

Regular Board Meeting  
Cambridge Redevelopment Authority

Wednesday June 8, 2022 at 5:30 PM  
Due to the COVID-19 pandemic, this meeting was held virtually via Zoom

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## APPROVED Meeting Minutes

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At 5:35 PM, Ellen Shore, CRA Operations Director, said that on February 15, 2022, Governor Baker signed a law, Chapter 22 of the Acts of 2022, which included an extension of the remote meeting provisions of the Open Meeting Law until July 15, 2022. In accordance, tonight's CRA board meeting is being held remotely. There will be opportunities for public comment at the start of this meeting and at the discretion of the chair. Ms. Shore explained the steps to provide public comment. Board meeting materials can be found on the CRA's next meeting webpage. This meeting is being recorded, including all video, audio, and QA messages.

### Call Roll

Vice Chair Conrad Crawford called the regular meeting of CRA Board. A roll call of Board members and the Executive Director was taken.

Chair Kathleen Born – present  
Treasurer Christopher Bator – not present, unable to attend tonight  
Asst. Treasurer Barry Zevin - present  
Asst. Secretary Margaret Drury – present  
Executive Director Tom Evans - present

Other CRA staff members were also present.

Mr. Crawford said that because this is a remote meeting, all votes will be taken by roll call and the Executive Director will repeat the responses.

### Public Comment

*Heather Hoffman* said that she was very pleased to see the item regarding potential transportation used for people as opposed to freight on the Grand Junction. She urged the Board to approve the money. She hopes that the CRA studies the MBTA's bus network redesign because it changes a lot for Kendall Square and up into Lechmere. East Cambridge is losing a lot. Kendall Square is getting a bus that goes from Kendall Square to Medford Square by way of Lechmere and Sullivan Square stations. The MBTA is so enamored of it that it thinks she should wait for that bus to get to Kendall Square Station instead of just walking there. It is important for the CRA to ensure that there are good ways to get to and from Kendall Square that don't involve cars. This will clearly affect the usefulness of any kind of a train for humans on the Grand Junction railroad.

No other requests for public comment were offered.

### Minutes

#### 1. Review of May 18, 2022 Minutes

Draft Motion: *To accept the minutes of the Regular Meeting of the Board on May 18, 2022*

No amendments or comments were offered.

***A motion was moved by Ms. Drury to accept the minutes of the Regular Meeting of the Board on May 18, 2022. A roll call was taken by Mr. Evans and each member's vote was repeated.  
Chris Bator – absent***

**Kathy Born – yes**  
**Conrad Crawford – yes**  
**Margaret Drury - yes**  
**Barry Zevin – yes**  
**The motion carried.**

## **2. Review of Joint Planning/CRA Board Minutes – MXD Design Review in April 2022**

*Draft Motion: To accept the Planning Board transcripts for the April 12, 2022 and April 19, 2022 Joint Meetings with the Cambridge Planning Board as the official CRA Board meeting minutes.*

**A motion was moved by Ms. Born to accept the Planning Board transcripts for the April 12, 2022 and April 19, 2022 joint meetings with the Cambridge Planning Board as the official CRA Board meeting minutes. A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**  
**Kathy Born – yes**  
**Conrad Crawford – yes**  
**Margaret Drury - yes**  
**Barry Zevin – yes**  
**The motion carried.**

Mr. Zevin said that he was confused by some words in the transcripts. Mr. Evans said that if it's something that affects a decision or an item later on in the agenda, it would be worth mentioning it. Ms. Born emphasized that the documents are transcripts, not minutes. Mr. Evans said that the motions of the CRA Board were highlighted in the document.

## **3. Review of Design Review Meeting Notes from May 8, 2022**

Ms. Born clarified that the design review was of Danny Lewin Park. She said that the notes taken by Fabiola Alikpokou captured the meeting very well.

## **Communications**

### **4. Written communications received since the publication of this meeting notice.**

No additional communications were received.

## **Administration Items**

### **5. Monthly Program and Financial Report**

Mr. Evans said that the July Board meeting will move up a week to July 13 for a combination of reasons. One helpful element is that this meeting will occur before the expiration of the current remote meeting provisions. He was not sure if the provision for remote meetings would be extended past the July 15 expiration date. If it is not extended, there is requirement to have a quorum of board members present in one room. Remote Board participation is allowed for certain reasons.

The Kendall Challenge was postponed until next week due to predicted rain. Search efforts are being conducted for a couple of staff positions. The CRA is observing Juneteenth this coming Monday. The auditors will be in the office doing their fieldwork starting the following Tuesday. The operating budget for the Foundry will be coming to the Board by January.

Staff is looking to make an insurance claim on the bus shelter that was damaged, most likely, by a passing bus. Staff is working with Daytech, the bus shelter manufacturer to obtain a narrower roof that would hopefully be outside the swing zone of a bus mirror. The flexi-pave product on the Sixth Street Walkway was not holding up so it is being resurfaced with a permeable paving, like that of the cycle track along Galileo Way. However, he noted that since it was decided not to dig as deep a gravel bed as recommended by code so as not to disrupt the tree

root zone, this is not officially a permeable surface. The expenses are being paid for by Boston Properties (BXP) as mitigation for a couple of construction related-damage areas that were found.

Staff has been reviewing a mural for the north side of the Broadway garage as part of the Kendall Wayfinding project. The CRA wayfinding plan asked for something that would make people look up to the roof garden. The proposal is from Best Dressed Signs for the side of the garage plus an “UP” signage along the column line where the green ivy has been growing. This replaces a graphic that had previously been there in a much smaller portion of the garage. Likewise, some signage just started going up for the public roof garden. Staff is excited to see the “Open to All” logo that staff had developed with the City. The picture in the staff report is a temporary sign; the metal fabricated sign will be installed in a few weeks. The roof garden is expected to be open for public use later this month. Even if the stairs leading up to the roof garden are not open, there is access to it via the existing stairs and the elevator that currently serve the garage.

Mr. Zevin did not like the design of the mural. Mr. Evans said that this is one of those things that straddles art, wayfinding, and signage. This was initially a mural project so it wasn't being reviewed as signage. Mr. Evans said that the design committee could convene to discuss this more. Mr. Zevin added that the letters of LOOK violate the CRA principles of trying to have some sympathy with the form of the building. This becomes camouflage again, which worked out well on the Marriott Plaza; he doesn't feel the same way about this. Ms. Drury said that it took her a while to figure out what the four letters were actually saying. It was shocking but interesting. Mr. Zevin said that the four letters are okay as a temporary installation. Ms. Born said that she didn't like it either but noted that there is a lot of turnover with graphics. Mr. Crawford said that he is not excited about the mural but is excited about the roof garden opening up. He asked if the team was available to meet with the Design Review Committee. Ms. Drury added that if the letters cannot be understood, the mural isn't serving its purpose, even if it's bright and shiny. Ms. Born likes the up arrows. Mr. Crawford said that he is open to hearing from the broader Kendall community as they might have a different impression.

Mr. Evans noted that Eric Mo, from BXP, had entered a comment in the chat saying that they will work to see what it will look like without the letters. Ms. Born asked about the materials used for the letters. Mr. Evans clarified that the picture in the staff report is a rendering. Mr. Mo confirmed that the mural is all paint. Mr. Zevin added that the inside of the letters appears to be a series of arrows, which could be read as down arrows. Mr. Evans said that staff will work with BXP to come back to the Board with an alternative design.

The DD set for 135 Broadway has been received and is being reviewed for conformance with the schematic design. There are a few items that will require a bit more work. One item was the concept of expanding the children's play area. There are also some adjustments to the water feature. Some studies of the lobby were done and CRA staff support some minimal changes to the building entry and lobby. Better graphics are being worked on.

On Sunday, CRA staff organized a successful plant giveaway at 135 Broadway.

Hema Kailasam, Director of Finance and Operations, reviewed the financial report. One third of the year has passed and overall expenses have been much lighter. A 2022 budget amendment will be presented later in the meeting that reflects motions that have been approved by the Board in the first part of the year. Income continues to be lower than expected because of unrealized losses in the investment portfolio. The Broad M1 project and its associated development fees are delayed.

The CRA has spent \$1.3 million through the year, of which approximately \$500,000 are operating expenses. The rest of the expenses are the Bishop Allen construction costs. The payments made represent 98% of the total project costs, excluding the solar project which is under way and will be paid out at the end of the year. The CRA received \$300,000 of the \$330,000 grant for the Bishop Allen project from the Cambridge Historical Commission. Of the \$11.4 million budget, cash outlay expected is \$11.1 million when the money from the Cambridge Historical Commission is included. Year to date, the Bishop Allen building has a positive net income, and that net income will go into our operating reserves and our capital reserves.

Ms. Kailasam spoke about the charts in the financial report. Summarizing the actuals versus budget for the year, the income is lower than forecasted. Operating expenses are tracking below the budget in all the categories. With

respect to the Bishop Allen project, a little over \$600,000 was paid this first quarter toward the completion costs. Most of the spending has gone toward the completion of the Bishop Allen project.

## **6. 2022 Budget Amendment**

### **Draft Motion: Approving the Amendment to the CRA Budget for Fiscal Year 2022. Projects and Programs**

Ms. Kailasam said that during the first four months of 2022, staff have come to the Board to get authorization for spending. When the 2022 budget was drafted, the CRA obligation to the Cambridge Retirement System for active employees and retirees was estimated at \$156,000. The actual appropriation that was received earlier this year was \$191,000 and is due July 1. In the professional services category, the Board approved a sole source contract with Ann Silverman last month for the recruitment of a new Director of Projects and Planning. In the Redevelopment Investments category, there is an increase of \$640,000, of which \$600,000 is for the Board approved easement LOI with Just-A-Start and \$40,000 in case a down payment is needed on any land purchase.

There are two projects that are being commissioned by Boston Properties (BXP). One is the design of the Danny Lewin Park and the other is the Grand Junction Transportation Study. The total cost of these projects is roughly \$476,000. CRA staff will oversee the designs and BXP will reimburse the CRA once the deliverables are given.

In summary, \$695,000 of new spending has been approved via Board motions so far this year. Mr. Evans emphasized that if the land purchase was to move forward, staff would come back to the Board for a purchase and sale agreement, which would require another budget amendment, similar to the process done for the Bishop Allen building. Ms. Kailasam said that at the next Board meeting, staff will present the Foundry budget and how the CRA will be involved in managing the cash flow with the Foundry Consortium.

**A motion was moved by Ms. Drury approving the Amendment to the CRA Budget for Fiscal Year 2022. A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**

**Kathy Born – yes**

**Conrad Crawford – yes**

**Margaret Drury - yes**

**Barry Zevin – yes**

**The motion carried.**

## **Projects and Programs**

### **7. 325 Main Street Innovation Space Plan Update and Certificate of Completion**

#### **Draft Motion: Approving the Updated MXD Innovation Space Plan and Authorizing the Chair to issue a certification of completion for 325 Main Street, Kendall Square Urban Redevelopment Project, Parcel Four.**

Alexandra Levering, CRA Project Manager, said that there are two parts to this agenda item. In the first part, Eric Mo and Vicky Plestis, from Boston Properties (BXP), will present an updated Innovation Space Plan. A few months ago, BXP came to the Board to talk about the Kendall market food hall concept. At the time of that presentation, the project involved opening a support kitchen space at 90 Broadway after the 325 Main Street retail space opened. They have since been able to find an alternative space for that kitchen and so, tonight, they will be presenting an implementation timeline update. The second agenda item is the certificate of completion for 325 Main Street.

Ms. Plestis said that BXP has two goals for the Kendall Public Market, a food hall at 325 Main Street. One goal is a food destination for workers and residents of the Kendall Square neighborhood. With help from Commonwealth Kitchen, the second goal is to create a platform for food entrepreneurs to launch their first retail presence in the heart of Kendall Square. With CRA's continuing support, BXP has evolved this concept from what was presented in March. At that time, there was to be a staggered delivery of the remaining 15,400 square feet between 2023 and 2024. With the relocation of the production kitchen to 90 Broadway, this can all be delivered in 2023.

There is 15,515 total usable square feet as part of this food hall project. The ground floor food hall at 325 Main Street is about 11,000 square feet. There are 4,000 square feet for the production kitchen relocated at 90 Broadway and about 500 square feet of storage space to support operations. Her presentation showed the layout of these three components. The food hall spans from the Main Street entrance south to the Green Garage, and then east to west along Pioneer Way. There will be five vendor stalls, of which three will be “flex stalls” that can be dynamically programmed, as well as moved around to support community events in the space. There is an anchor coffee bar as well. She showed some renderings. The mission and the story of the Kendall Public Market will be showcased in the space. The coffee bar area will have a living room concept that is comfortable and inviting to all. The rendering of Pioneer Way showed how BXP plans to cohesively bring the space into the food hall concept, while also maintaining that path of travel 24/7 for the public. Beyond the front-of-house facing components of the food hall, there are two other supporting spaces. The 4000 square foot production kitchen at 90 Broadway was formerly a prep kitchen. From a mechanical, electrical, and plumbing standpoint, this space has the infrastructure for a high functional space for food operators. There have been many conversations with the design team and Commonwealth Kitchen to understand the operational requirements for the storage space in the basement of 325 Main Street.

Ms. Born asked whether the auxiliary cooking space at 90 Broadway was only in the basement. Ms. Prestis confirmed. Ms. Born asked if the building’s elevator would be used to get things to the ground level. Mr. Mo said that there is direct access from the basement into the Green Garage through service quarters, which would provide a direct path from the ground floor 325 Main Street. This 5000 square foot space was the production kitchen for Mead Hall which recently closed.

Mr. Crawford said there seems to be plenty of width in the Pioneer Way for people so as not to crowd or loom over people who are sitting and eating. Mr. Mo said noted that the renderings show placeholders for the furniture. BXP is encouraging their design group to look at minimal, smaller pieces of furniture to maximize seating while not disrupting the pedestrian paths of travel. Mr. Crawford suggested that the smaller tables be able to move from place to place so people can come with a big group or have their solitude if they want.

Mr. Zevin asked what will happen in the long-term with the space at 80 Broadway. Mr. Mo said that the MIT Coop will be in that space until the MBTA Headhouse is ready. There is no plan as of yet for after that.

Mr. Crawford asked if there was room to have temporary seating outside of the coffee shop and the garage door that exits onto Kendall Plaza. Ms. Prentis said that the intention is to have a porous boundary between the food hall and Kendall Plaza.

Ms. Born said that food halls are usually busy places but the renderings show big, empty, and dark spaces. She also asked about the design of the vendor stalls. In the next week or two, BXP will be discussing furniture and signage in more detail. The renderings currently show furniture placeholders but BXP envisions lots of seating opportunities. As for signage, BXP will maintain the overall branding for the market, and give a platform to maturing businesses to have their own branding opportunities. BXP is hoping this branding carries over into the vendor stalls so they’ll look more distinctive, whereas the renderings currently show a basic infrastructure.

Mr. Zevin said that the signage is intriguing. It almost looks digital and could change at any minute.

Mr. Evans asked if the plan was to have a polished concrete floor. Mr. Mo confirmed. Mr. Evans said that the renderings can be tricky as the floor color changes from one slide to the next. The roof is also grey not black. This feedback will be considered in the ongoing internal design reviews. Mr. Mo agreed that the renderings aren’t wholly accurate but noted that CRA staff have been very involved with all the design meetings and have seen the materials board and the nuances of actual materials versus what is portrayed in these renderings.

Mr. Zevin asked if the column had very fuzzy intumescent paint. Mr. Mo said there was an assumption that spray fireproofing was required but Mr. Mo did encourage the use of intumescent paint. BXP is exploring column covers for wayfinding opportunities. Mr. Zevin said that having fiber-based fireproofing sprayed on surfaces near areas where food is consumed should be investigated further.

Mr. Evans said that design work will continue, including feedback received at this meeting. Staff is not administering a design approval, but rather a conceptual approval of this innovation plan. The innovation plan approval is necessary to cover the GFA as part of 325 Main Street.

Ms. Levering explained the other component of the motion which is more administrative, and less design focused. As part of the development agreement with BXP, the CRA must issue a certificate of completion, confirming that the project has basically been built in conformance with the approved documents and designs prior to building occupancy. Part of the certificate of completion is an escrow agreement that itemizes any outstanding work remaining. The CRA then receives a letter of credit that can be drawn upon if, for some reason, those items are not actually completed. The Board packet memo contains a draft list of those items identified through CRA staff walk-throughs, walk-throughs with the City, and a Board walk-through on Monday. The list still needs to be finalized and BXP needs to determine construction costs. It is possible that many of the items will be completed in the next few days. The CRA Board, however, is required to approve the escrow, certificate of completion package, and punch list items.

Mr. Zevin noted a few additional issues in the dark back of Pioneer Way. A missing column cover and some loose flashing and roofing on the 355 Main Street rear entrance should be added to the list. He also said that the barber shop sign should be reconsidered once the place is up and running. Ms. Levering confirmed that the barber shop sign was approved as temporary so they do need to come back with a full permanent signage request.

Mr. Evans clarified that the Proto ground floor equipment removal/clean item listed in the document should note that it's the bike cage that needs to be cleaned out as it was used for construction storage. This cleanout is also necessary for CDD sign-off.

Mr. Crawford asked if the list in the memo is the exhaustive list. Mr. Evans said that the two items that Mr. Zevin mentioned were just added to the list. It is a working document.

Ms. Born said that the building looks great and she is pleased. In many ways, the project exceeded her hopes. It has left Kendall Square a better place than before, a net gain for the public. This was the metric she set out to obtain. She is confident that the punch-list will be completed. That being said, at the conclusion of the Board walkthrough last week, the group came across a dead bird on the ground. There were people who opined at the project review about the wing walls on the terraces being vulnerable to birds flying into them. There is research about reflective buildings and the importance of turning lights off or dimming them in the evening. She hopes that this is a one-off and not a red flag.

Mr. Zevin said that if the transparent wingwalls are suspect, the CRA should fight harder so those aren't repeated on 290 and 250 Binney Street. Wingwalls seem to be part of the vocabulary of Pickard Chilton. Mr. Zevin did not think these were a good idea on this building. Ms. Born would like the problem analyzed more closely. It might be the wingwall or it might be the reflective glass. Mr. Mo said that he will talk with his colleagues working on the North parcel to see if there are more studies and design consciously to mitigate birds running into buildings. Mr. Zevin said that New York and San Francisco have published exhaustive guides for dealing with this problem. Ms. Born said that she could connect Mr. Mo with the head of the Ornithology Lab at Cornell University. Mr. Crawford noted that the roof garden is an opportunity to support the local and migratory habitat for a number of species

Mr. Evans said that staff needs to finalize the list. Work is being done regarding details of the legal document as there are many cross references. This is a very complicated parcel. A new certificate also needs to be issued for 5 Cambridge Center (355 Main Street) because the square footage for the building was modified. The approved motion will put the work in motion from a staff standpoint. The final certificate needs to be signed by the CRA Chair.

**A motion was made by Ms. Born approving the Updated MXD Innovation Space Plan and Authorizing the Chair to issue a certification of completion for 325 Main Street, Kendall Square Urban Redevelopment Project, Parcel Four, subject to the Letter of Agreement and the items mentioned in the meeting. A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**

**Kathy Born – yes**

**Conrad Crawford – yes**  
**Margaret Drury - yes**  
**Barry Zevin – yes**  
**The motion carried.**

**8. 255 Main Street Facade Modification and Signage for Silicon Valley Bank**

**Draft Motion: Approving the minor modification to the ground level façade of 255 Main Street (One Cambridge Center) within Kendall Square Urban Redevelopment Project, Parcel Four.**

Fabiola Alikpokou, CRA Planner, said that Boston Private Bank, located on the ground floor of 255 Main Street, was acquired by Silicon Valley Bank (SVB) on April 1. SVB is proposing a signage change and slight modification to the 255 Main Street facade. The signage change includes a new blade sign with fiberglass insert lettering and changing the awning color to a dark navy color with no logo. The geometry of the awning will remain the same. Additionally, a minor modification will also be done to the ground space which includes removing the ATM and replacing that with a window that will look into a meeting room. The window will be transparent and will match the door. Teresa Morgan, from Boston Properties, presented the proposal to the Board.

Ms. Morgan introduced SVB team members Monica Castro, Miranda Kontner, and Andrew Moyer. Mr. Moyer presented the artwork for the new exterior signage. He explained that the faded light blue awning will be replaced with a new dark blue awning over the existing frame structure. Both panel faces on the protruding blade sign on the outside of the building will be replaced to read SVB Private with a logo. Lastly, white vinyl lettering will be applied on the right side of the front entrance door to read SVP Private. Monica Castro explained that the ATM and the solid panel that surrounds it will be removed and replaced with a new glass panel that will match the adjacent glass. The existing color of the Boston Private Bank is not the same as Silicon Valley Bank's color. The intent is to match the color of the mullions to those of the adjacent retail spaces.

Mr. Evans noted that this is coming to the Board because of the façade change. None of the dimensions of the signs are changing and they adhere to the design guidelines and zoning that ask for as much transparency as possible along Main Street. Mr. Zevin said that this is a real improvement. The gray color is nice as it again matches the rest of the building. He noted that the blade sign had already been replaced. Mr. Zevin is bothered that the original awning is at a slightly different angle from the adjacent awning at Chipotle. To swing it out so that it aligns evenly with the Chipotle sign would likely start to obscure the blade sign. Mr. Evans asked Ms. Morgan if what is there now is temporary. Ms. Morgan confirmed that that was done prior to BXP getting the project in. BXP stopped them and explained the process to them. She said that it is a temporary vinyl sticker; it is not the final project. Mr. Zevin asked whether the SVB sign could be extended a few inches. Ms. Morgan said that the intent is to utilize the existing components as much as possible.

Mr. Evans said that this is an installation over a sidewalk that is owned by the CRA and subject to an awning easement that Boston Properties has. It is not subject to the same City approval process that other signs over sidewalks would have to go through. Ms. Born noted that it is nice to see the subdued signage request.

**A motion was moved by Mr. Zevin to approve the minor modification to the ground level façade of 255 Main Street (One Cambridge Center) within Kendall Square Urban Redevelopment Project, Parcel Four. A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**  
**Kathy Born – yes**  
**Conrad Crawford – yes**  
**Margaret Drury - yes**  
**Barry Zevin – yes**  
**The motion carried.**

**9. Danny Lewin Park Design**

**Draft Motion: Approving the Schematic Design for Danny Lewin Park renovations, subject to coordination with Residence Inn and final Broadway streetscape designs.**

Fabiola Alikpokou, CRA Planner, said that this project started in the fall of 2021 when the Residence Inn (RI) approached the CRA about creating a patio space on their portion of the park. CRA staff saw this as an opportunity to implement its vision goals of the Ames Place Open Space conversations in 2018. Because RI is planning to serve alcohol on their patio after hours, they are required to separate their patio from the general public space during service hours. However, their patio area is required to be open to the public one hour after sunrise and one hour before sunset so it is important that the patio and the rest of the park appear as one space. Staff wanted to ensure that the space didn't look or feel private when open to the public. Working with the RI on the design allowed the CRA to envision ways to improve the park. Boston Properties agreed to fund the project as a mediation for the MXD Substation Project that will be happening across the street from the Danny Lewin Park.

Ms. Alikpokou said that staff have been working with Mikyoung Kim Design since January of this year to reimagine the park. While designing the space, staff considered how the park design could align with current and future projects coming to the area. Considerations were made regarding the alignment of paths to connect with the Eversource Substation project, future bus stops in the crosswalk that will be created as part of the Binney-Galileo Way project, as well as future improvements to the Ames Place Open Space area.

The team met with many stakeholders to get their feedback during the initial design, including Boston Properties, who owns two thirds of the park and the RI, the owner of the other third of the park. Staff sought input from Google, the tenant of 150 Broadway, and Akamai. It was important that the new park design continue to honor the memory of Danny Lewin, Akamai's co-founder, to whom the park is dedicated.

Ms. Alikpokou spoke about the initial design and components of the park - the flexible lawn, the open plaza, the garden seating areas, and RI. She discussed access into and through the park. Feedback and suggestions for improvement were received at the May 4 Design Review Committee meeting. She presented the updated design. The components have not changed. The pathways were simplified. There is a main connection pathway to Broadway. A path was also created to the Google building for accessibility. There is an entryway to the RI patio so the public feels invited to use that space. The seating area was consolidated, the community table was moved to a hard surface, and the location of one of the two proposed trees was slightly moved. She showed views of the park. She noted ways to use the flexible lawn space. The team is working on the plantings. The shadow study shows the rationale for the location of the flexible lawn space. When the project is complete, most of the fencing on the Broadway side will be removed. However, fencing will remain at the corner of the RI patio and on the Ames Place side. Ms. Alikpokou showed examples of various potential barriers and their location for when RI serves alcohol and needs to close off their patio. Seating with backs and accessibility were feedback received in the committee meetings. Staff is looking to add two bike racks on site although their locations have not yet been finalized.

Ms. Alikpokou said that when RI presented their patio design to the CRA Board last year, the Board suggested ways to improve the design to ensure that it felt public. RI then paused their project, waiting to see what direction the CRA was taking. CRA staff have been working closely with David Connolly, the Residence Inn legal representative, to ensure that the CRA design aligns well with theirs. Ms. Alikpokou was happy to announce that Residence Inn will proceed with the project.

Mr. Connolly said that RI wanted to see what the community and the CRA wanted in terms of the redesign of the park. The RI designers have designed a patio to fit in with the concept plan dated June 8. More discussions are needed to understand the plantings and the particular barriers that will be used. The tall rectangular fire feature is no longer in the plans. Two small gas-driven fire pits that will be turned off when the area is open to the public are being planned. Discussions with the City Manager's office and the license commission, which were both on pause, will need to reconvene, assuming that the CRA Board moves forward with the design plan. RI will come back to the Board with a revised plan so it that fits within this concept plan. Ms. Alikpokou said that if the motion is approved tonight, CRA staff will continue to work with Mr. Connolly. CRA staff is also coordinating with Boston Properties on phase 2 of construction which will start in 2023.

Ms. Born and Mr. Zevin said that they were present for the original presentation to the Design Review Committee. Ms. Born said that she is really pleased that this point has been reached collaboratively. Mr. Zevin said that the plan is quite good. He suggested not cluttering the space with bike racks as there are a couple of bike racks between the sidewalk and the street already in front. There's also some bike storage in the arcade at 150 Broadway. As for the temporary barriers, he is in favor of the stanchions and ropes. If it had to be a planter, he urged RI to make a planter whose form signals that it is a container, not a partially transparent screen of wood



slats; and planters that are more vertical than horizontal would allow people to move around them when they are not functioning as barriers.

Mr. Crawford congratulated everyone for reaching a consensus. It is good to see this evolution.

**A motion was moved by Ms. Born to approve the Schematic Design for Danny Lewin Park renovations, subject to coordination with Residence Inn and final Broadway streetscape designs. A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**

**Kathy Born – yes**

**Conrad Crawford – yes**

**Margaret Drury - yes**

**Barry Zevin – yes**

**The motion carried.**

#### **10. MXD Mitigation Grand Junction Transit Study**

**Draft Motion: Authorizing the Chair and Executive Director to enter into a professional services contract with WSP to conduct a feasibility study of transit service on the Grand Junction rail corridor for an amount not to exceed three-hundred thousand dollars (\$300,000).**

Cecelia Cobb, CRA Planner, said that the staff recommends authorizing the Chair and Executive Director to enter into a professional services contract with WSP to conduct a feasibility study of transit service along the Grand Junction corridor. The Grand Junction corridor is a railroad track that currently runs from the south side of the river, underneath the BU bridge, roughly northeast, traveling through the Kendall Square and East Cambridge neighborhoods, and continues goes all the way to the corridor's terminus at North Station.

A number of studies have been conducted over many years for this corridor assessing possibilities for a multi-use path and different forms of rail transit service. Rail transit service on this corridor was a central consideration for the Kendall Square Mobility Task Force, which was formalized in a published report with the CRA in 2017. The City of Cambridge currently has a plan under design for an off-street bicycle and pedestrian path. While they are seeking to ensure that two-track passenger transit services remain feasible along this corridor, more recent comprehensive studies of what rail transit might look like, have not reflected the increased development plans that are currently underway for Kendall Square.

As part of the planning environmental review for the Eversource Project on Parcel two, multiple transportation studies identified increased congestion and a need for expanded transit services in Kendall Square. This further supports a need for a more robust feasibility study on how that would come to fruition. As part of Eversource's project and the development agreement between the CRA and Boston Properties, Boston Properties has agreed to fund a study to investigate this feasibility for transit service along the Grand Junction.

The study itself is to be conducted by WSP, using the funds provided through Boston Properties, and will be conducted over the course of four months. The study is to be completed for an amount not to exceed \$300,000, which is the amount that Boston Properties has provided for this study. The study seeks to identify feasible options for a rail transit service along this line and will attempt to identify three different versions of what a transit corridor might look like. This will start with assessing key characteristics for rail transit, such as mode, equipment types, potential slight modifications to the service routes, starting and ending destinations, headway timing, and station possibilities along this route, which includes looking at locations, amenities, dimensions, etc.

Once analysis has been conducted on those primary characteristics, those three identified options will then be put through a more in-depth study. This will include an analysis of ridership projections, an analysis of what the process would be and what changes need to happen in order to convert the existing corridor's infrastructure and operations to match each given potential option. It will also include consideration of different implementation scenarios. Depending on whether or not the eventual project would be implemented by the MBTA, or potentially some other transit authority, it will also include an overall approximate cost estimate for each option.

Mr. Zevin said that WSP is actually Parsons Brinckerhoff which he was pleased to find out. He said that their definition of scope seemed reasonable and realistic. However, they shouldn't insist that it has to be double tracked or rule out any possibility of timesharing with freight, which, despite FRA regulations may be totally impossible. They should be open to out-of-the-box solutions because of the multiple uses to be accommodated.

Ms. Cobb agreed and said that is why staff felt that this level of feasibility was important to study before offering potential options for implementation.

Mr. Zevin added that Parsons Brinckerhoff was part of the joint venture on the central artery. Although it was a long time ago, their people were impressively knowledgeable engineers.

Mr. Crawford amplified the notion of thinking outside of the box regarding sharing the right of way with freight.

Mr. Evans noted that there are more models that have been put into action recently about time sharing, and FRA compliant vehicle challenges. It's an area of change in federal railroad regulation. Mr. Crawford said that it is frustrating to lose years for certain agencies to evolve in their understanding when there are serious transit needs and mode shift needs facing a number of communities around the country.

**A motion was moved by Ms. Drury authorizing the Chair and Executive Director to enter into a professional services contract with WSP to conduct a feasibility study of transit service on the Grand Junction rail corridor for an amount not to exceed three-hundred thousand dollars (\$300,000). A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**

**Kathy Born – yes**

**Conrad Crawford – yes**

**Margaret Drury - yes**

**Barry Zevin – yes**

**The motion carried.**

## **11. Foundry Update**

**Draft Motion: Authorizing the Treasurer and Executive Director to open an operating account for the Foundry and an Operative Reserve to the established reserve accounts at Cambridge Savings Bank.**

Mr. Evans said that the construction crew is focusing on finishing up the paving on Rogers Street and the side yard, particularly because this is the location of the ribbon cutting ceremony on June 22. Work is being completed top down within the building so the second and third floors will be finished first. The offices should be done by June 24. The first floor should be done by June 30, with the exception of the theater and art studio spaces that require some additional work. The City team is looking to get the certificate of occupancy for July 6. A couple of portions of the finish are still under construction. The theater is lagging because the sprung floor needs to be installed after all of the theater equipment is hung from the ceiling. That will be the last item finished, towards the end of July. The office tenants will be able to move in while the theater work is happening since it won't affect the space that they use. Some of the landscaping will be delayed due to supply issues and timing because some trees need to be planted in the spring. After construction is completed, furnishings need to be delivered. The furniture is coming from two different sources. The City is providing all the seating and some accessory tables through their contract and the CRA is purchasing most of the maker equipment. All the maker equipment is bought and accounted for. Most of the seating is purchased and set for delivery. Some elements of the furnishings are undergoing supply chain delays. Interim solutions will be used when needed. Upon opening, most of the items will be there but some will not. Staff is working with the Foundry Consortium (FC) regarding the use of substitute items.

A full Foundry budget will be brought to the Board at the next meeting. Mr. Evans summarized the general cash flow between the CRA and the FC. A colored diagram was shown to the Board to explain the complicated financial arrangement. The key driver of the building's budget is the total rent – the rent that is paid and the expenses that are paid by the office tenants. That money and any City reimbursements will come to the CRA. There will be a CRA operating account which will pay for property taxes, electric bills, insurance, legal expenses, etc. Most of the operating funds will go towards FC accounts – one for building operations and the other for nonprofit operations. From their operations account, the FC is responsible for property management expenses, certain utilities, and

support of the building program. The FC will also be collecting fees from some users of the building on a sliding scale basis and will also be conducting their own fundraising which will feed the FC budget.

Tonight, staff is requesting Board authorization to open up two additional accounts specifically for the Foundry. Currently, there is a Cambridge Savings Bank account that has been acting as a holding account for CRA commitments under the lease and the cooperation agreement. The motion is to open two more accounts with Cambridge Savings Bank - one for an operating reserve for the Foundry, which was a commitment in the demonstration plan; and a checking account that will function as the money in/money out location. In the end, there will be three business accounts related to the Foundry – 2 reserve accounts and one operating account. Cambridge Savings Bank will then function as the Foundry banking location. Ms. Kailasam is working on setting up the required paperwork that will need signatures if approved. As per the CRA by-laws, a public vote of the Board is needed to open up a new bank account. This presentation will be posted on the webpage for this meeting.

Mr. Crawford asked about the final condition for Rogers Street. Mr. Evans answered that Rogers Street is being designed as a shared street from Third Street to the Foundry driveway with different colored pavers, and some separate pedestrian zones. The intent is to make a continuous public pedestrian friendly space from Tim Toomey Park across Third Street to the front door of the Foundry. Mr. Crawford said that expanding the flexibility of the public realm and contributing to the network of open spaces and public spaces across the neighborhood would be helpful.

Mr. Evans said that Rogers Street is a private street that is owned by the City and Equity Partners, which was a good partner on this complicated design involving liability and parking issues. A shared street model like this would be hard to execute if it were a public way. Mr. Evans added that the street is like a service drive and is owned by all the adjacent property owners with a very complicated set of easements across it.

Mr. Crawford asked how the two accounts will be governed. Mr. Evans replied that they are both CRA controlled accounts. More work on the process for disbursement decisions is needed. Some level of Board decision is needed to utilize the operating reserve. City permission is also required to utilize the capital reserve. Mr. Evans said that a significant amount of the operating expenses for the first year will depend upon the operating reserve to get the project started. It has always been anticipated that half of the \$2 million would be part of the opening or first year expenses. This would hopefully be replenished to cover any future possibilities of not having the building fully tenanted. The goal is to not have to disrupt the public programming at the Foundry even if the market rate leases are not feeding the account. It is expected that the operating reserve will be needed for six months.

Ms. Born asked if the CRA has an executed revised cooperation agreement with the City. Mr. Evans said that the City has a draft. The City asked for added language about tenant improvements that was in conflict with the leases that the CRA had already signed with commercial tenants. The CRA asked for clarification but has not received a response as of yet. Ms. Born asked if there is any point of leverage in the actions in the upcoming motion. Mr. Evans said that the point of leverage is the existing Cooperation Agreement. If the City wants the additional funding, the cooperation agreement needs to be executed. This structure was formulated in the original Cooperation Agreement. None of these arrangements are changed by the amendments. They are more related to the sublease and the operating agreement that the CRA has with the Foundry Consortium.

Ms. Kailasam summarized that the CRA currently has a money market account at Cambridge Savings Bank where the set-aside Foundry money sits. This account will change its function and serve as the capital reserve account. Another money market account will be opened for the operating reserve. Then there will be an operational account that is going to function as the CRA transactional checking account. The CRA currently has one account and staff is asking to increase it by two for those separate functions.

**A motion was moved by Ms. Born authorizing the Treasurer and Executive Director to open an operating account for the Foundry and an Operative Reserve to the established reserve accounts at Cambridge Savings Bank. A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**

**Kathy Born – yes**

**Conrad Crawford – yes**

**Margaret Drury - yes**

**Barry Zevin – yes  
The motion carried.**

Mr. Crawford said that this concludes the business for this evening

**At 7:48 PM, a motion was moved by Ms. Drury to adjourn the meeting. A roll call was taken by Mr. Evans and each member's vote was repeated.**

**Chris Bator – absent**

**Kathy Born – yes**

**Conrad Crawford – yes**

**Margaret Drury - yes**

**Barry Zevin – yes**

**The motion carried.**