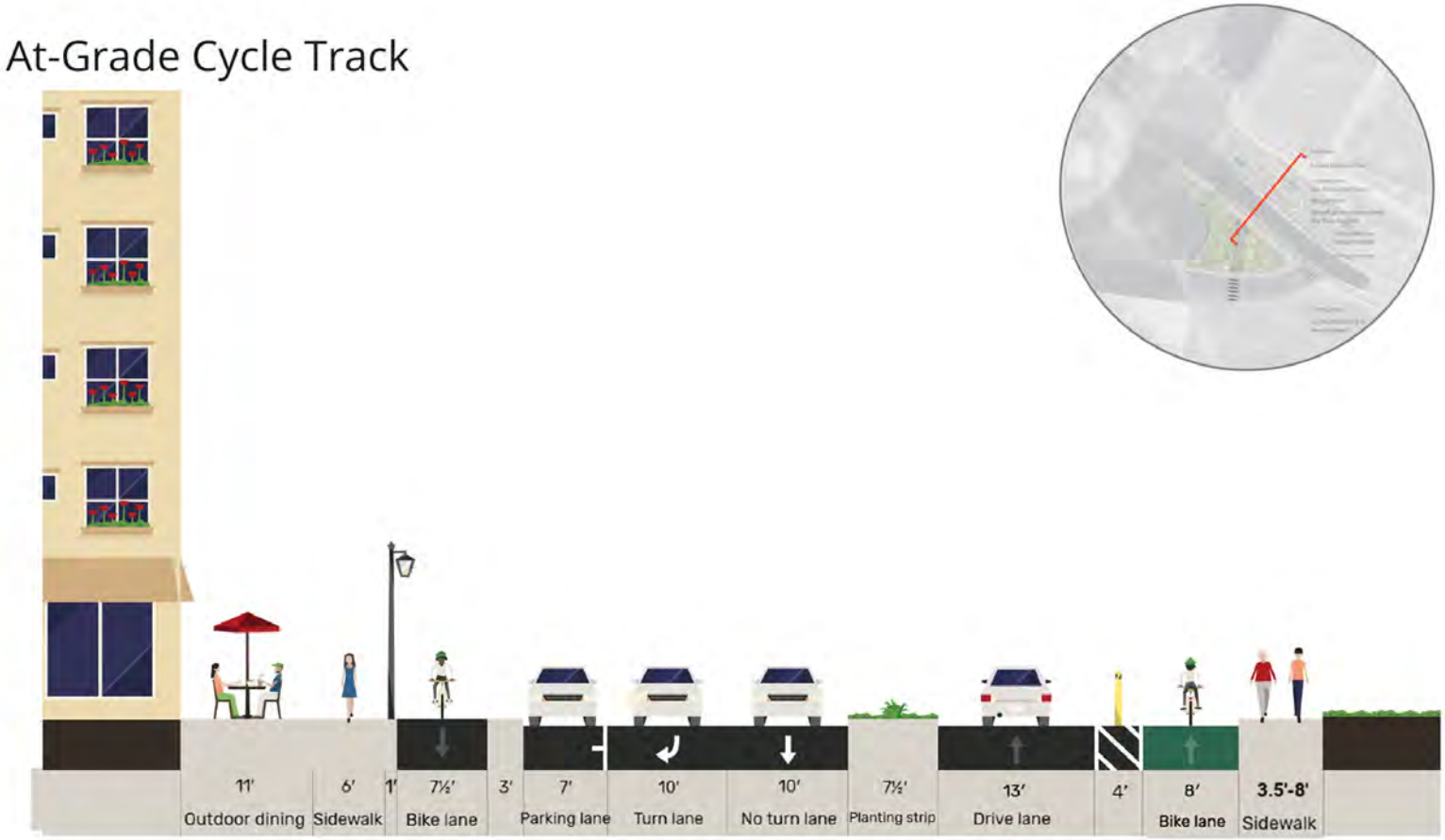
GALAXY PARK - PARK DESIGN 3
"THE CANYON"



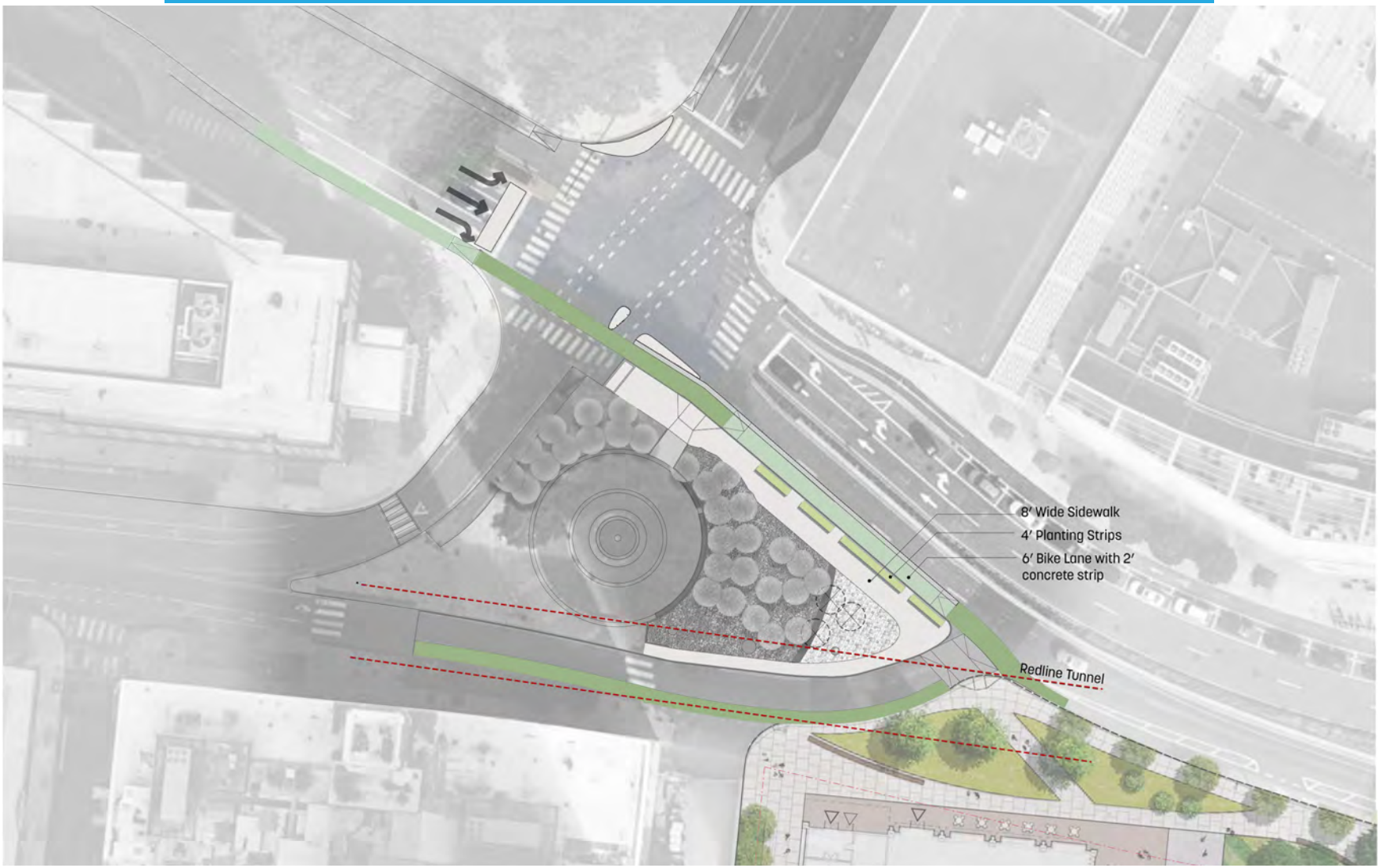
GALAXY PARK - STREET DESIGN 1
AT GRADE SEPARATED BIKE LANE



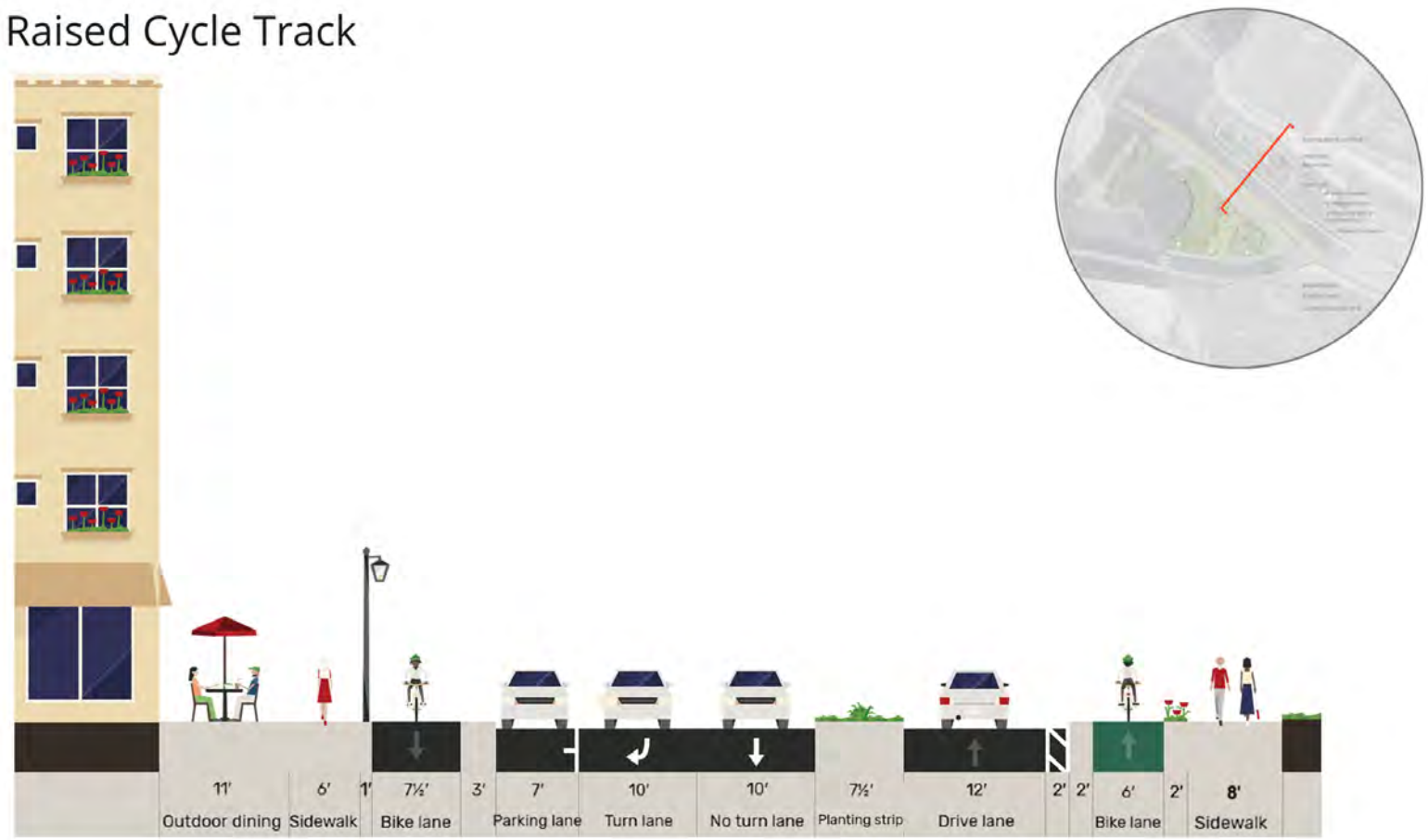
GALAXY PARK - STREET DESIGN 1
AT GRADE SEPARATED BIKE LANE



GALAXY PARK – STREET DESIGN 2
RAISED CYCLE TRACK



GALAXY PARK – STREET DESIGN 2
RAISED CYCLE TRACK



GALAXY PARK
WHAT WE'VE HEARD SO FAR

What are the desired outcomes for Galaxy Park?

Concept	Seating at the Point	The Grove	The Canyon	At-Grade Cycle Track	Raised Cycle Track
Strengths			Provides desire line potentially useful; protected space Maintenance point of view is easier and less obstacles in the way A nice pass through 9' path acceptable	Better for emergency vehicle access	Planters providing great separation for pedestrians & cyclists Big difference if can pull it off Make it work; whole raised area will be better
Challenges	Seating doesn't need to be the focus to be added Sitting at the apex of triangular space doesn't seem as comfortable as a protected throughout Would need approval from MBTA Don't need another seating area	Raised crosswalk may not be the best spot; one at Wadsworth instead? Grove seating area not universally accessible	Need path wider for snow clearance and maintenance Not as functional as a seating area like the fountain Older tree roots could be impacted by sunken path design Would need approval from MBTA		Need to check on fire truck access

GALAXY PARK
WHAT'S NEXT?

- Design Alternatives *(we're here)*
- 25% Design
- 75% Design
- 100% Design – Ready to Proceed to Construction

- Technical Coordination

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