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**CITY OF CAMBRIDGE**

Community Development Department

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To: Planning Board

From: CDD Staff

Date: March 20, 2025

Re: **PB-315 Amendment (Major), MXD Infill Development Concept Plan (IDCP)**

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Manager for Community  
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**Overview**

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Submission Type: Special Permit Application

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Applicant: Boston Properties Limited Partnership (d/b/a "BXP")

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Zoning District(s): Mixed Use Development (MXD) District: Kendall Center

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Proposal Summary: Alter the IDCP by providing a development alternative to Phase 4 to either proceed with approved redevelopment of 250 Binney Street ("Commerical Building D) as approved in Major Amendment #2 or use the remaining Utility Project GFA on both 250 Binney Street and 105 Broadway ("Commercial Building E")

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Special Permits Requested: Major Amendment to IDCP in MXD District (14.32.2.5); Reduction of Required Green Roof Area (22.35.3)

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Other City Permits Needed: N/A

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Planning Board Action: Grant or deny requested special permits.

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Memo Contents: CDD Zoning Report & Urban Design Report

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Other Staff Reports: Parking and Transportation Dept. (TP+T), Department of Public Works (DPW), in separate documents.

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<b>Zoning Section</b>	<b>Required Planning Board Findings</b> <i>(Summary - see appendix for zoning text excerpts)</i>
Major amendment to IDCP special permit (section 14.32.2)	<p>The IDCP meets the criteria in Section 12.35.3(3):</p> <ul style="list-style-type: none"> <li>• Conforms with general PUD development controls and district development controls [in this case, requirements of Article 14.000].</li> <li>• Conforms with adopted policy plans or development guidelines for that portion of the city. [Per Section 14.32.2.2: “In making its findings, the Board shall consider the objectives set forth in the Kendall Square Final Report of the K2C2 Planning Study (“K2 Plan”) and the Kendall Square Design Guidelines.” Those documents can be found at: <a href="https://www.cambridgema.gov/CDD/Projects/Planning/K2C2.">https://www.cambridgema.gov/CDD/Projects/Planning/K2C2.</a>]</li> <li>• Provides benefits to the city which outweigh its adverse effects, considering: quality of site design; traffic flow and safety; adequacy of utilities and other public works; impact on existing public facilities; potential fiscal impact</li> </ul> <p>The IDCP meets the criteria in Section 19.25:</p> <ul style="list-style-type: none"> <li>• The project will have no substantial adverse impact on city traffic within the study area, upon review of the traffic impact indicators analyzed in the Transportation Impact Study and mitigation efforts proposed.</li> <li>• The project is consistent with the urban design objectives of the City as set forth in Section 19.30 (see following page).</li> </ul>
Reduction of Required Green Roof Area (22.35.3)	<p>The Planning Board may grant a special permit to reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2, provided that each square foot so reduced be compensated by a unit price contribution to the Cambridge Affordable Housing Trust. This unit price shall be determined based on the average costs to design, install, and maintain green roofs and rooftop solar energy systems in Cambridge using actual cost figures to the extent possible, shall be subject to annual adjustment based on standard construction cost indices, and shall be calculated, and recalculated approximately every three years, by the Cambridge Community Development Department. All such funds contributed to the Trust shall be dedicated to the design and incorporation of Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems into new or existing affordable housing developments.</p>

<b>Zoning Section</b>	<b>Required Planning Board Findings</b> <i>(Summary - see appendix for zoning text excerpts)</i>
<p>General Special Permit Criteria (Section 10.43)</p>	<p>Special permits will be normally granted if the zoning requirements are met, unless it is found not to be in the public interest due to one of the criteria enumerated in Section 10.43:</p> <ul style="list-style-type: none"> <li>(a) It appears that requirements of this Ordinance cannot or will not be met, or</li> <li>(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or</li> <li>(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or</li> <li>(d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or</li> <li>(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and</li> <li>(f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.</li> </ul>

## Zoning & Development Staff Report

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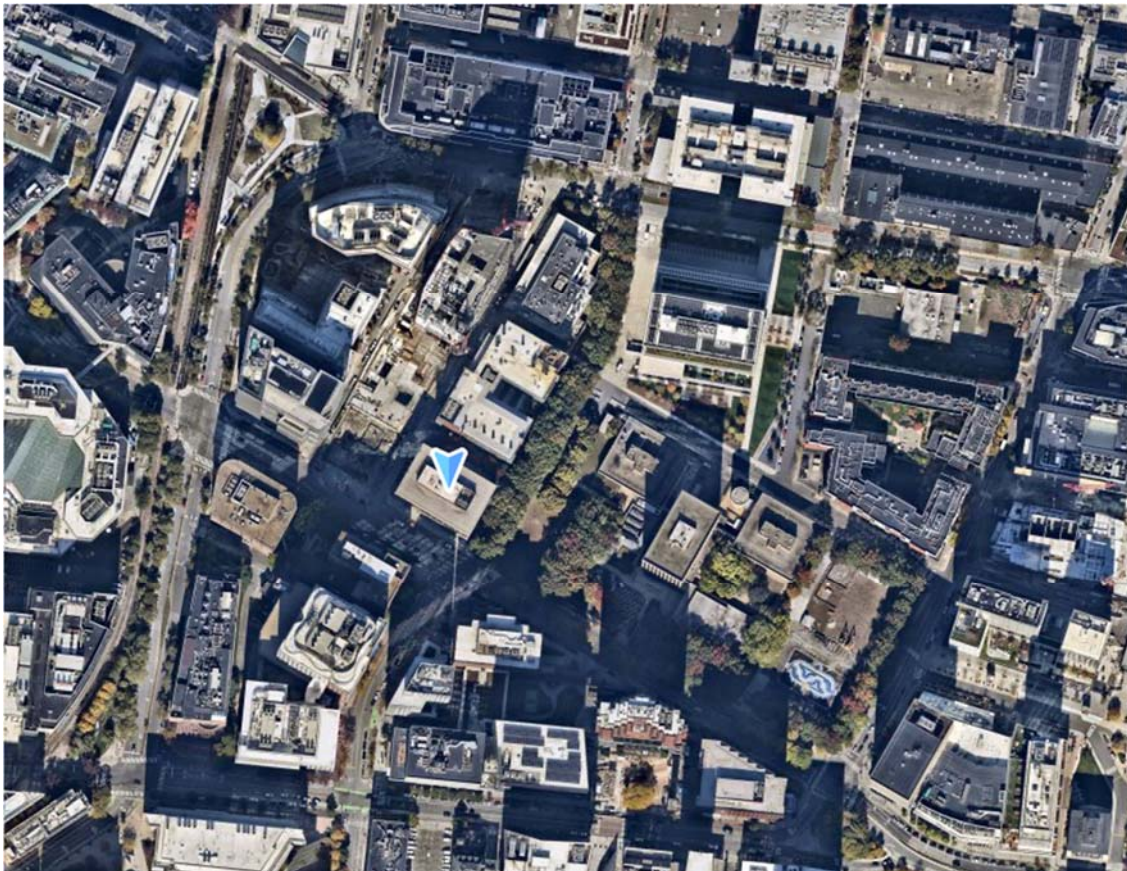
### Area Planning and Zoning

#### *Site Context*

Neighborhood/Area: Kendall Square

Development Patterns: Kendall is one of Cambridge’s major mixed-use centers and has recently been one of Cambridge’s fastest growing commercial districts. There are many sites under redevelopment including areas along Main Street near the MIT campus, the MXD district (“Kendall Center”) and the Volpe Center site (“Kendall Common”). Most new development is high-rise commercial buildings serving the commercial R&D sector, high-rise residential with market-rate and affordable units, and an evolving mix of retail, active, community, and cultural uses at the lower floors. The area is bordered by major roads, open spaces, and medium-scale buildings transitioning to lower-scale residential neighborhoods.

Nearby Features: The site is adjacent to the redeveloping Volpe site and a five-minute walk from the MBTA Kendall/MIT Redline Station.

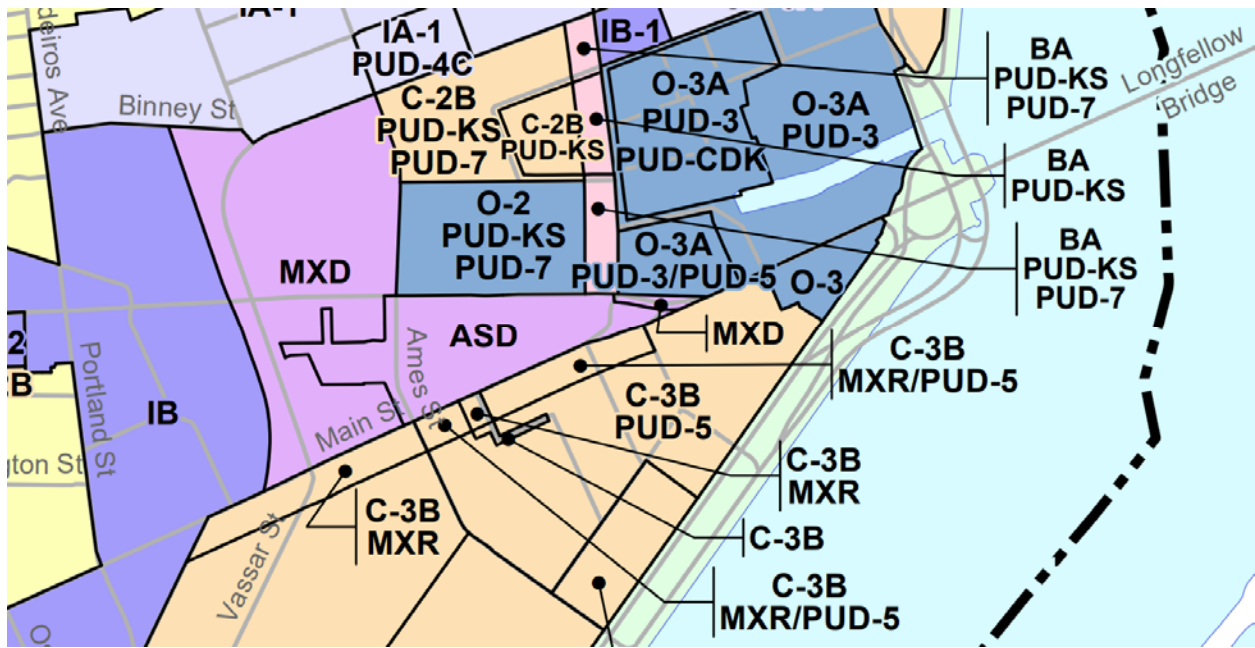


*October 2024 aerial imagery of the MXD site highlighting 105 Broadway (Near Map).*

**Site Zoning**

General description: The MXD District is a special zoning district specifically tailored to enable the ongoing Kendall Square Urban Redevelopment Plan overseen by the Cambridge Redevelopment Authority (CRA). In the earlier phases of the plan, the MXD zoning allowed approximately 3 million square feet of mixed-use development as-of-right, but subject to review and approval by the CRA. Over successive zoning changes, the zoning was amended to allow up to 5 million square feet of mixed-use development, with later phases of development subject to approval by both the CRA and Planning Board through an Infill Development Concept Plan (IDCP).

	<b>Base District</b>
<b>District(s):</b>	MXD
<b>Allowed Uses:</b>	Light industry, Office uses and biotechnology, retail and consumer services, multifamily residential, entertainment uses, institutional uses, and transportation, communication, and utility uses
<b>Max. Building Height</b>	250ft
<b>Max. GFA</b>	5,073,000 square feet total 3,333,000 square feet under original plan <ul style="list-style-type: none"> <li>• Minimum 200,000 square feet residential</li> <li>• 60,000 square feet subject to special provisions (14.72)</li> </ul> 1,740,000 square feet under Infill Development Concept Plan <ul style="list-style-type: none"> <li>• Minimum 400,000 square feet residential</li> <li>• 800,000 square feet conditioned on electrical substation</li> </ul>
<b>Required Setbacks</b>	None required in zoning; site design subject to Planning Board approval under Infill Development Concept Plan
<b>Minimum Open Space</b>	15% Total MXD Area (151,589 square feet) including minimum 100,000 square feet Public Open Space
<b>Other District Standards or Requirements</b>	Special requirements associated with IDCP include: <ul style="list-style-type: none"> <li>• Minimum Innovation Space</li> <li>• Requirements for affordable, middle-income, and family-sized housing units</li> <li>• Active ground floor use requirements</li> <li>• Compliance with Letter of Commitment from CRA</li> </ul> Other requirements: <ul style="list-style-type: none"> <li>• Maximum parking limitations</li> <li>• Sign regulations (Section 7.10) not applicable</li> </ul>



Zoning Map of MXD and surrounding area. (Source: City of Cambridge)

### Development Plans and Guidelines

- The most recent and relevant planning effort for the area is the [2013 Kendall Square Plan](#), referred to as “K2”. That plan set a framework for continued commercial growth in Kendall Square. That additional commercial growth would support improvements that promote City goals and contribute to building Kendall into a more dynamic and inclusive mixed-use area. These improvements include mixed-income housing, street-level activation, public space, enhanced sustainability efforts, and other community resources and amenities.
- The K2 process resulted in a set of [Kendall Square Design Guidelines](#) to inform designers, planners, and the Planning Board in making development decisions.
- Some relevant goals from the [Envision Cambridge](#) comprehensive plan (2019):
  - **Global Economic Center:** Maintain Cambridge’s centrality in the global knowledge economy.
  - **Transitional Development:** Where redevelopment occurs at the edges of well-established districts, shape new development to complement the prevailing pattern of adjacent districts, accommodate variations in use and scale, and add greater density to areas well-served by public transit.
  - **Activation:** Shape the form, use, and design of development, especially its public spaces and street frontages, so that it supports an active public realm.

## **Current Proposal**

### ***Overview***

The latest iteration of the Infill Development Concept Plan (IDCP) was approved in 2022. That change followed a zoning amendment that authorized an additional 800,000 square feet of commercial GFA conditioned on the inclusion of a new subsurface electrical utility substation on the site.

The IDCP identified a set of sites that would be redeveloped to include that additional GFA. Two buildings – a residential site at 145 Broadway and a commercial site at 290 Binney Street – have received design approval from the Planning Board and are under development. The final approved phase of development is a commercial site at 250 Binney Street, which would replace an existing lower-scale commercial building and result in a net increase of 372,822 square feet of GFA on the site. Design approval has been granted but development has not commenced.

The current request is to approve an alternate site plan that would redevelop the site at 105 Broadway, which is a 56-foot building with about 145,603 square feet of commercial office/lab GFA, in addition to the 250 Binney Street site. The net new GFA allowable by zoning would be divided between the two sites. Each of the two buildings would be subject to design approval by the Planning Board and CRA Board.

With this proposed change, the on-site parking would be split between two below-grade parking garages under the two redeveloped sites. The total number of parking spaces is not proposed to change, nor is the overall circulation on the site, with the exception of an added access drive into the below-grade garage along Broadway. Parking and circulation are further discussed in the TP+T memo.

As an amendment to the current IDCP, the proposal is a bit complicated because it seeks approval as an alternate plan, meaning that the current plan to redevelop only the 250 Binney Street site would remain the primary approved plan unless the developer chooses to proceed with the alternate. That choice would be made by advancing the design approval for 105 Broadway under the alternate plan. Future changes between one plan and the other could be approved as minor amendments.

The IDCP operates like a Planned Unit Development (PUD), which gives the Planning Board discretion to approve phasing alternatives. There are past precedents for PUD approvals that allow for alternate site plan options, particularly in the later stages of development. It is important for the Board to be aware that approval would mean that either alternative would be permitted to move forward, and the process would need to be laid out in a way to avoid confusion about which plan is applicable when reviewing and certifying any future permit applications.

### ***Compliance with Zoning***

The proposal remains generally compliant with the MXD zoning, which sets overall limits on Gross Floor Area and height and minimum requirements for open space and allows flexibility in site design with Planning Board and CRA Board approval. How development is arranged across the district is informed by the approval criteria and urban design guidelines for the area, discussed in the urban design report.

However, there are some specific requirements in the MXD District that need to be addressed in this proposal:



- **Building Height (Section 14.34).** The height limit is 250 feet throughout the district, and the currently approved IDCP permits a building height of 250 feet on the 250 Binney Street site. The proposed alternate plan seems to show a lower proposed height at 250 Binney Street and a taller height at 105 Broadway, but both sites are proposed in the dimensional table to be “up to 250 feet.” Typically, building heights are established at the site approval stage. The Board could allow for heights up to 250 feet on either site, subject to further approval at the design review stage, but might want to establish greater clarity in the IDCP approval of what the expected heights would be on either site under the alternate plan.
- **Active Ground Floors (14.38).** Because the alternate plan proposes new development on Broadway, this section applies. The ground floors of new buildings fronting Main Street, Broadway or Ames Street are required to contain Retail and Consumer Service uses or active public gathering space (whether enclosed or open) along at least seventy-five percent (75%) of the linear frontage of the building along those streets. The Planning Board may permit a reduction in active frontage in new buildings if there is an increase in active frontage for existing buildings. The narrative and plans indicate 2,550 square feet of retail use on the Broadway frontage of 105 Broadway, but it is not clear if the requirement in Section 14.38 is met as only about half of the frontage along Broadway is depicted as retail use.
- **Open Space (Section 14.40).** The proposal will marginally increase the open space in the district, remaining in compliance with the aggregate requirements in zoning. The proposed change would create a small reconfiguration to the open spaces within the “Parcel 2” area on which the changes are proposed. These include enlargements and improvements to the East-West Connector between buildings and to the Sixth Street extension open space containing the Kittie Knox bicycle path, both of which interface with the Volpe PUD development parcel. The proposed IDCP open space table shows a slight decrease in the land area of the Center Plaza space, but that is not clearly explained in the narrative.

### ***Other Zoning Requirements***

The currently approved IDCP includes special permits to modify the following zoning requirements:

- **Green Roof Requirement (Section 22.35).** As is often the case with phased development projects, the IDCP received a waiver of the Green Roof Requirement which provides that if the required Green Roof Area cannot be provided on any building, the requirement can be met with a contribution to the Affordable Housing Trust to go toward new green and/or solar roofs. The applicant intends to meet the green roof requirements if sufficient roof area is available, but compliance cannot be confirmed until the building permit stage. The special permit that was previously granted would need to be reaffirmed to apply to the proposed 105 Broadway site.
- **Bicycle Parking Requirement (Section 6.108).** The IDCP includes approval of an alternative bicycle parking plan that includes a valet bicycle parking service in place of the typical requirements. This modification is not proposed to change in the proposed alternate plan.

Because the last major amendment to the IDCP was granted in 2022, there are additional zoning standards adopted since that time that would apply to an alternate plan:

- **Flood Resilience Standard.** New development would be reviewed to determine if it is sufficiently protected from projected Long-Term Flood Elevations (LTFEs) for the area. This



review is conducted by DPW, and for a phased development would occur at the design review stage. This review would be incorporated into the conditions of a special permit.

- **Green Factor Standard.** The site design would need to meet standards for high solar-reflectivity roofs and meet a minimum “cool score” through the landscaping and site improvements proposed. This review would also occur at the design review stage, which would be specified in the conditions of a new special permit.

Otherwise, the zoning requirements applicable to the previously approved IDCP would continue to apply.

### ***Non-Zoning Requirements***

The IDCP remains subject to these requirements outside of zoning:

- **Parking and Transportation Demand Management (PTDM).** There are no substantial changes in PTDM measures for Amendment 3 from the updated PTDM measures approved in Amendment 2. BXP has completed several PTDM measures during phase 1-3 of construction including an updated Sixth Street Connector providing separated pedestrian and bike facilities, construction of the MBTA Kendall/MIT outbound station, and continued monitoring and reporting to demonstrate compliance with goals to reduce single occupancy vehicle trips. The applicant will fulfill any remaining PTDM measures previously committed to in the original TIS and IDCP Amendment 2. The final PTDM associated with the proposed Amendment 3 was approved by staff in January of 2025.
- **Tree Protection.** The application includes an updated Tree Protection and Mitigation Plan reflecting the current conditions of the site and strategy to protect existing trees and mitigate any tree removal for the Phase 4 Alternative. The Tree Protection Plan for Commercial Building D and the Sixth Street Connector would be unchanged from Amendment 2. The existing trees along Broadway were removed for the ALTA Cycle Track and under the Phase 4 Alternative at least six new street trees are proposed along Broadway. The applicant has provided an updated Tree Protection Plan in Volume II Graphics (Figures 3.6, 3.7, and 3.8).

### ***Community Engagement***

The applicant has completed two community outreach events regarding Amendment 3: a public open house and presentation on October 9th, 2024, and a Linden Park People Community Meeting on October 16th, 2024. In addition, the applicant presented at a public CRA Board meeting on September 9th, 2024. There were meetings with the Kendall Square Association and East Cambridge Planning Team in October of 2024. The applicant has maintained a public website with updated information about the project.

## Special Permit Conditions

The current IDCP approval ([Amendment #2](#)) contains a set of conditions that regulate how the development plan is approved to proceed. Most of those conditions would remain unchanged with the proposed amendment. Below is a summary of how the conditions would need to be amended if the Board approves the alternate plan.

1. **Approved Development Program.** The plan would be modified as per the current proposal, with the clarification that the alternate program would only become the approved plan if and when the 105 Broadway site reaches the 75% design stage. See note above about whether the heights of buildings under the alternate plan should be specified or would be left to be determined at the design review stage.
2. **Open Space.** The program of open space would be updated per the current proposal.
3. **Design Review.** These procedures would remain unchanged.
4. **Sustainability.** The current requirements would remain. Additionally, under the alternate plan, development would be subject to Flood Resilience Standards and Green Factor Standards.
5. **Traffic and Infrastructure Improvements.** See the TP+T and DPW memos for input on any recommended changes to the program of transportation and infrastructure mitigation under the proposed alternate plan.
6. **Retail and Active Uses.** These general conditions would continue to apply. See note above about compliance with the requirements of Section 14.38 on the 105 Broadway site.
7. **Housing.** These conditions would continue to apply.
8. **Construction Management.** These conditions would continue to apply.
9. **Other Municipal Ordinances.** These conditions would continue to apply.
10. **Timing and Phasing.** The alternate plan would add a phase of development (building “E”) and extend the date of final completion to 2038.
11. **Amendments.** In addition to other allowable amendments, changes between the proposed alternate plan and the “baseline” plan could be approved as minor amendments.
12. **Additional Requirements for Phase 1 Development.** These conditions would not change.
13. **Additional Requirements for Phase 2 Development.** These conditions would not change.
14. **Additional Requirements for Phase 3 and 4 Development.** These conditions would not change, but would be extended where applicable to apply to the 105 Broadway site.
15. **Subdivision of the IDCP Parcels.** These conditions would not change.

## Appendix - Zoning Text Excerpts

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### Special Permit for Infill Development Concept Plan

**14.32.2.2 Findings and Approval.** The Planning Board shall grant a special permit approving a Concept Plan upon finding that the new development identified within the plan meets the criteria for approval of a Planned Unit Development set forth in Section 12.35.3(3) of the Zoning Ordinance and the criteria for approval of a Project Review Special Permit set forth in Section 19.25 of the Zoning Ordinance. In making its findings, the Board shall consider the objectives set forth in the K2 Guidelines and the Volpe Guidelines.

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**12.35.3** Approval of the Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal: ... (3) Provides benefits to the city which outweigh its adverse effects; in making this determination the Planning Board shall consider the following:

- (a) Quality of site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public;
- (b) Traffic flow and safety;
- (c) Adequacy of utilities and other public works;
- (d) Impact on existing public facilities within the city; and
- (e) Potential fiscal impact.

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**19.25 Review Criteria.** In granting a special permit under this Section 19.20 the Planning Board shall make the following findings.

**19.25.1 Traffic Impact Findings.** Where a Traffic Study is required as set forth in Section 19.24 (3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below. [Further discussion in TP+T memo]

**19.25.2 Urban Design Findings.** The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

### **Reduction of Required Green Roof Area**

**22.35.3 Exemption.** The Planning Board may grant a special permit to reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2, provided that each square foot so reduced be compensated by a unit price contribution to the Cambridge Affordable Housing Trust. This unit price shall be determined based on the average costs to design, install, and maintain green roofs and rooftop solar energy systems in Cambridge using actual cost figures to the extent possible, shall be subject to annual adjustment based on standard construction cost indices, and shall be calculated, and recalculated approximately every three years, by the Cambridge Community Development Department. All such funds contributed to the Trust shall be dedicated to the design and incorporation of Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems into new or existing affordable housing developments.

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### **General Criteria for Issuance of a Special Permit**

**10.43** *Criteria.* Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

- (a) It appears that requirements of this Ordinance cannot or will not be met, or
- (b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or
- (c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or
- (d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or
- (g) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and
- (h) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

**19.30 Citywide Urban Design Objectives [SUMMARIZED]**

Objective	Indicators
New projects should be responsive to the existing or anticipated pattern of development.	<ul style="list-style-type: none"> <li>• Transition to lower-scale neighborhoods</li> <li>• Consistency with established streetscape</li> <li>• Compatibility with adjacent uses</li> <li>• Consideration of nearby historic buildings</li> </ul>
Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.	<ul style="list-style-type: none"> <li>• Inhabited ground floor spaces</li> <li>• Discouraged ground-floor parking</li> <li>• Windows on ground floor</li> <li>• Orienting entries to pedestrian pathways</li> <li>• Safe and convenient bicycle and pedestrian access</li> </ul>
The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.	<ul style="list-style-type: none"> <li>• Location/impact of mechanical equipment</li> <li>• Location/impact of loading and trash handling</li> <li>• Stormwater management</li> <li>• Shadow impacts</li> <li>• Retaining walls, if provided</li> <li>• Building scale and wall treatment</li> <li>• Outdoor lighting</li> <li>• Tree protection (requires plan approved by City Arborist)</li> </ul>
Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.	<ul style="list-style-type: none"> <li>• Water-conserving plumbing, stormwater management</li> <li>• Capacity/condition of water and wastewater service</li> <li>• Efficient design (LEED standards)</li> </ul>
New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.	<ul style="list-style-type: none"> <li>• Institutional use focused on existing campuses</li> <li>• Mixed-use development (including retail) encouraged where allowed</li> <li>• Preservation of historic structures and environment</li> <li>• Provision of space for start-up companies, manufacturing activities</li> </ul>
Expansion of the inventory of housing in the city is encouraged.	<ul style="list-style-type: none"> <li>• Housing as a component of large, multi-building development</li> <li>• Affordable units exceeding zoning requirements, targeting units for middle-income families</li> </ul>
Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.	<ul style="list-style-type: none"> <li>• Publicly beneficial open space provided in large-parcel commercial development</li> <li>• Enhance/expand existing open space, complement existing pedestrian/bicycle networks</li> <li>• Provide wider range of activities</li> </ul>

## Urban Design Staff Report

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### Urban Design Comments

The MXD Amendment #3 creates an alternative option that, if pursued, would revise the site's Infill Development Concept Plan (IDCP), approved in 2022. It would reallocate the MXD site's approved gross square footage, reducing the size of the building at 250 Binney Street and increasing the size of the building at 105 Broadway. The alternative would be an appropriate response to the site and context:

- A larger building at 105 Broadway would relate to the large existing and forthcoming buildings along Broadway. In accord with the recommendations of Envision Cambridge, it would maximize density in a location readily accessible from the Kendall Square's public transit options.
- A smaller building at the 250 Binney Street site would relate to the lower heights prevalent in East Cambridge on the north side of Binney Street and would accord with Envision Cambridge's recommendation to complement the prevailing patterns of adjoining districts.

The following comments apply to the alternative proposed in amendment #3:

### Site Plan:

- In response to flooding elevations, the building's first floor is elevated two feet above the level of Broadway's north sidewalk. An elevated "Patio" at first floor level gives access to the lobby. As indicated by the columns shown on the plan, it is a covered loggia. (Note that on the street section provided in Volume II B of the application, there are no columns on the Patio, and it is considerably narrower than on the site plan.) As the design is further developed, pedestrian routes from the Broadway sidewalk to the Lobby and "Active Use" space should be carefully considered, and the design of the Patio/Loggia as a welcoming presence along the sidewalk.
- Street trees and a separated bicycle lane are proposed along Broadway. Their design should be refined in collaboration with city staff.
- The curb cut for the loading and garage entrance area is very wide, about 80 feet. It would be preferable to separate it into two smaller curb cuts with a protected area between them for pedestrians. In any case, the sidewalk pavement should continue along East Plaza Drive, rather than be interrupted by the vehicular driveway pavement. (Note that it is unclear how the section through this area provided in Volume II B correlates with the plan.)
- Consideration should be given to providing street trees (if possible) on the east side of East Plaza Drive.
- A narrow elevated walkway is proposed along the east side of the building. Its purpose is not immediately clear.
- The route to the Bike Room uses the elevated walkway on the east side of the building. The route seems excessively circuitous. Further consideration should be given to the route to ensure easy access to the Bike Room.
- The existing Kittie Knox bicycle trail on the east side of the building is excessively narrow relative to current standards for a two-way cycle track. As part of the project, it should be widened (avoiding impacts to the trees along the Sixth Street Walkway) and an adequate buffer should be created between the path and the building. (Note that the section shown on page 3.5B

presents a design for this area with a wider path and buffer than is shown on the plan.) Changes to the path should be developed in collaboration with city staff.

**Building Plans:**

- The area of first floor “Active Use” space (likely a “food and beverage concept” according to the Narrative) is very small, and it occupies less than the 75% of the Broadway frontage required by zoning. Consideration should be given to increasing its area and the length of its frontage.
- The Lobby is large, occupying almost half of the Broadway frontage. It would be preferable to either reduce its area and length of frontage, or to ensure that it will be useful to the public and a welcoming presence on Broadway.
- No entrances are proposed on the north side of the building. As the East/West Connector along the building’s north side will be an important pedestrian route from the Volpe Site to the MXD site’s Central Plaza, consideration should be given to further activating it by creating a north entrance to the Lobby. A north entrance would also provide a route for building occupants to walk between the Lobby and the MXD site’s Central Plaza without going past 105 Broadway’s loading and parking garage entrances.

**Building Massing:**

- The building’s site, at the corner of Broadway and the Sixth Street walkway, facing Ames Street, and close to the existing 115 Broadway building to the north, presents opportunities to engage its context by providing different facade and massing treatments on its various sides.
- For both 250 Binney and 105 Broadway, the application provides both a “Generic Massing” and a “Proposed Detailed Massing”. The site and floor plans for 105 Broadway reflect the “generic massing”. The street sections seem to reflect the “proposed detailed” massing.
  - The boxy “Generic Massing” of 105 Broadway presents a broad face to Broadway and has a stepback at roughly the level of the streetwall facades of the neighboring buildings.
  - The “Proposed Detailed Massing” of 105 Broadway is more three dimensionally complex, yet more independent from its surroundings. All four sides bulge out about one third of the way from the bottom to the top and are horizontally articulated at the same levels. All four corners are deeply chamfered.
- Staff suggest that as the detailed design of 105 Broadway proceeds, there should be further study of how its massing and facades can respond to and capitalize on the unique characteristics of its site. This would entail conceiving of the building less as an independent object - the same on all four sides - and instead allowing it to respond more flexibly to the surrounding buildings and spaces. Strategies could include:
  - Collaborating with the Akamai Building’s south facade to frame the vertical knife edge of the residential tower at 121 Broadway. In other words, emphasizing 121 Broadway as a unique object building framed by the more planar facades of the buildings on its east and west sides.
  - Providing a streetwall zone that works with those of the future 75 Broadway building at the southwest corner of the Volpe site and the Akamai building to frame Broadway.
  - Shaping 105 Broadway’s north facade to pair with 115 Broadway’s south facade to frame the “East/West Connector”, and to create a sense that the two buildings are members of the same urban block.



**Sustainability:**

- Efforts should be made to increase the vegetated area of the site, and to minimize the building’s contribution to the urban heat island effect. Areas to focus on include providing green roofs where possible, more ground level plantings, as well as developing other sustainability measures that are described in the Narrative.

**Continuing Review**

The following are additional recommendations for ongoing design review by staff if the Board decides to grant the special permit:

- Site plan:
  - Width of loading dock and garage entry curb cut and design of the sidewalk along East Plaza Drive.
  - Width of Kittie Knox Bike Path and its buffer.
  - Design of the building’s front Patio and its access from and relationship to the Broadway sidewalk.
  - The route to the Bike Room.
  - Additional plantings.
- First Floor Plan:
  - Amount of active use space and its frontage
  - Size of the Lobby and its potential benefits that its design and programming might offer to the public.
  - The possibility of an entrance to the lobby from the East/West Connector.
- Building massing and facades:
  - Ways the building’s massing and facades can contribute to the coherence of Broadway by establishing relationships with the existing and forthcoming buildings, streets, and to the other open spaces around it.
- Sustainability and Resilience
  - Ways the building’s responses to issues such as Urban Heat Island, energy efficiency, could be enhanced, and impacts such as noise, wind, and hazards to wildlife can be minimized.