INTRODUCTION

These MIT Kendall Square Development Design Guidelines ("MIT Kendall Guidelines") build on the Kendall Square Design Guidelines 2013 ("K2 Guidelines") that were developed by the City of Cambridge to guide development in the entire Kendall Square area as designated in the K2 planning process. These MIT Kendall Square Guidelines are an urban design framework that reflect the K2 Guidelines but are specific to the MIT Kendall Square Development area (PB #302 and PB #303) and provide additional illustration of design components that may be applicable to the MIT Kendall Square Development.

These guidelines are not intended to impose a strict limitation on building form and style. Other creative design solutions, or measures, not noted here may also be utilized to achieve the same goals at the discretion of the Planning Board, especially in the interest of enhancing architectural diversity and pedestrian amenity in the area.

PURPOSE

The MIT Kendall Guidelines will be used to guide the detailed design of the buildings and public realm in PUD-5. The guidelines represent a consensus regarding development in PUD-5 in Kendall Square as a result of several years of rezoning, planning, community outreach and permitting processes. The guidelines are based on the building and landscape designs presented in the PUD and Article 19 Special Permit processes for the PUD-5 NoMa and SoMa projects and will be used as a guide as these designs are further refined for the purposes of Planning Board Design Review and construction.

It is understood that the application of these principles, including dimensional and numerical guidelines, can vary with the context of specific building proposals in ways that nevertheless fully respect the policy's intent. It is intended that proponents of projects, City staff, the Planning Board and the general public, where public review and approval is required, should be open to creative variations from the detailed provisions presented herein as long as the core values expressed are being served.

The attached guidelines consist of three components as described below. Architects and reviewers should refer to additional documents including the K2 Guidelines, the Final Development Plans and Special Permits for the PUD-5 NoMa and SoMa projects (PB #302 and PB #303).

PART ONE:

GUIDELINES TEXT

The Guidelines Text is based on the K2 Guidelines and provides the goals and strategies that should guide the design of the buildings and public realm in PUD-5. The Guidelines Text is the controlling component of this guidelines package and where there are discrepancies between the Text and the Catalog of Images or Specific Building Guidelines, the Guidelines Text will rule.

PART TWO:

CATALOG OF IMAGES

PART THREE:

SPECIFIC BUILDING GUIDELINES

The Specific Building Guidelines illustrate how the guidelines can be applied to each building. These guidelines also highlight the unique characteristics particular to each site?. The Specific Building Guidelines reflect the dimensions and design intent for the buildings at the time of the PUD and Article 19 Special Permits for the NoMa and SoMa Projects. It is anticipated that the building designs will continue to evolve in advance of Planning Board Design Review and construction.
PART ONE:

I. OVERALL MIT KENDALL SQUARE PROJECT DEVELOPMENT GOALS

• Preserve and enhance the rich architectural history of the Industrial Age represented by the existing historic fabric while creating a harmonious example of urban buildings that reflect collectively and individually the future of Cambridge.

• Create a vibrant urban place with a strong sense of arrival that promotes gathering, and also provides the connective link between the Institute, Kendall Square, the Cambridge community and the Charles River

• Enhance the ground floor public realm and provide the foundation for continuous streetwall and related ground floor retail and active uses on the south side of Main Street

• Increase the amount of publicly beneficial open space, and create a contiguous and well-connected public realm with a focus on community interaction and programming

• Increase the amount of MIT graduate student housing and locate it in the center of Kendall Square

• Provide critical space to accelerate MIT’s innovation impact, strengthen the innovation ecosystem, and enable stronger interaction and collaboration between the MIT campus community and the Kendall Square community

II. DESIGN OBJECTIVES AND STRATEGIES

A. Site Planning and Open Space

Design Objectives

• Transform existing parking lots and streets into new publicly accessible and porous open space that will extend the network of open spaces currently existing within and adjacent to the PUD-5 District.

• Design the landscape to be a cohesive and pedestrian-oriented open space, the connective tissue of the Kendall Square Development, connecting the MIT east and main campuses, and connecting the campus, the community and the Charles River.

• Create a series of places designed to become gateways and gathering spaces for the MIT and Cambridge communities, and anchors for various locations within the PUD area. Each space should have a unique sense of place designed to complement the surrounding architecture, but also to provide a unifying element between individual buildings across the PUD development parcels. The series of spaces include:

  o Gateway: The Gateway is designed to be an area where the academic, neighborhood, visitor and worker communities can intersect and interact. The area is anchored by the entrance to the MBTA Kendall station. The surrounding plaza will be designed to enable efficient flow through the space and to/from the station. The Gateway area will be framed by the historic Suffolk Building and a new Building 5, the ground levels of which will contain active uses which will spill out into and animate the Gateway area throughout the day, week and year. The area will contain plenty of seating and other elements that reflect and invite the public to experience the groundbreaking activities of MIT (“MIT-ness”). The space will be designed to draw people from Main Street into the larger MIT Kendall open space system beyond.

  o Activity Area (south of building 4): This activity area will be the largest component of the open space system and the epicenter for programmed events in the open space. It will be designed to contain a mix of hardscape and softscape, corridors for passage and areas of respite (streams and eddys). It will be activated by the entrance to the new dormitory and the active uses and associated spill out from the ground floor of Building 4, including the MIT Forum. It will include permanent and temporary seating and design features and will be activated by small and large events.

  o Promenade: The Promenade will continue the energy of the MIT Kendall open space system by providing a generous connection between the main activity areas. It will be activated by various uses on the ground floor of building 3 and will include ample seating and creative lighting.

  o Activity Area (adjacent to Building 2): This activity area will be an arrival point into the City of Cambridge from Boston across the Longfellow Bridge and will reflect the diversity of open space and programs that are inherent to Kendall Square and Cambridge. This area will be designed to reflect both the character of the newly created MIT Kendall open space and the existing Sloan School open space. Framed by Building 2, which will contain active ground floor uses and spill out space on its western side and will blend into passive seating areas of lawn and plaza with movable furniture. The lawn areas and paved areas will be generous enough for programming which will animate this area through the day, week and year.
• Broad Canal Area (NoMa): The Broad Canal area benefits from existing activities at the water’s edge and active retail on the north side of Broad Canal Way. The MIT open space system will create a new connection to the Broad Canal via a new pedestrian crossing of Main Street and a new generous and activated pedestrian pathway between Building 1 and the Luke Building, owned and occupied by the American Red Cross. The Broad Canal area will be enhanced with active ground floor retail uses along the passageway and the south side of Broad Canal Way through the addition of Building 1 and a new retail liner on the north edge of the existing One Broadway building.

• Main Street/Broadway/Third Street Edges: The primary streets surrounding the new and existing MIT Kendall buildings are important connectors in the open space system. Existing, new and historic buildings will contain active ground floor uses that will spill out into the public realm where space allows. These active uses will visually and practically connect the more formal open space elements in order to create a fully activated open space ecosystem. Strengthen the connection to and interface with the Kendall T Station as a key gateway with strong potential to create a more active urban place that is centered on the station.

• Design connecting pathways and streets to be welcoming and comfortable for all users, including pedestrians and people traveling by bicycle.

• Enhance and improve wayfinding for all users, including bicyclists, to make it easier to find the campus, the river, neighborhoods and the center of Kendall Square.

Strategies

• Change portions of Hayward Street and Carleton Street into shared streets, and evaluate opportunities to prioritize the experience for people walking or bicycling on Wadsworth Street and Amherst Street.

• Design a rich ground plane to include a variety of textured paving, discrete lawns and native and adaptive plantings to accommodate passive sitting and socializing. Include a balance of hardscape paving and softscape vegetation throughout the core open space to maximize the flexible use of the space and promote year-round activities such as outdoor classes, farmers markets, innovation demonstrations, and other programmed activities.

• Incorporate temporary and/or permanent art and technology installations reflective of MIT’s depth of knowledge in both.

• Design the public realm to accommodate a diversity of destinations and program opportunities for a broad range of anticipated users: residents, neighbors, workers, visitors, faculty and students.

• With the advice of the Open Space and Retail Advisory Committee, include cultural, educational, and recreational programming including active events such as festivals, lectures, and outdoor symposia, while accommodating more passive daily activities such as eating lunch on a bench or relaxing on the lawn under the shade of a tree.

• Site furnishings should include moveable tables and chairs in addition to fixed seating.

• Include appropriate vehicular and pedestrian lighting to ensure a safe, public environment 24-hours a day. Lighting levels should achieve the standards required for safety and comfort, while remaining below levels that will contribute to light pollution for adjacent properties or users, and promoting energy conservation. Lighting throughout the open space should also contribute to wayfinding, district identity, and public realm activation and enjoyment.

• Ensure clear and unobstructed travel paths through the main plaza area for people traveling through by foot or bicycle, with special attention paid to ensuring that there is sufficient space to avoid conflicts between “staying” users and “traveling” users.

• Areas beneath cantilevers should be designed to be human-scaled and activated with art or other features in order to frame and contribute to public spaces.

• Any covered outdoor areas should work in tandem with adjacent retail and adjacent public realm to form gathering spaces and activity zones.

• Strengthen connections to the Charles River by activating the south side of Broad Canal Way and strengthening the experience for people walking or cycling along Wadsworth Street. In addition, the plan should include improved crossings to get to the river path and enhance the connection across Main Street by aligning the pedestrian network with the new crosswalk between Sloan and the Red Cross building.

• Balance the need for clear and flexible circulation and program space with ample green open space to help manage stormwater. Trees and vegetated softscape should be distributed and designed to catch stormwater, and should be augmented by areas of permeable pavers to mitigate runoff.

• Include significant number of new trees in the open space with a range of species that contribute to the biodiversity of the urban canopy of Cambridge. Street trees should be selected from the preferred street tree list for Cambridge. Preference for plant selections should be given to native or adaptive species, minimizing irrigation and maintenance needs.

• Incorporate short-term bicycle parking to make access to each building easy and convenient for users. Bicycle rack styles may be selected to complement other street furniture or buildings, as long as the racks meet Cambridge requirements.
Incorporate public bicycle sharing stations at locations that work rationally with the regional bike share system, are convenient to users (both MIT and general public), and meet functional and technical requirements (e.g., solar access). The City and MIT shall identify mutually acceptable locations for the stations.

Visitor, tour and shuttle bus stop locations to be created where they will not interfere with the safety of public road users, particularly those on foot and on bicycle. Where possible, MIT-related bus services should be provided with stops and loading/unloading areas out of the public way and layover areas off of any primary public streets unless otherwise approved by TP&T.

B. Built Form - Ground Level Design and Uses

Design Objectives

- Establish a seamlessly integrated pattern of robust retail and active uses that contribute to an active and pleasant ground floor environment from Ames Street to the Sloan School on the south side of Main Street.
- Enhance the area around the MBTA station where Main Street and Carleton Street connect as a crossroads of Kendall Square – the nexus where business, academic, community and visitors connect.
- Complement the successful uses along the north side of Broad Canal Way and create a two-sided retail corridor with retail and active uses on the south side of Broad Canal Way.
- Where possible, activate the Third Street and Broadway sides of the NoMa development with enhanced retail and active uses.
- To the greatest extent possible, activate the edges of secondary streets and the interior open spaces to provide activity and interest for pedestrians.

Strategies

- Special attention should be given to the design of ground floors of Buildings 4 and 5 and the public area between the buildings to ensure that MIT’s identity is clearly defined and the public is made to feel welcome.
- Although any proposed Kendall Station design must be approved by the MBTA, the station should be highly visible from both Main Street and the newly created open space and should have a high degree of transparency and clear signage. It should also include at-grade landing area sufficient to provide weather protection and allow people time to orientate themselves in the plaza. Access and egress should be designed to be convenient and comfortable for all users.
- To the extent possible, the ground floors of Buildings 2, 3 and 4 should be designed to provide active uses on their south side as they open onto the open space. By activating both sides of the new buildings, a porous and unique environment will be created to allow all users to enjoy the retail from both the hustle and bustle of Main Street, as well as the relaxing open space on the south side of the buildings.
- In general, retail spaces should be designed to facilitate small retailers. However, ground floors should also be flexible in order to accommodate larger format retailers that are consistent with articulated neighborhood needs.
- To foster accessibility and permeability, and to bring new life and activity into the historic structures, the ground floors of the existing buildings should be dropped to accommodate ground floor retail to the greatest extent feasible.
- The ground floor spaces and the adjacent open spaces should be designed to work together to encourage spill out of ground floor building activity into the public realm, providing flexible zones along the building faces.
- Provide multiple door and window openings at the ground floor to emphasize the connection to the public realm and create a feeling of transparency between inside and outside. Maximize clear glass operable glazing, and opportunities to occupy both ground floor and immediate exterior space as part of a diverse range of district destination attractors.
- Ground floors should reflect interior active use through the design of unique and transparent storefronts in the first story height zone. Façades should be carefully designed and detailed to create interest in light and shadow, and textural changes, so that large areas of undifferentiated facade are not created.
- Building entries should be clearly articulated and clearly visible from the public realm, with main pedestrian entrances and lobbies accentuated through changes in wall plane or building massing, projections, differentiation in material and/or color, and a greater level of detail.
Where possible, incorporate pass-throughs into the design of ground floors, to enhance physical and visual porosity through buildings.

Special attention should be given to the location of exhaust vents and mechanical equipment, as these can cause noise and other environmental impacts, such as odor, that impair the goal of activating the public realm.

Ground floor heights of all buildings proposed should be at least 15’ floor-to-floor.

C. Built Form – Siting, Scale and Massing

Objectives

• Employ creative siting and massing approaches that maximize physical and visual porosity on Main Street, both at grade and volumetrically.

• Site and shape buildings to minimize their impact on the historical buildings, as well as the public realm, particularly associated with Main Street and Broad Canal Way.

• Create a strong pedestrian scaled street wall throughout the PUD area and particularly on Main Street to align with the existing historic fabric, and achieve the level of public realm activity desired in the heart of Kendall Square.

• Enhance the pedestrian experience along the secondary streets.

Strategies

• Create welcoming and comfortable streetscape environments, including wider sidewalks where feasible, for people traveling by foot or bicycle on Carleton, Hayward, and Wadsworth Streets to encourage travel by active transportation, and enhance street life along essential urban corridors where the active ground floor experience of buildings engages the public realm.

• Site and orient new buildings to be consistent with the established streetscape and to enhance the goals of walkability.

• The existing street hierarchy should be respected with a special emphasis on the connections to the river. By wrapping retail and active uses around secondary streets where possible, and incorporating building stepbacks, the designs should encourage walking and bicycling activity into the publicly-accessible open spaces within the development and to the Broad Canal and Charles River.

• In plan, align the upper volumes of buildings 4 and 5 along Main Street, while stepping back Buildings 2 and 3 to frame and celebrate the historic clock tower in the Kendall Building.

• Use building form, stepbacks and orientation to allow more light and air to, and also minimize shadows on, Main Street and Broad Canal Way.

• All buildings should have a clearly defined base that relates to the height of the key historic buildings on Main Street and is distinguished volumetrically from the top volume.

• Building bases should be designed with human-scaled design elements and architectural details to maximize opportunities to engage the pedestrian and create an active and vibrant streetscape.

• Where building stepbacks occur at upper floors encourage use of these areas for roof terraces.

• Avoid sheer tower facades that are uninterrupted to street level as these can negatively impact on the pedestrian environment.

• In elevation, the tops of the towers should be aligned in groups in order to lock them to the skyline of both the campus and Kendall Square. The residential towers should rise above the others with similar volumes and north-south orientations. The upper volumes of Buildings 2 and 3 should work together with One Broadway to create a lower three-some within the bookends of Buildings 1 and 4, framing the important Main Street, Broadway, and Third Street intersection.

D. Built Form - Architectural Character

Objectives

• Create a family of buildings that work harmoniously together while allowing for individual character and definition to be developed and celebrated

• Integrate and celebrate the existing ensemble of historical buildings on Main Street to preserve and honor this important industrial heritage while simultaneously preparing for the groundbreaking work of the future — the work that defines MIT’s mission and that of its many innovative partners in this district and beyond.

• Create an architectural approach that will distinctly represent Kendall Square, employing innovative, contemporary architecture and the latest cost-effective green building design technologies.
Enable each building to maintain a distinct character due to its unique context, use and relationship to the public realm. This could include integration with the historic buildings or the specific uses programmed for the building, such as the MIT Museum or academic housing or a significant ground floor retail or active use.

**Strategies**

- Overlay secondary design strategies, such as, projections, balconies, sunshades, vertical and horizontal façade patterns and textures to make each building distinct, and create more liveliness, depth and interest across facades.
- Up close, the individual character of each building should become apparent. Although the facades of several of the buildings will be glass curtain wall, each building should incorporate rich architectural detailing, through use of color, texture, fins, type of glass (e.g., clear, fritted, or spandrel), and material changes to differentiate it from the others.
- Clean and restore the exterior masonry of historical buildings, recreate original fenestration patterns, and design appropriate storefronts to accommodate first-floor access directly from the sidewalk where possible.

### III. ENVIRONMENTAL QUALITY

Consistent with the K2 Design Guidelines, Kendall Square is a highly urbanized smart growth center and as new development is added there will inevitably be increases in shadows, wind, noise etc. as is the case in any new urban development. However, new projects should be carefully designed to avoid unnecessary environmental impacts. The goal is to evaluate each design decision to find outcomes that balance the positive aspects of building near a transit hub with the changes in the environment that result from more housing, retail and business uses in relatively dense new structures located in close proximity to one another.

The MIT Kendall Square Development will be guided by Section II Environmental Quality of the K2 Design Guidelines for shadow, wind, vegetative cover and noise as well as the following:

- Comply with Section 13.89.1 Rooftop Mechanical Equipment Noise Mitigation and Section 8.16, Noise Control of the Ordinance as well as meet MassDEP Noise Guidelines.
- Meet specifications for mechanical equipment includes cooling towers, air handling units, exhaust fans, and all mechanical room louver openings outlined in Section 8.16 of the Ordinance.
- Strategies to mitigate wind impacts should first consider modifications to built form, particularly along important pedestrian connections.
- Submit an acoustical report, including field measurements, demonstrating compliance of such building with all applicable noise requirements prior to the issuance of the first certificate of occupancy consistent with the Zoning Ordinance.
- Encourage operational practices to reduce noise including delivery hours consistent with those included in the Cambridge Noise Ordinance and idling related to loading and unloading activities.

### IV. PARKING AND LOADING

The MIT Kendall Square Development will be guided by Article 13.88 of the Zoning Ordinance as well as the following:

- Where possible, parking and loading entries should be located on secondary streets and consolidated. The location of driveways should not preclude or negatively impact possible future visual and physical connections to the Charles River.
- Above-grade parking should be carefully screened to minimize the visual impact.
- Underground parking for buildings 3-6 should be consolidated where possible with access points off the secondary streets.
- Loading should be internal to buildings.
- Loading should be consolidated where possible and located below grade with consolidated access.
- At-grade loading facilities should not be more than 30 feet wide and should have the ability to be closed off when not in use.
- There should be no turnaround or drop-off facilities on public streets.
- Loading dock areas should have adequate visibility and sightlines for pedestrians on the sidewalk, vehicles and cyclists on the street and trucks entering/exiting. Vehicle exiting warning devices should be used as appropriate to improve public safety when trucks are exiting a loading dock.
- All truck turning movements should be located on-site and not on public streets.
- Parking and loading dock areas should be actively managed.
COMMITMENT TO PUBLIC PROGRAMMING

All figures approximate. Designs will be subject to detailed design review and approval by the Planning Board.

May 12, 2016
COMMITMENT TO ACTIVE USES

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May 12, 2016
BUILDING 1 GUIDELINES

Approximate Dimensions

GFA: Approximately 390,550 sf
(plus above grade parking and associated One Broadway retail additions)
Max. Height: 250'
Uses: Residential, Retail/Active Use
Parking: Above Grade

Building 1 will occupy the existing surface parking area that fronts Main Street and Broad Canal Way and abuts One Broadway and the Luke Building (currently owned and occupied by the American Red Cross). Building 1 will be predominantly residential with ground floor retail and will continue the above grade parking at the adjacent One Broadway building. Associated with Building 1 is the construction of a one-story retail building along the northerly face of the existing One Broadway parking garage, fronting on Broad Canal Way. Related renovations and additions to existing One Broadway will include expanding the retail space at grade level on the southwest and south portions of the building, relocating the office lobby and façade renovations replacing the precast concealing the parking podium that faces Broadway. These elements taken together provide an opportunity to activate the ground floor of and public realm around entire combined block.

Building 1 should be designed to reduce its perceived mass to the extent possible. Techniques to achieve this may include gradual tapering so that the upper portions of the building have a slightly reduced volume. Potential strategies may include sculpted massing and the use of balconies. Building 1 massing should activate the street edge of Broad Canal Way to create a double sided street with ground floor uses and an improved path to the Broad Canal from Third Street.

The project should be sensitive to the adjacent Luke Building while also reinforcing and enhancing the complex urban aspects of Cambridge as it has historically developed. The podium of the new building should respond to the height of the Luke Building and maintain a pedestrian scale along Main Street. The podium contains above grade parking. The podium should be designed in a way that relates to the public realm and animates the façade.

The new building should be set back at the Luke Building, separated by a 20-foot wide pedestrian passage, consistent with zoning for the site and urban design objectives. The setback between the two buildings allows for an eclectic historic combination of a smaller scale historic structure and a larger scale contemporary residential building to coexist harmoniously along the same pedestrian passage. The new pathway connecting Main Street to Broad Canal Way is an ideal location for a retailer or other family-friendly activities that complement the active lifestyle of Kendall Square’s residents, workers and visitors. The site should be landscaped and lighted to encourage pedestrian usage throughout the day.

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The various retail additions to One Broadway seek to enhance the streetscape. Materials used in these additions should provide warmth to the retail liner and the potential grocery addition while also concealing the mechanical equipment on the roof.
BUILDING 2 GUIDELINES

Approximate Dimensions

GFA: Approximately 316,000 sf
Max. Height: 250'
Uses: Commercial, Institutional, Retail/Active Use
Parking: Below Grade

The Eastgate graduate student housing tower and a parking lot currently occupy Parcel 2. The existing parking and roadway system on the site also services emergency vehicle access, building service access, and parking access to MIT’s existing East Garage.

As envisioned by the Kendall Square Initiative planning process, Building 2 has potential to serve as a gateway to the Campus and Kendall Square, as well as the opportunity to maximize publically accessible uses at the ground level in order to activate the streetscape and public realm. Building 2 should be sited on its parcel in such a way as to define and activate the corner (urban edge) of Main Street and Wadsworth Street, in a way that the current use of the site (Eastgate) does not. It should also incorporate setbacks along the northerly edge to allow for views to the historic clock tower (the Kendall Building at 238 Main Street) for visitors to Cambridge arriving from the east, and along the westerly edge to create a streetscape environment on Wadsworth Street, with wider sidewalk and outdoor seating, to enhance the connection for people walking or bicycling from the neighborhood to the north and the Charles River to the south. Additionally, Building 2 massing should contribute to the extension and integration of the open space fronting the MIT Sloan School to connect it as part of the open space system that extends from the MBTA Kendall Station to the Broad Canal.

The primary building massing may be composed of two volumes in order to relate to the historic streetwall of adjacent buildings and enhance open space. The base volume should be composed of a lower mass that relates to the height of the existing buildings fronting the south side of Main Street. The upper volume may be rotated 90 degrees to the lower volume to create a dynamic cantilever that could serve to define a unique and dynamic ground level open space and reduce the overall building massing impact on the surroundings. Efforts to mitigate the perceived bulk of the upper volume as it presents to Main Street should be employed.

The ground floor should include a mix of uses including retail, campus active uses, building lobby, and necessary functional access including minimal mechanical space, loading, and access to below-grade parking. The cantilever space, including the underside of the building, should not be used for corporate advertising.

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Approximate Dimensions

- **GFA:** Approximately 297,000 sf
- **Max. Height:** 250’
- **Uses:** Commercial, Institutional, Retail/Active Use
- **Parking:** Below Grade in Shared Garage

Building 3 should reinforce the scale and character of Main Street by celebrating and preserving the Kendall Building. This could be achieved by locating the new building on the surface parking to its south and connecting it with a glass atrium that allows abundant light into each building. The Kendall Building, an early 1900’s building with a unique clock tower, could become the main entry to the complex. The atrium between the old and new structures should provide ground floor entrances to the tenants in both buildings. The ground floor in both buildings should expand upon the existing retail activity with retail and active uses on Main Street, Hayward Street, Wadsworth Street, and the public open space to the south to the extent possible.

Similar to Building 2, the primary building massing may be composed of two volumes in order to relate to the historic Kendall Building and break up the mass. The base volume should be composed of a lower mass that relates to the height of the existing Kendall Building and also to the Suffolk Engraving Building (E38) and the J.L. Hamnett Building (E39) to the northwest, and to the height and scale of the Muckley Building (E40) to the south. The upper volume may be rotated 90 degrees to the lower volume to create a dynamic cantilever that could serve to define a unique and dynamic ground level open space to the south, reduce the overall building massing impact on the surroundings, and reinforce Wadsworth Street as the predominate north-south street connector that links East Cambridge to the Charles River. The upper volume should be positioned and designed to defer to the importance of the clock tower, and maintain a sense of separation and sky views between buildings.

The ground floor spaces should enliven the area with restaurants, service, specialty retail activities and other active uses. The retail design should create a range of pedestrian oriented expansions with canopies, awnings, and entries that announce each retail opportunity.

The fenestration of the lower mass should pick up on the scale of the Kendall Building, through techniques such as highly glazed skin with fins. The upper portion of the mass should continue the module, scale, and materiality of the lower mass in a style such as a transparent, slightly reflective, glass curtain wall.

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BUILDING 4 GUIDELINES

Approximate Dimensions

- GFA: Approximately 367,000 sf
- Max. Height: 300’
- Uses: Institutional, Floor Retail/Active Use
- Parking: Below Grade in Shared Garage

Building 4 has the opportunity to combine a rich collection of mixed-use programs, which should add energy and vitality to Kendall Square in a melding of historic and modern buildings. The Building 4 Parcel incorporates the existing Suffolk Building at 292 Main Street (E38) and the Hammet Building at 290 Main Street (E39) and an MIT surface parking lot to the south.

A principal urban design objective of Building 4 is to enhance the quality of Main Street for the Kendall Square community and to frame the plaza space surrounding the new Kendall Square T Station. The design of Building 4 should preserve E38 and E39 and reinforce the historic scale and character of Main Street. Retail along Main Street, currently elevated about 3-4 feet above street level, should be lowered to grade where possible to allow for universal accessibility and to enhance the pedestrian experience.

The building should incorporate a clearly defined, humanly scaled podium to the south, designed to relate to the height and massing of E38 and E39 and provide a transition to the residential tower above. The residential tower should be oriented north-south in order to allow light and air and minimize the shadow impacts on Main Street, in particular at the plaza in front of the Marriott Hotel. Efforts to mitigate the perceived bulk of the long north-south tower façade should be employed.

The ground level should be largely transparent in order to create a strong visual connection between indoor and outdoor activities. The façade of the tower should be designed to express the residential use within.

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BUILDING 5 GUIDELINES

Approximate Dimensions

GFA: Approximately 390,000 sf
Max. Height: 250'
Uses: Commercial, Institutional, Floor Retail/ Active Use
Parking: Below Grade in Shared Garage

Building 5 is positioned to be both a gateway on Main Street and a significant presence on the Kendall Square horizon. It welcomes the scale of the pedestrian and joins the urban skyline. The design should leverage the site’s fortuitous location on Main Street adjacent to the Kendall Square T-Station. As a corner site, the Building 5 parcel should reveal and build upon the existing community of innovation by creating a pedestrian centric gateway from Main Street to the central green space.

Building 5’s ground floor should be transparent on the north and east elevations to enhance the visual and physical connections between interior and exterior spaces. The ground floor should maximize glazing to provide street level views into the interior spaces that front the public north and east faces of the building.

To the extent possible, the massing should give an independent expression and distinct identity to the plinth of the building mass occupied in large part by the MIT Museum. The plinth should also establish an urban scale compatible with adjacent historic buildings and appropriately scaled for pedestrians. It should give special attention to the interface with the new T-Station plaza and positively contribute to the activities, character and scale of that space. The office space occupying the upper volume should be set back at least 16’ from Main Street and the plaza consistent with the K2 Design Guidelines. The entrance to the MIT Museum should have a strong architectural response, which should also consider opportunities to mitigate wind impacts.

As Kendall Square has a variety of architectural styles and material types and Building 5 will sit prominently on Main Street, the materials palette should integrate the warmer chroma of the adjacent Kendall Square historic brick buildings as an accent color to counteract the modern glass curtain wall and metal fins.

May 12, 2016

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BUILDING 6 GUIDELINES

Approximate Dimensions

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<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
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<tbody>
<tr>
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<tr>
<td>Uses</td>
<td>Retail, Office</td>
</tr>
<tr>
<td>Parking</td>
<td>Below Grade in Shared Garage</td>
</tr>
</tbody>
</table>

Building 6 represents a significant placemaking opportunity for MIT’s Kendall Square project. Its ground floor retail programming should activate Main Street, reinforce the street wall to complement the abutting Kendall Hotel, and help screen the heavily utilized loading and service area at the Ford Building (E19).

The building should maximize retail street frontage along Main Street by locating the building core at the south end of the building resulting in a reduced width of loading dock access. Building design should make special efforts to respond to the varying existing building heights and materials of the Kendall Hotel and the Ford Building.

Building 6 should be designed to create a lively sidewalk courtyard, activated by entrance doors to retail at the ground level. A gradient of fenestration across the façade would provide maximum transparency at the ground level along Main Street, but opacity along the loading dock access. The window sizes may take cues from the Kendall Hotel and the Ford Building to further integrate the building within its context while providing a dynamic and engaging façade to help it stand out, not apart.

All figures approximate. Designs will be subject to detailed design review and approval by the Planning Board.
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