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Date: September 19, 2025

To: Members of the Cambridge Redevelopment Authority Board and Planning Board
Subject: Infill Development Concept Plan (IDCP) Amendment 3

Members of the Cambridge Redevelopment Authority and Planning Board,

On behalf of BXP, we are pleased to re-submit the proposed Infill Development Concept Plan (IDCP) Amendment 3 for the Kendall Square MXD District. This re-submission follows our February 2025 filing and reflects the thoughtful feedback received during the joint CRA Board/Planning Board (the "Boards") hearing on March 25, 2025 and multiple review sessions with CDD and CRA staff.

In particular, the Boards requested additional information on the design character and specifics of the future 105 Broadway. While the IDCP serves as a planning framework, and individual building designs will undergo detailed Design Review at later stage, we have expanded this submittal to illustrate massing, preliminary façade articulation, and ground-level conditions in greater depth. These refinements are intended to give the Boards and the community a clearer understanding of how the Phase 4 alternative will contribute to the public realm, pedestrian circulation, and the evolving Kendall Square skyline, with particular attention to the relationship to 121 Broadway and the Center Plaza in the MXD development.

This revised package includes:

- The full IDCP Amendment 3 Narrative and Graphics, with an updated Chapter 10 further showing a more developed design of 105 Broadway and an updated Chapter 8 inclusive of more detailed analysis on the Cool Score
- A comment-and-response matrix, prepared with our design team, addressing specific feedback raised by the Planning Board, CRA Board, CDD, and CRA staff

We believe these additions strengthen the Amendment while maintaining the floor plate dimensions needed to accommodate evolving tenant and market requirements. Both the Phase 4 Baseline and the Phase 4 Alternative remain consistent with the objectives of the Kendall Square Urban Redevelopment Plan, the MXD Zoning, and the commitments established in prior IDCP approvals.

We appreciate the Boards' ongoing partnership and look forward to continuing the dialogue at the scheduled joint CRA Board / Planning Board heading on October 28, 2025 and the future Design Review stage.

Thank you for your consideration.

Jeff Lowenberg
SVP, Development, BXP

Boston

Los Angeles

New York

San Francisco

Seattle

Washington, DC

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
1	CDD Memo dated 03/20/2025	CDD	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.	Please refer to the Ground Level Plan in Chapter 10 for a more refined design of walkways and ramps. Design will be further refined during Design Review.	Figure 10.14
2	CDD Memo dated 03/20/2025	CDD	Site Plan	Street trees and a separated bicycle lane are proposed along Broadway. Their design should be refined in collaboration with city staff.	Please refer to the Ground Level Plan in Chapter 10 for a more refined design. The design will be further advanced during Design Review and coordinated with final streetscape design.	Figure 10.14
3	CDD Memo dated 03/20/2025	CDD	Site Plan	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.)	Please refer to the Ground Level Plan in Chapter 10, which shows the inclusion of trees, a demarcated path, and medians along the East Service Drive. The design will be further refined during Design Review.	Figure 10.14
4	CDD Memo dated 03/20/2025	CDD	Site Plan	Consideration should be given to providing street trees (if possible) on the east side of East Plaza Drive.	Please refer to the Ground Level Plan in Chapter 10, which shows the inclusion of trees, a demarcated path, and medians along the East Service Drive. The design will be further refined during Design Review.	Figure 10.14

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
5	CDD Memo dated 03/20/2025	CDD	Site Plan	A narrow elevated walkway is proposed along the east side of the building. Its purpose is not immediately clear.	The walkway allows users of the garage who are not going to the building to be able to exit through the garage elevators to the Sixth Street Connector. It also allows access to the Fire Command Center.	Figure 10.14
6	CDD Memo dated 03/20/2025	CDD	Site Plan	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.	Please refer to the latest Ground Level Plan in Chapter 10, which shows an entry point from the north. Design of the building will be further developed during Design Review.	Figure 10.14
7	CDD Memo dated 03/20/2025	CDD	Site Plan	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.	Please refer to the Ground Level Plan in Chapter 10 for a more refined design of walkways. Design will be further refined during Design Review.	Figure 10.14
8	CDD Memo dated 03/20/2025	CDD	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.	Please refer to the Site Plan in Chapter 10 for a more refined design and to Figure 10.15 for a more percentage take off. Zoning does not clearly define how the take off should be calculated when the building is not orthogonal.	Figures 10.14-10.15
9	CDD Memo dated 03/20/2025	CDD	Building Plans	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.	The lobby area has been reduced. Please refer to the latest Ground Level Plan in Chapter 10. Design of the building will be further developed during Design Review.	Figure 10.14

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
10	CDD Memo dated 03/20/2025	CDD	Building Plans	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.	Please refer to the latest Ground Level Plan in Chapter 10, which shows an entry point from the north. Design of the building will be further developed during Design Review.	Figure 10.14
11	CDD Memo dated 03/20/2025	CDD	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.	Building massing has been developed further to respond to its surroundings. Please refer to Chapter 10. Design of the building will be further developed during Design Review.	Figures 10.8, 10.17-10.20
12	CDD Memo dated 03/20/2025	CDD	Building Massing	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.	Building massing has been updated to reflect the contextual differences of the various sides of the site. Please refer to Chapter 10 for a more detailed design and diagrams illustrating the formal reactions to the varying conditions and highlighting the asymmetrical treatment of the sides. Design of the building will be further developed during Design Review.	Figures 10.8-10.20

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
13	CDD Memo dated 03/20/2025	CDD	Building Massing	<p>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:</p> <ul style="list-style-type: none"> - 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. 	<p>Building massing has been altered to reflect changing conditions on each side of the site. The form of the building has been re-sculpted to bias all of the building's tapering to the west side, allowing for the maximum spatial relief towards 121 Broadway. Having the mass bias towards the Kittie Knox Bike Path and the Loughery Walkway allows for the marking of an entry point and the sense of a gateway for the MXD site. Additionally, the amenity level terrace has been positioned at the corner facing the intersection of Ames and Broadway, directionally focusing it away from 121 Broadway. Design of the building will be further developed during Design Review.</p>	Figures 10.8-10.20
14	CDD Memo dated 03/20/2025	CDD	Sustainability	<p>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.</p>	<p>Please refer to the Site Plan in Chapter 10 for a more detailed design, which will continue to be advanced through the Design Review process. Green roofs have been incorporated in select locations as part of the preliminary Green Factor Cool Score analysis, and the project currently meets the required score of 1. Additional information can be found in Chapter 8 of Narrative Volume.</p>	Figures 8.1-8.3, 10.14

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
15	CDD Memo dated 03/20/2025	CDD	Continuing Review	<p>The following are additional recommendations for ongoing design review by staff if the Board decides to grant the special permit:</p> <p>Site plan:</p> <ul style="list-style-type: none"> - 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. 	Please refer to the Site Plan in Chapter 10 for a more refined design that incorporates these comments. The design will be further advanced during Design Review.	Figure 10.14
16	CDD Memo dated 03/20/2025	CDD	Continuing Review	<p>First Floor Plan:</p> <ul style="list-style-type: none"> - 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. 	Please refer to the Site Plan in Chapter 10 for a more refined design that incorporates these comments. The design will be further advanced during Design Review.	Figure 10.14
17	CDD Memo dated 03/20/2025	CDD	Continuing Review	<p>Building massing and facades:</p> <ul style="list-style-type: none"> - 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. 	The updated massing participates in the current and future Broadway streetwall condition by marking the regulating line setback at the height of +/- 90 feet. At the intersection of Ames and Broadway, the corner of the site is defined through a cut in the geometry of the building, marking the main lobby entrance. This is further reinforced through the position of the amenity terrace aligned above the entry cut. The building's facade makes use of an enclosure of strong verticals and horizontals, creating a rich	Figures 10.6-10.20

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
					"woven" texture, similar to the facade of 145 Broadway. Details on the facade will be further developed during Design Review.	
18	CDD Memo dated 03/20/2025	CDD	Continuing Review	<p>Sustainability and Resilience:</p> <p>- 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.</p>	Please refer to Chapter 7 for Environmental Impacts and Chapter 8 for information on Sustainability and Resilience. Details will be further developed during Design Review.	Figures 7.1-7.3, 7.7, 8.1-8.3.
19	TP+T Memo dated 03/19/2025	TP+T		Separate commercial parking permits may be required for each building if the project is moving 500 commercial spaces that had been permitted at the Blue Garage to different parcels. This may require Commercial Parking Control Committee approval or administrative approval. No action is needed by the Planning Board and TP+T will address this issue as needed.	Understood.	
20	TP+T Memo dated 03/19/2025	TP+T		TP+T will need a detailed plan on how parking for each parking garage will be controlled pursuant to the maximum number of commercial parking spaces and the maximum parking ratios permitted in the Planning Board Special Permit for the KSURP MXD Infill development project. The plan should be approved by TP+T prior to the issue of the Building Permit for any new parking garages and verified upon issuance of an Occupancy Permit for any parking garage.	Understood.	

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
21	TP+T Memo dated 03/19/2025	TP+T		If a new building is constructed at 105 Broadway (“Commercial Building E”), TP+T supports the cross-section plan for the Kittie Knox Bike Path shown on Figure 3.5B in the MXD IDCP Volume II Graphics Part B. The cross-section plan shows the 105 Broadway building, 3-foot-wide buffer, and 10-foot-wide Kittie Knox Bike path. This will require Boston Properties to widen the existing path from about 8 feet to 10 feet. TP+T also recommends the Kittie Knox Bike path be at least 10 feet wide the full length of the MXD district boundary, including adjacent to the future 250 Binney Street (“Commercial Building D”) when constructed. Impacts to any trees should be avoided along the 6th Street connector.	Please refer to the Site Plan in Chapter 10 for a more refined design. The design will be further advanced during Design Review.	Figure 10.14
22	TP+T Memo dated 03/19/2025	TP+T		For a potential new building at 105 Broadway (“Commercial Building E”), the conceptual bicycle parking plan for short-term and long-term bicycle parking appears acceptable. Final detailed bike parking plans should be provided to TP+T for review as part of a design review and Building Permit review for that building.	Please refer to the Site Plan in Chapter 10 for a more refined design. The design will be further advanced during Design Review.	Figure 10.14
23	TP+T Memo dated 03/19/2025	TP+T		TP+T will review a detailed site plan for a potential new 105 Broadway building, when advancement of that building is pursued by Boston Properties. Site plans will need to include detailed plans for pedestrian, bicycle, and vehicle access, and loading and delivery management plans.	Understood.	
24	TP+T Memo dated 03/19/2025	TP+T		As stated in the Application for Amendment #3, the Phase 4 Alternative will maintain the TDM measures enacted with the Concept Plan Amendment #2’s approval in 2021.	Understood.	

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
25	TP+T Memo dated 03/19/2025	TP+T		To be consistent with city policy, a parking garage at 105 Broadway should install electric vehicle (EV) charging (Level 2 or DC fast charging) to serve 25% of the total number of parking spaces, make the remaining 75% of the spaces EV ready (wiring installed to support installation of additional EVSE in the future), and ensure sufficient capacity in the electrical panel and transformer(s) to support future installation of chargers serving all parking spaces.	Understood.	
26	Department of Public Works dated 03/20/2025	DPW		Stormwater Management: The Application provides indication that each Alternative can meet the DPW's stormwater quality and quantity standards.	Understood.	
27	Department of Public Works dated 03/20/2025	DPW		Sanitary Sewer: The Application presents the anticipated sewer flow from each Alternative. Both proposals are generally within the range of the initial presentation of the PUD, for which I/I mitigation requirements were established. We do not anticipate having to revisit the mitigation requirements but can if the scope or design flow change warrants it.	Understood.	
29	Department of Public Works dated 03/20/2025	DPW		Climate Change Resiliency: The initial PUD and subsequent Amendments were permitted prior to the promulgation of the Flood Resiliency Zoning Standards, Zoning Section 22.80. At the time the development was required to take some measures to address the projected Long Term Flood Elevations. It is our understanding that through this Amendment, any new Structure (105 Broadway) or changes to previously permitted structures will have to meet the Flood Resiliency Standards set in Section 22.80. The Application acknowledges that these Standards will be met.	Understood.	

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
30	Department of Public Works dated 03/20/2025	DPW		Tree Study / Protection: Preservation of existing trees and establishment of new canopy will be reviewed for compliance with the previously approved Tree Study and the Tree Protection Ordinance. The Application notes that the existing trees along the 6th Street walkway will be preserved. The DPW will look for these trees to continue to be considered and protected as the project advances.	Understood.	
31	Cambridge Redevelopment Authority Memo dated 03/25/2025	CRA Staff	Massing and Urban Design	<p>250 Binney (Commercial D)</p> <ul style="list-style-type: none"> – Key to activating East/West Connector and Center Plaza. – Needs articulation (step-backs, varied façades) to distinguish from 290 Binney. – Must maintain strong ground-level activation as in baseline design <p>105 Broadway (Commercial E)</p> <ul style="list-style-type: none"> – Prominent at Broadway/6th Street Walkway; massing should frame intersection. – Setback from Kitty Knox Path should remain. – Must address close proximity to 121 Broadway residences; sightlines and mitigation critical 	The design for both buildings will be further developed during Design Review. A proposed updated massing for 105 Broadway has been included in Chapter 10.	Figures 10.6-10.20
32	Cambridge Redevelopment Authority Memo dated 03/25/2025	CRA Staff	Open Space, Landscape & Pedestrian Circulation	<p>Tree Protection: Preserve mature oak trees along 6th Street Walkway; ground floors should be set back for buffer space.</p> <p>Balconies/Decks: Encouraged to enhance façades, outdoor amenities, and vegetation.</p> <p>East Plaza Drive: Redesign for stronger pedestrian experience (raised sidewalks, flush curbs, shared use treatments).</p> <p>East/West Connectors: Commitments to enhance connections to Center Plaza and Kendall Common must remain; southern connector programming still undefined.</p> <p>Open Space Phasing: Delivery of Center Plaza</p>	A more detailed design has been included in Chapter 10. Feedback will be incorporated in the Design Review Process.	Figure 10.14

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
				and connectors delayed to align with 105 Broadway schedule		
33	Cambridge Redevelopment Authority Memo dated 03/25/2025	CRA Staff	Transportation	<p>MXD Streetscape: Construction at both 250 Binney & 105 Broadway will disrupt neighborhood; need phased mitigations.</p> <p>Loading & Access: Alternative places docks opposite each other; service/loading plans required at CD stage.</p> <p>Annual Transportation Data Report: Continue providing garage + bike valet data.</p> <p>Bluebike Stations: Commitments remain; may need relocation and interim sites.</p> <p>Bike Parking: Permanent valet at 250 Binney must continue; 105 Broadway location seems viable but requires careful design for path adjacency</p>	Understood.	
34	Cambridge Redevelopment Authority Memo dated 03/25/2025	CRA Staff	Retail	<p>Active Ground Floors: 105 Broadway unclear on meeting 75% active frontage; CRA favors separate entry for street activation.</p> <p>Support for Local Retailers: Explore incentives for small business tenants.</p> <p>Annual Retail Reporting: Obligation resumes; include new retail spaces in Amendment III</p>	Refer to Chapter 10 for a more detailed demonstration of the frontage calculations.	Figure 10.15
35	Cambridge Redevelopment Authority Memo dated 03/25/2025	CRA Staff	Sustainability & Environmental Impacts	<p>Wind Analysis: Must mitigate worsened conditions near 121 Broadway; require updated studies.</p> <p>Shadow Analysis: Shadows from 250 Binney similar to baseline; 105 Broadway alternative increases shading on Center Plaza—Board may want massing revisions</p>	All wind conditions improve with the introduction of 105 Broadway. The shadow impact of the updated massing shown in Chapter 10 has been measurably reduced from the previous massing.	Figures 7.1-7.6, 10.21

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
36	Joint Meeting 03/25/2025	Ashley Tan		How will the plaza and 290 respond to the alternative?	The construction of 290 Binney will be complete in 2026, so the design of 105 Broadway will have to respond to it as an existing condition. The Plaza will modify planting as shadows change with the introduction of 105 Broadway. Wind conditions would improve with the introduction of 105 Broadway.	Figures 7.1-7.3
37	Joint Meeting 03/25/2025	Daniel Anderson		Shadow is a major detriment to the alternative, would like to see less shadow. Prefers the baseline to proceed rather than the alternative.	The updated massing shown in Chapter 10 significantly reduces shadow compared to the previous massing. On an annual basis, the net new shadow impact of 105 Broadway on the plaza is low.	Figure 10.21
38	Joint Meeting 03/25/2025	Filo Castore		Distance between 121 and 105. Questions the shadow and glare? How much room do we have for the floor plate to adjust the facade?	Please refer to Chapter 10 for a more detailed drawing illustrating key dimensions between 145, 121, and 105 Broadway, as well as a visualization of the void space between the two buildings.	Figures 10.9-10.13
39	Joint Meeting 03/25/2025	Diego Macias		Can we lower the massing to impact the shadows of the plaza and to 121?	The updated massing shown in Chapter 10 significantly reduces shadow compared to the previous scheme. On an annual basis, the net new shadow impact of 105 Broadway on the plaza remains low. Shadow studies of alternative massings that maintain the desired building area indicate that reducing the height of 105 Broadway by a floor does not yield a meaningful reduction in shadow impacts.	Figure 10.21

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
40	Joint Meeting 03/25/2025	Barry Zevin		Does not appreciate a symmetrical building, seems to not respond to surroundings. Skeptical of the comfort levels that are projected. Noise considerations at the upper floors. Pedestrian path on east service drive is a bad idea. Not enough room on the bike path to open up towards that. Newly accessible open space between 125 and 300 Binney is about same size as public plaza.	Building massing has been altered to reflect changing conditions on each side of the site. The form of the building has been re-sculpted to bias all of the building's tapering to the west side, allowing for the maximum spatial relief towards 121 Broadway. Having the mass bias towards the Kittie Knos Bike Path and the Loughery Walkway allows for the marking of an entry point and the sense of a gateway for the MXD site. Additionally, the amenity level terrace has been positioned at the corner facing the intersection of Ames and Broadway, directionally focusing it away from 121 Broadway. Please refer to Chapter 10 for a more detailed design and diagrams illustrating the formal reactions to the varying conditions and highlighting the asymmetrical treatment of the sides. The pedestrian path along the East Service Drive has been further improved to provide a clearer distinction between the walking path and the loading apron. Additionally, extra planting and hardscape curbs have been included for added relief from the loading zone.	Figures 10.6-10.20

No.	Source	Comment Author	Topic	Staff Action/Recommendation	Project Team Response	Figure Reference
41	Joint Meeting 03/25/2025	Ted Cohen		Would be a bad idea to have a condition that would allow the shifting of GFA from baseline to alternative without it coming back to the two boards. Far prefer the baseline plan- lack of views and shadows on the side of the residential building is a great detriment. Understand there is a benefit to have taller building on Broadway, but detriment is outweighed. Value and virtue of 290 and 250 as salt and pepper, reduced 250 looks like an afterthought. Lindon park prefer shorter building, appreciates that view.	Understood. If Amendment 3 goes forward, the design of 250 Binney will be developed during Design Review for that building.	
42	Joint Meeting 03/25/2025	Kathy Born		Kendall square will continue to be developed. 105 will become obsolete, not a building for the ages.	Agreed and Understood.	
43	Joint Meeting 03/25/2025	Conrad Crawford		Don't have particularly strong feelings. Seeing 290 go up is not obtrusive. Highlight Barry's comment about the wind, street level experience, east west connectors and Kitty Knox. Duration of construction, ongoing impacts. Broadway once construction ends will be busiest bike corridor in New England, circulation along Broadway to think through retail fronts and how they interact with Broadway.	The Applicant would work to minimize construction impacts as much as possible. The new design would greatly improve the pedestrian and retail experience. Please refer to the Site Plan in Chapter 10 for a more refined design of walkways and ramps. Design will be further refined during Design Review.	Figure 10.14
44	Joint Meeting 03/25/2025	Marry Flynn		Would like to have more detail on what alternative will be in terms of massing.	Please refer to Chapter 10 for a more detailed design of 105 Broadway. Design will be further refined during Design Review.	Figures 10.6-10.20
46	Joint Meeting 03/25/2025	Erik Thorkildsen		Can there be an entrance in the north side? Generic vs detailed massing – symmetrical building the same on all sides and corners.	An entry point has been made on the north façade, allowing for a connection between Broadway and the East/West Connector. It acts as a secondary path to the main lobby, as well as a point of access for the bike room.	Figure 10.14



MXD
CAMBRIDGE, MA

**INFILL DEVELOPMENT
CONCEPT PLAN**

AMENDMENT 3 CONFORMING DOCUMENT

VOLUME I NARRATIVE

SEP 2025

PREFACE

This third major amendment to the Approved Infill Development Concept Plan (Concept Plan Amendment #3) builds on decades of work in the Kendall Square Mixed-Use Development District (the “MXD District”) and significant progress since the approval of Concept Plan Amendment #2 in 2021. With Phases 1 and 2 of the Project complete, and Phase 3 substantially underway, this amendment proposes a development alternative for Phase 4 in response to evolving market conditions and tenant obligations. Specifically, Boston Properties Limited Partnership, “BXP” (the “Applicant”) is proposing two development alternatives for Phase 4 to either:

- Proceed with the approved redevelopment of 250 Binney Street (“Commercial Building D”) as described in and approved under Concept Plan Amendment #2. This development alternative is referred to as the “Phase 4 Baseline”); or
- Use the Utility Project Gross Floor Area (GFA) originally allocated to Commercial Building D to redevelop a smaller building on the 250 Binney site, referred to as Commercial Building D for the purpose of this amendment, and a new proposed building at 105 Broadway (referred to as “Commercial Building E”). This development alternative is referred to as the “Phase 4 Alternative”. Note: The Phase 4 Alternative would not add GFA to the Project, but instead reallocate it across two parcels instead of one.

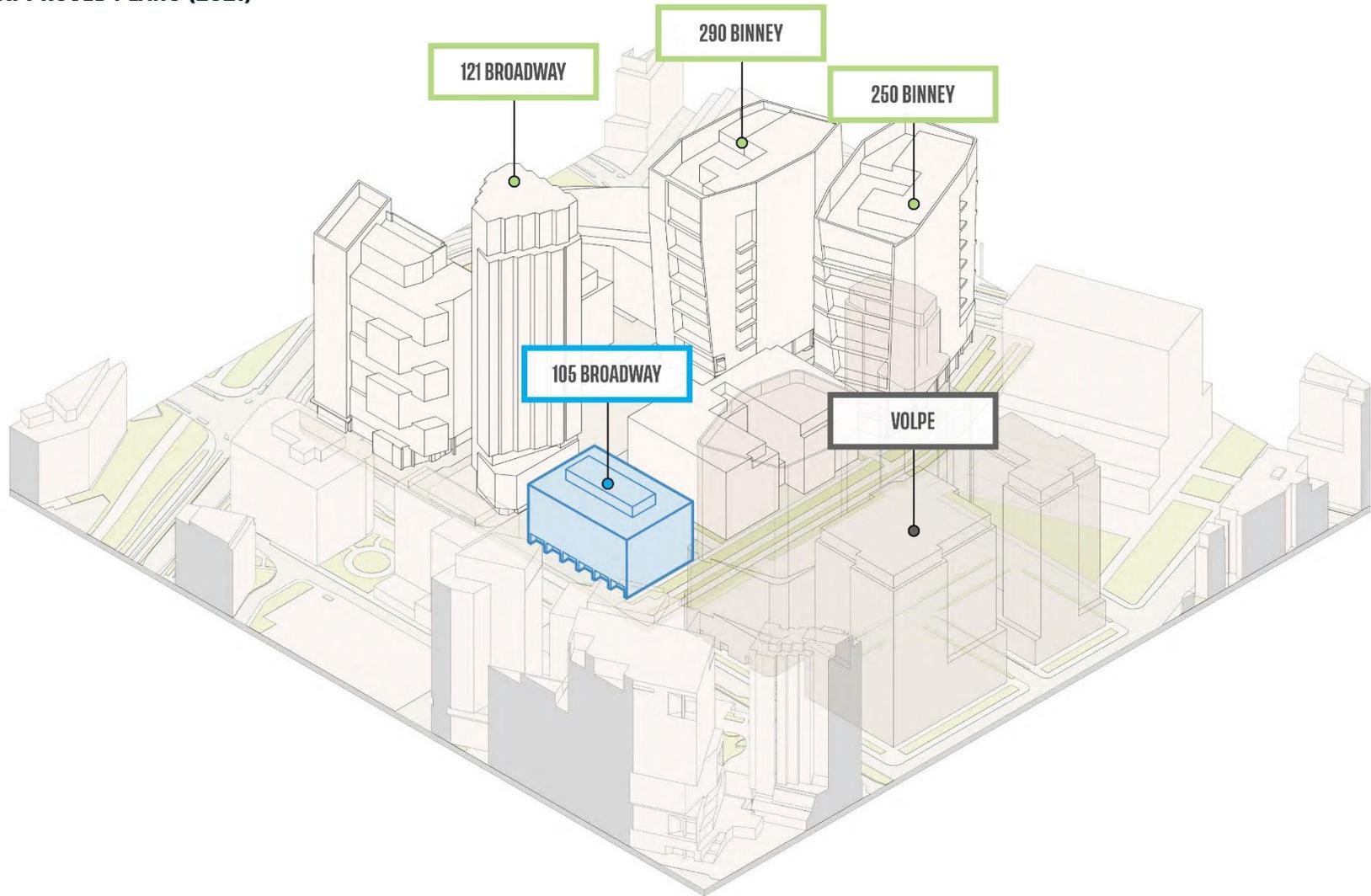
Under this Concept Plan Amendment #3, the Phase 4 Baseline would continue to remain in effect unless and until the Applicant submits 75% design drawings for a revised Commercial Building D and/or for Commercial Building E. At this point, the Phase 4 Alternative would take effect. Please refer to Section 2.2, Review and Approval Process in this Concept Plan for further details.

Core to the vision of the Original Concept Plan was to create a built environment reflective of and adaptable to the needs of those who live, work, connect, and innovate in the MXD District. The Phase 4 Baseline and the Phase 4 Alternative both achieve this vision, but allowing for development alternatives will create an additional level of responsiveness to those needs in a time when the demand and requirements for commercial space remain in flux from systemic changes to work behavior that have persisted beyond the COVID-19 pandemic.

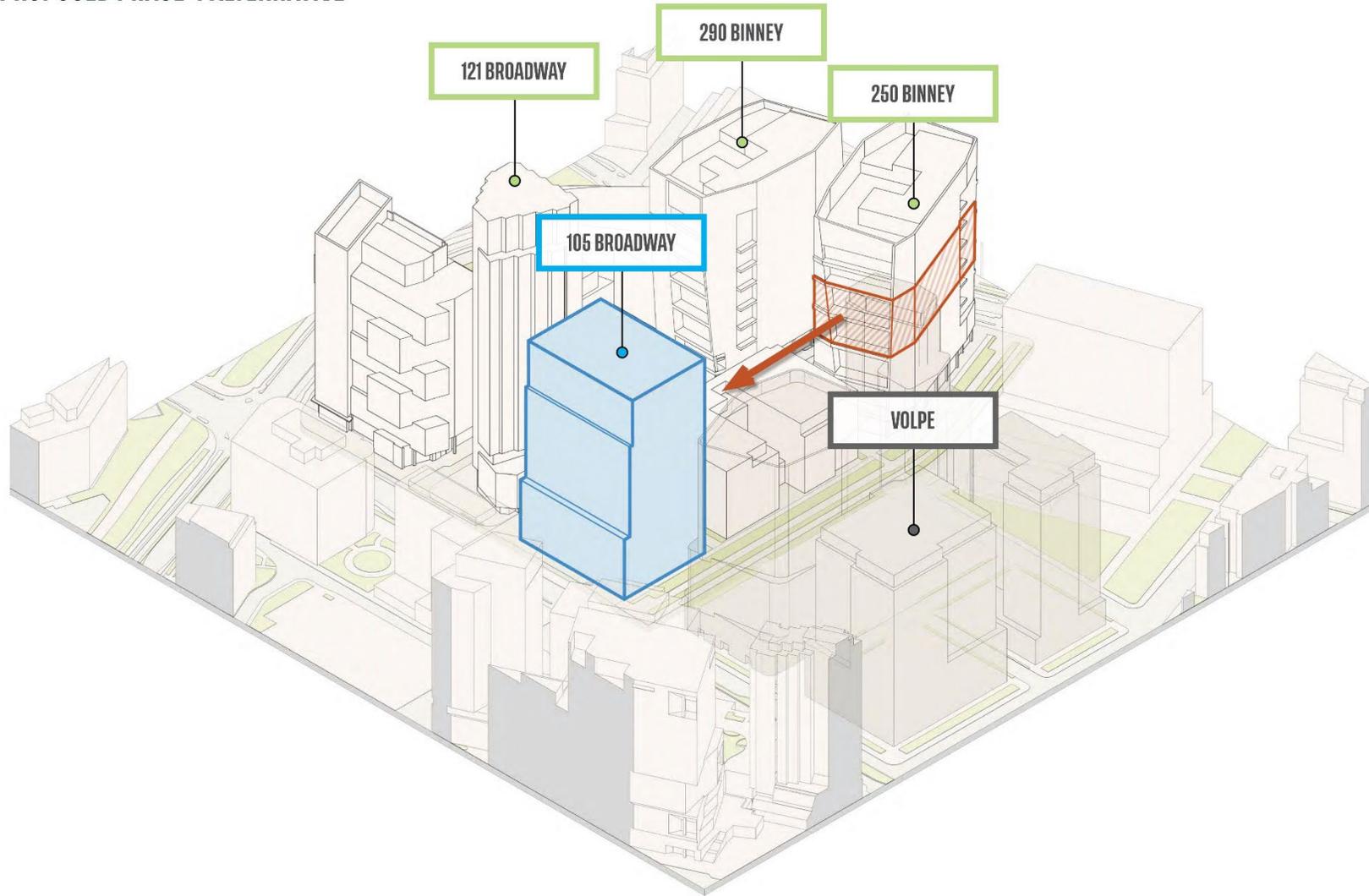
Additionally, the contractual rights of the current occupant of 250 Binney may push back the construction start for the building site, potentially as far as 2034. Development alternatives will allow the flexibility to potentially deliver a project – and associated mitigations to the public – in a timelier fashion.

The following figures and tables provide an overview of the Phase 4 Baseline and Phase 4 Alternative. The remaining sections of this Concept Plan Amendment #3 describe the Phase 4 Alternative specifically, in more detail.

APPROVED PLANS (2021)



PROPOSED PHASE 4 ALTERNATIVE



PROPOSED PHASE 4 ALTERNATIVE

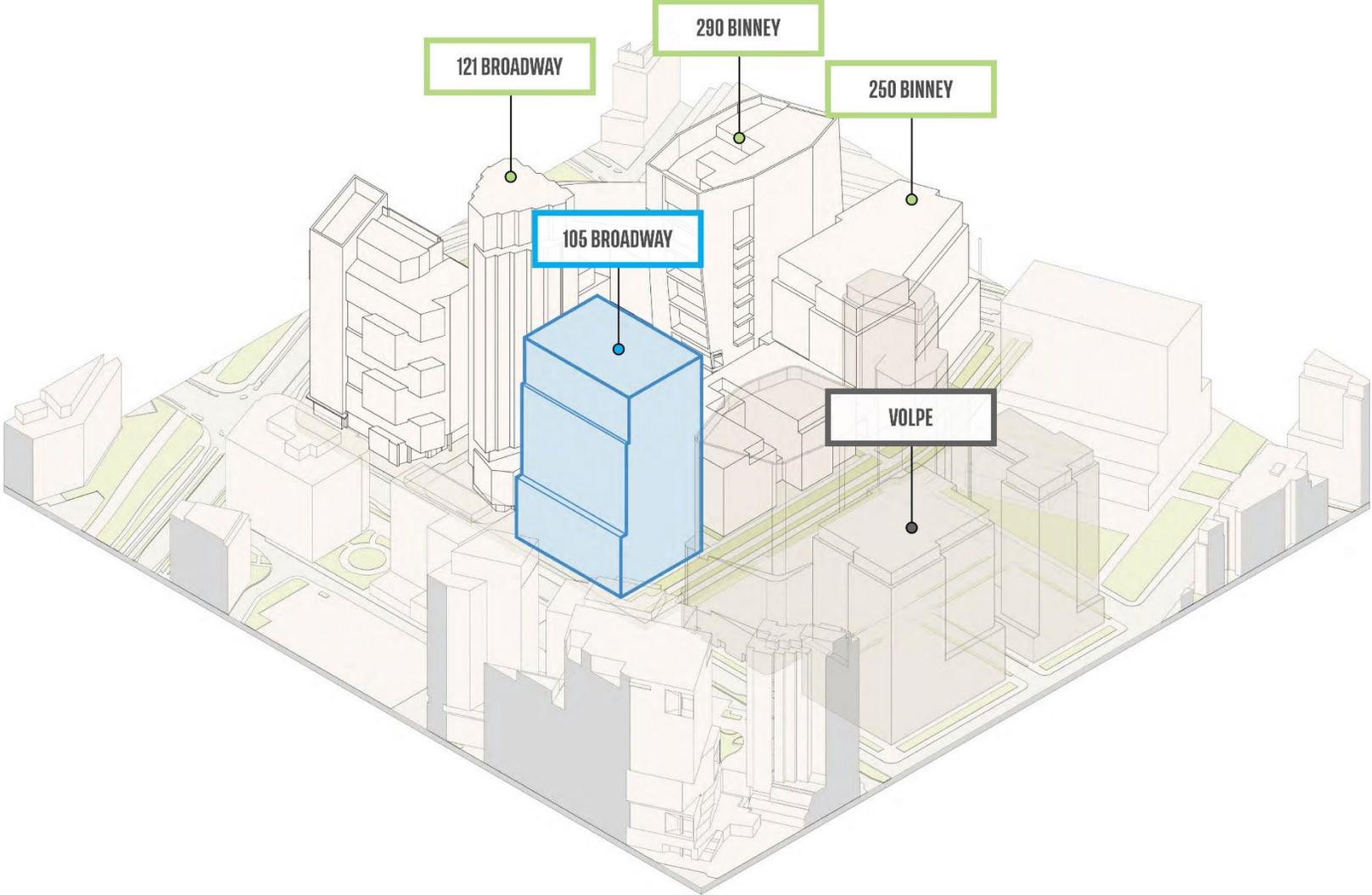


TABLE 1: COMPARISON OF THE PHASE 4 BASELINE AND ALTERNATIVE

	Phase 4 Baseline	Phase 4 Alternative	
Described In	Concept Plan Amendment #2 DD DRDAP Submission	Concept Plan Amendment #3	
Triggered By	N/A: currently in effect	Submission of seventy-five (75%) design drawings for a revised Commercial Building D and/or for Commercial Building E (i.e., the Design Development stage of the Design Review process), as enumerated in Special Permit PB-315 Condition 3.d.vi	
Net New GFA	372,822 SF	372,822 SF	
Buildings	250 Binney Street (Commercial Building D)	250 Binney Street (Commercial Building D)	105 Broadway (Commercial Building E)
Net New Commercial GFA	372,822 SF ¹	223,515 SF	146,757 SF
Net New Retail GFA	0 SF ¹	0 SF	2,550 SF
Net New Active Use	6,946 SF ^{1,2}	6,946 SF ²	0
Parking Spaces	1,584 spaces between Commercial Buildings C and D	1,584 spaces between Commercial Buildings C, D, and E	
Long-Term Bike Parking Spaces	610 spaces (bike valet)	610 spaces (bike valet)	68 spaces
Short-Term Bike Parking Spaces	18 spaces	18 spaces	21 spaces
Bluebikes Station	23-dock station	23-dock station	
Open Space Improvements	Northern and Southern East/West Connectors	Northern East/West Connector	Southern East/West Connector

1. Net New GFA numbers reflect slight adjustments to the Phase 4 Baseline during the Design Review process that followed Concept Plan Amendment #2's approval.

2. Active Use for bicycle valet is exempt from GFA calculations under Section 5.25.2(b) and not included as Net New GFA in the table above.

TABLE 2: PROPOSED MITIGATION MEASURES UNDER THE PHASE 4 BASELINE ALTERNATIVE AND PHASE 4 ALTERNATIVE

Mitigation Measure	Source	Timing Phase 4 Baseline	Timing Phase 4 Alternative
Operate a bicycle valet parking program	Special Permit Condition 14(b)	Phase 3 and Phase 4 Development	No change
Fund relocation of existing 19-dock Bluebikes Station at Binney and Sixth Streets	Special Permit Condition 14(e)	Phase 3 and Phase 4 Development	No change
Fund a new 23-dock Bluebikes Station	Special Permit Condition 14(e)	Phase 3 and Phase 4 Development	No change
Fund \$600,000 towards the KSTEP fund	Special Permit Appendix E, CRA IDCP Approval Letter (3.2.22)	Building Permit for Commercial Building D	Building Permit for the first building delivered in Phase 4
ALTA Work: Complete reconstruction of Binney Street, Galileo Galilei Way, and Broadway (between Ames & Galileo Galilei Way)	Special Permit Appendix E	Certificate of Occupancy for Commercial Building D	Certificate of Occupancy for Commercial Buildings D and E
Construct up to 1,584 below-grade parking spaces	Special Permit Appendix E	Certificate of Occupancy for Commercial Buildings C and D	Certificate of Occupancy for Commercial Buildings C, D, and E
Install EV supply equipment in 25% of parking spaces, make remaining 75% EV-ready	Special Permit Appendix E	Certificate of Occupancy for Commercial Buildings C and D	Certificate of Occupancy for Commercial Buildings C, D, and E
Fund \$3.5M for Binney Street reconstruction between Fifth and Sixth Streets	Special Permit Appendix E, CRA IDCP Approval Letter (3.2.22)	Building Permit for building using 800,000 SF of Utility Project GFA	Building Permit for the first building delivered in Phase 4
Conduct a health assessment of oak trees along the Sixth Street Walkway	CRA IDCP Approval Letter (3.2.22)	Before, during, and after construction of Commercial Building D	Before, during, and after construction of Commercial Buildings D and E

There are no new mitigations associated with the Phase 4 Alternative because it entails a shift of approved GFA within the same area (Parcel 2), not an addition of new GFA; therefore, it is not expected to generate new impacts to the MXD District.

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APPENDICES (VOLUME III)

- Appendix A – Tree Study
- Appendix B – Transportation Impact Statement Technical Memo
- Appendix C – Pedestrian Wind Study
- Appendix D – Noise Study Technical Memo



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Parcel Address(s): 250 Binney Street and 105 Broadway, Cambridge, MA 02142

Base Zoning District(s): Mixed Use Development (MXD) District

Overlay Zoning District(s): Not applicable

Applicant Name: Boston Properties Limited Partnership

Applicant Address: 800 Boylston St., Suite 1900, Boston, MA 02199

Contact Information: Vicky Plestis 617-915-8180
Name Telephone #
vplestis@bxp.com
Email Address

Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.

List all requested special permit(s) (with reference to zoning section numbers):

Zoning Section	Requested Special Permit
Article 14.32.2.5	Major Amendment to the Concept Plan
Article 22.35.3	Reduction of Required Green Roof Area

Denote other City of Cambridge Board/Commission Review Needed:

Board of Zoning Appeal (Variances) Conservation Commission Historical Commission

Denote applicable Committee Review and Public Outreach:

Central Square Advisory Committee Harvard Square Advisory Committee Community Meeting(s)

Signature of Applicant

Date

11/12/2024

DIMENSIONAL FORM

Project Address: 250 Binney Street, Cambridge, MA

Date:

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	53,186	N/A	N/A	
Lot Width (ft)	N/A	N/A	N/A	
Total Gross Floor Area (sq ft)	62,576	N/A	286,091 ¹	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	62,576	N/A	286,091 ¹	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Floor Area Ratio	N/A ²	N/A ²	N/A ²	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	N/A ²	N/A ²	N/A ²	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Dwelling Units	N/A			
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)	+/- 56'0"	Up to 250'-0"	Up to 250'-0"	
Front Yard Setback (ft)	N/A			
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)	See attached			
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces	See attached			
Long-term Bicycle Parking Spaces				
Short-term Bicycle Parking Spaces				
Loading Bays				

Use space below and/or attached pages for additional notes:

1 Includes 62,576 SF of Existing GFA and 223,515 SF of Utility Project GFA.

2 Pursuant to City Council Ordinance No. 2020-17, Section 14.33 of the Zoning Ordinance was amended to provide that "...there shall be no maximum floor area ratio for any project utilizing Infill GFA (including Utility Project GFA)."

DIMENSIONAL FORM

Project Address: 105 Broadway, Cambridge, MA

Date:

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	34,460	N/A	N/A	
Lot Width (ft)	N/A	N/A	N/A	
Total Gross Floor Area (sq ft)	153,093 ¹	N/A	302,400 ²	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	153,093 ¹	N/A	302,400 ²	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Floor Area Ratio	N/A ²	N/A ²	N/A ²	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	N/A ²	N/A ²	N/A ²	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Dwelling Units	N/A			
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)	+/- 56'0"	Up to 250'-0"	Up to 250'-0"	
Front Yard Setback (ft)	N/A			
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)	See attached			
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces	See attached			
Long-term Bicycle Parking Spaces				
Short-term Bicycle Parking Spaces				
Loading Bays				

Use space below and/or attached pages for additional notes:

1 Includes 145,603 SF of Existing GFA and 7,490 SF of Remaining GFA.

2 Includes 145,603 SF of Existing GFA, 7,490 SF of Remaining GFA, and 149,307 SF of Utility Project GFA.

3 Pursuant to City Council Ordinance No. 2020-17, Section 14.33 of the Zoning Ordinance was amended to provide that "...there shall be no maximum floor area ratio for any project utilizing Infill GFA (including Utility Project GFA)."

TABLE 1A: DEVELOPMENT PROGRAM BY USE (GFA¹)

	Phase 1	Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute Office Conversion ³	Total
	Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway		
Net New Commercial GFA ⁴	354,241	266,278	0	420,607	223,515	146,757	14,000	1,425,398
Net New Retail/Active Use GFA ⁵	8,737	0 ¹	1,550	4,726 ⁶	0 ^{6,7}	2,550	0	17,563
Net New Residential GFA ⁴	0	0	418,217	0	0	0	0	418,217
TOTAL NET NEW	362,978	266,278	419,767	425,333	223,515	149,307	14,000	1,861,178

TABLE 1B: DEVELOPMENT PROGRAM BY BUILDING HEIGHT

	Phase 1	Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute Office Conversion ³
	Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	
Height (Feet)	250'	250'	400'	250'	Up to 250' ⁸	Up to 250'	N/A
Floors	19 Floors	Up to 16 Floors	Up to 38 Floors	Up to 17 Floors	Up to 15 Floors	Up to 15 Floors	N/A

TABLE 1CB: DEVELOPMENT PROGRAM SUMMARY PHASE 4 ALTERNATIVE (GFA)

	<i>Complete</i> Phase 1	<i>Complete</i> Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute	Total
	Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	Office Conversion ³	
Total Building GFA	441,614	383,479	419,767	425,333	286,091	302,400	263,679	2,522,363
Existing Building GFA	(78,636)	(117,201)	0	0	(62,576)	(145,603)	(249,679)	(653,695)
Remaining GFA ¹⁰						(7,490) ¹¹		(7,490)
NEW INFILL GFA	362,978	266,278	419,767	425,333	223,515	149,307	14,000	1,861,178
Exempt GFA								
Innovation Space	(60,496)	(44,704)						(105,200)
Middle-Income Housing			(15,978)					(15,978)
Retail/Active Use ⁵			0					
NET NEW INFILL GFA	302,482	221,574	403,789	425,333	223,515	151,546	14,000	1,740,000
Existing District Aggregate Infill GFA ¹²								4,273,000
Utility Project GFA								800,000
TOTAL ALLOWABLE GFA								5,073,000

- Area represents zero net new GFA. As a part of the Concept Plan Amendment #1, Commercial Building B replaced and reconstructed approximately 40,000 SF of previously existing retail, the majority of which is located on the ground level, and one level above ground. A portion remains one level below ground.
- GFA as defined in Article 2.0 of the Cambridge Zoning Ordinance.
- Represents the conversion of existing mechanical space that has been re-purposed/fit-out into leasable commercial/laboratory office space at the Broad Institute's 75 Ames Street location. The Applicant is not responsible for the execution of this component of the redevelopment of the MXD District.
- Incorporated within Commercial GFA figures is the Innovation Space tied to Commercial Building A and Commercial Building B, and within Residential GFA figures the Middle Income Housing tied to Residential Building South.
- Active Ground Floor Uses can include retail uses and active public gathering space (whether open or enclosed) where that ground floor fronts Main Street, Broadway or Ames Street, per Article 14.38 of the Zoning Ordinance.
- During Phase 3, Commercial Building C retail space will house a temporary bike valet serving Commercial Building C and Residential Building South. Once Commercial Building D is complete, the bike valet will transfer to Commercial Building D.
- Represents 6,946 SF of bike valet, which is exempt from GFA calculations under Section 5.25.2(b) and is not included in Commercial Building D's net new GFA calculations.
- Based on current massing, Commercial Building D is expected to be approximately 190-220 feet tall with 11-13 stories.
- Total Building and Net New GFA numbers reflect slight adjustments to the Phase 4 Baseline during the Design Review process that followed Concept Plan Amendment #2's approval.
- Remaining GFA includes GFA allocated within the MXD prior to KSURP Amendment 10 and MXD re-zoning in 2015.
- 7,490 SF of Remaining GFA includes GFA shifted from 300 Binney Street (5,251 SF), as part of that building's 2024 office to lab conversion, and unused GFA in the district.
- Total Existing District Aggregate GFA includes 60,000 GFA for Whitehead Institute. Per Article 14.32.2 of the Zoning Ordinance, the CRA shall require an Infill Development Concept Plan to be prepared providing for the distribution of additional GFA for new Utility Project GFA within the District above and beyond 4,273,000 SF of infill GFA approved under Concept Plan Amendment #1.

TABLE 1D: COMPARISON OF PHASE 4 BASELINE AND PHASE 4 ALTERNATIVE

	Phase 4 Baseline			Phase 4 Alternative		
	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	Totals	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	Totals
Net New GFA	372,822¹	0	372,822	223,515	149,307	372,822
Net New Commercial	372,822	0	372,822	223,515	146,757	370,272
Net New Retail	0	0		0	2,550	2,550
Existing GFA	62,576	145,603	208,179	62,576	145,603	208,179
Remaining GFA			7,490		7,490	7,490
Total Building GFA	435,398	145,603	581,001	286,091	302,400	588,491
Height	Up to 250'	90'		Up to 250' ²	Up to 250'	
Floors	15	7		Up to 15 ³	Up to 15	

1. Net New GFA numbers reflect slight adjustments to the Phase 4 Baseline during the Design Review process that followed Concept Plan Amendment #2's approval.
2. Based on current massing, Commercial Building D is expected to be approximately 190' – 220' tall under the Phase 4 Alternative.
3. Based on current massing, Commercial Building D is expected to be approximately 11-13 stories under the Phase 4 Alternative.

**TABLE 1E: DEVELOPMENT PROGRAM SUMMARY
(PHASE 4 ALTERNATIVE)**

PROJECT GFA	2,522,363
Less Existing GFA	(653,695)
Less Remaining GA	(7,490)
TOTAL GFA (NET NEW)	1,861,178
Less Exempt GFA	(121,178)
NET NEW INFILL GFA	1,740,000
Office/Laboratory (GFA)	1,425,398
Retail/Active Use (GFA)	17,563
Residential (GFA)	418,217
Residential Units	Up to 465
Parking Spaces (total)	Up to 3,750
Bike Parking Long-Term Spaces	940
Bike Parking Short-Term Spaces	181 ¹

¹ Includes 23 Bluebikes to be delivered in Phase 4.

TABLE 2A: SUMMARY OF OPEN SPACE REQUIREMENTS

Open Space	Required	Provided (Approved Amendment #2)	Provided (Proposed Amendment #3)
District Open Space	15% of Total MXD Area 151,589 SF	463,223± SF	468,115± SF
Public Open Space	100,000 SF	300,435± SF	301,653± SF
Project Based Open Space	131,215 SF	145,405± SF	147,258± SF

TABLE 2B: MXD PARCEL AREAS

MXD Parcel	Area
Parcel 2	445,825 SF
Parcel 3	229,558 SF
Parcel 4	257,824 SF
Grand Junction + Binney St Park	77,361 SF
TOTAL EXISTING MXD AREA	1,010,596 SF
TOTAL OPEN SPACE REQUIRED (15% of total existing MXD area)	151,589 SF

TABLE 2C: APPROVED AND PROPOSED OPEN SPACE

MXD Parcel	Approved Amendment #2	Proposed Amendment #3
Parcel 2	151,590	155,186
Parcel 3	73,456	No Change
Parcel 4	141,247	No Change
Sixth Street Connector (within MXD)	19,569	No Change
Grand Junction + Binney St Park	77,361	No Change
Total MXD OS (±SF)	463,223	466,819

TABLE 2D: APPROVED AND PROPOSED PUBLIC OPEN SPACE

	Approved Amendment #2	Proposed Amendment #3
Parcel 2 Enhanced Open Space	82,011	83,229
Kendall Square Rooftop Garden	25,340	No Change
Rooftop Connector Terraces	2,916	No Change
Kendall Plaza	14,372	No Change
Galaxy Park	18,664	No Change
75 Ames St Open Space	6,867	No Change
Daniel Lewin Park (Center Only)	5,297	No Change
Daniel Lewin Park (West)	4,955	No Change
Daniel Lewin Park (East)	7,341	No Change
Original Broad Open Space (7cc)	5,022	No Change
Whitehead Plaza	10,930	No Change
Grand Junction	27,300	No Change
Binney Street Park	50,061	No Change
Sixth Street Connector (Within MXD)	19,569	No Change
Sixth Street Connector (Outside of MXD)	19,790	No Change
TOTAL PROPOSED PUBLIC OS (±SF)	300,435	301,653

TABLE 2E: IDCP OPEN SPACE

	Approved Amendment #2	Proposed Amendment #3
Required Open Space	132,084	132,135
Completed / Under Construction	102,079	102,079
Commercial Building D	30,005	18,381
Commercial Building E		11,675
Provided Open Space	145,405	147,258
Completed / Under Construction	98,405	98,405
Center Plaza	30,000	29,136
(SE) EW Connector	10,000	11,506
(NE) EW Connector	7,000	8,211
Excess Open Space	13,321	15,123
Net New Open Space		1,853

TABLE 3A: PROPOSED BICYCLE PARKING SUMMARY

	Long-term Spaces Proposed	Short-term Spaces Proposed
Phase 4 Baseline		
Commercial Building D	610 ¹ (Campus Valet)	18 (Conforming Self Park)
BlueBikes Station	0	23 ²
Total	610	41
Phase 4 Alternative		
Commercial Building D	610 ¹ (Campus Valet)	18 (Conforming Self Park)
BlueBikes Station	0	23 ²
Commercial Building E	68	21
Total	678	62

- 1 14.52.6.2 (b) of the zoning ordinance allows the valet to provide all of the Concept Plan Amendment #2 proposed long-term bicycle parking via countercyclical bicycle parking servicing Residential Building South and Commercial Buildings C and D.
- 2 14.52.6.2 (a) of the zoning ordinance allows each dock of a new provided public bicycle sharing station within 500' of the lot to count for two required bicycle parking spaces.

Table 3B: Future Parking Supply in The KSURP Area

Project Component/Garage	2016 Existing Parking	2018 Proposed Parking	Proposed Change in Concept Plan Amendment #2	Amendment #2 Proposed Parking (Phase 4 Baseline)	Amendment #3 Proposed Parking (Phase 4 Alternative)
Blue Garage	1,170	1,170 ²	(-1,170)	0	0
Yellow Garage	734	885	0	885	885
Green Garage	804	824	0	824	824
Commercial Building A	0	457	0	457	457
Commercial Building B	0	0	0	0	0
Commercial Buildings C and D	0	0	+1,584	1,584	-
Commercial Building C	-	-	-	-	529
Commercial Building D	-	-	-	-	598
Commercial Building E	-	-	-	-	457
Total	2,708¹	3,336	414	3,750	3,750

1 In 2016 when the Original Concept Plan was approved the KSURP supplied 2,708 existing parking spaces in three garages.

2 Concept Plan Amendment #1 contemplated a loss of approximately 215 spaces in the Blue Garage to accommodate the construction of the Residential North and Residential South buildings. With the demolition and relocation of the Blue Garage below-grade to accommodate the Eversource electrical substation, Concept Plan Amendment #2 preserved and relocated all 1,170 existing spaces below-grade.

OWNERSHIP CERTIFICATE

Project Address: 250 Binney Street and 105 Broadway, Cambridge, MA **Date:**

To be completed by the Property Owner:

I hereby authorize the following Applicant: Boston Properties Limited Partnership

at the following address: 800 Boylston St., Suite 1900, Boston, MA 02199

to apply for a special permit for: Infill Development Concept Plan

on premises located at: 250 Binney Street and 105 Broadway, Cambridge MA

for which the record title stands in the name of: various addresses (see attached)

whose address is: 800 Boylston St., Suite 1900, Boston, MA 02199

by a deed duly recorded in the:

Registry of Deeds of County: See attached Book: _____ Page: _____

OR Registry District of the Land Court,

Certificate No.: _____ Book: _____ Page: _____



Signature of Property Owner (If authorized Trustee, Officer or Agent, so identify)

Note:

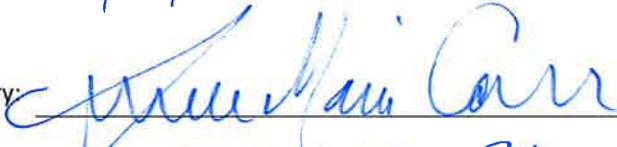
- 1. Boston Properties Limited Partnership, By: BXP, Inc, its General Partner
- 2. As Managing Agent of the owners listed in the attached addendum

To be completed by Notary Public:

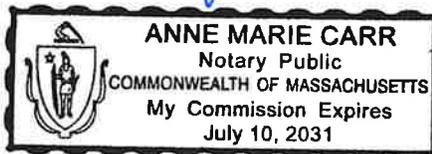
Commonwealth of Massachusetts, County of Suffolk

The above named David C. Provost personally appeared before me,

on the month, day and year 11/12/2024 and made oath that the above statement is true.

Notary:  _____

My Commission expires: July 10, 2031



Boston Properties Limited Partnership
Major Amendment #3 to Infill Development Concept Plan
Special Permit Application

Addendum to Cover Sheet and Ownership Certificate

145 Broadway (formerly Eleven Cambridge Center) *[Commercial Building A, completed pursuant to the original IDCP Special Permit]*

Owned by Mortimer B. Zuckerman, Michael A. Cantalupa and Bryan J. Koop, Trustees of Eleven Cambridge Center Trust under Declaration of Trust dated April 15, 1983, recorded with the Middlesex South District Registry of Deeds (the “Registry”) in Book 15014, Page 396, as amended of record.

Deeds dated (i) May 16, 1984 recorded with the Registry in Book 15582, Page 1 and filed with the Middlesex South Registry District of the Land Court (the “Registry District”) as Document No. 660698, Certificate of Title No. 170703 and (ii) February 7, 2024 recorded with the Registry in Book 82469, Page 349.

325 Main Street (formerly Three Cambridge Center)¹ *[Commercial Building B, completed in accordance with Major Amendment #1 to the IDCP Special Permit]*

Owned by BXP 325 Main LLC, a Delaware limited liability company.

Deed dated October 26, 2023 recorded with the Registry in Book 82431, Page 386.

290 Binney Street *[Commercial Building C]*

Owned by 290 Binney LLC, a Delaware limited liability company.

Deeds dated November 7, 2023 recorded with the Registry in (i) Book 82196, Page 510 and (ii) Book 82196, Page 514.

¹ Note that at the time the application for Major Amendment #1 was submitted, it was contemplated that the properties at 90 Broadway, 355 Main Street and 70 Broadway would need to be combined with the 325 Main Street property prior to the completion of Commercial Building B (325 Main Street) in order to satisfy the lot density limitations set forth in Section 14.33 of the Zoning Ordinance. However, the 2021 amendment to Article 14 of the Zoning Ordinance modified Section 14.33 by providing that “...there shall be no maximum floor area ratio for any project utilizing Infill GFA...”. Since 325 Main Street utilizes Infill GFA, the lot density limitations no longer apply and accordingly the 90 Broadway, 355 Main Street and 70 Broadway properties and their respective owner entities are no longer listed in this Addendum.

250 Binney Street (formerly Fourteen Cambridge Center) [*Commercial Building D*]

Owned by Bryan J. Koop and David C. Provost, Trustees of Fourteen Cambridge Center Trust under Declaration of Trust dated February 4, 1982, recorded with the Registry in Book 14707, Page 96, as amended of record.

Deed dated November 1, 1982 recorded with the Registry in Book 14784, Page 130.

105 Broadway (formerly Ten Cambridge Center) [*Commercial Building E*]

Owned by Bryan J. Koop and David C. Provost, Trustees of Ten Cambridge Center Trust under Declaration of Trust dated March 9, 1988, recorded with the Registry in Book 18921, Page 233, as amended of record.

Deed dated March 19, 1990 recorded with the Registry in Book 20443, Page 120.

121 Broadway (formerly 135 Broadway) [*Residential Building South*]

Owned by 121 Broadway LLC, a Delaware limited liability company.

Deeds dated February 7, 2024 recorded with the Registry in (i) Book 82469, Page 340, (ii) Book 82469, Page 343 and (iii) Book 82469, Page 346.

255 Main Street (formerly One Cambridge Center) [*note: this property is the location of certain of the Innovation Space described in the Special Permit*]

Owned by Bryan J. Koop and David C. Provost, Trustees of One Cambridge Center Trust under Declaration of Trust dated May 14, 1985, recorded with the Registry in Book 16221, Page 413, as amended of record.

Deed dated September 16, 1987 recorded with the Registry in Book 18560, Page 486.

FEE SCHEDULE

Project Address: 250 Binney Street and 105 Broadway, Cambridge M.**Date:**

The Applicant must provide the full fee (by check made to City of Cambridge) with the Special Permit Application. The required fee is the larger of the following amounts:

- (a) The fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area noted in the Dimensional Form.
- (b) The fee is one thousand dollars (\$1,000.00) if Flood Plain Special Permit is sought as part of the Application and the amount determined above is less than \$1000.
- (c) The fee is one hundred fifty dollars (\$150.00) if the above amounts are less than \$150.

Fee Calculation

(a) Proposed Gross Floor Area (SF) in Dimensional Form:	× \$0.10 =	
(b) Flood Plain Special Permit fee	:	1000.00
(c) Minimum Special Permit fee	:	<input type="text" value="150.00"/>
SPECIAL PERMIT FEE	Enter Largest of (a), (b), and (c):	150.00

1 PROPOSED DEVELOPMENT PLAN

1.0 INTRODUCTION

Boston Properties Limited Partnership, "BXP" or the "Applicant," is submitting this third major amendment to the original Infill Development Concept Plan (IDCP), referred to as "Concept Plan Amendment #3." This Concept Plan Amendment #3 introduces an alternative development pathway for Phase 4 of the project (the 'Phase 4 Alternative'), and identifies and documents the key differences between the Phase 4 Alternative and the baseline scheme previously approved under Concept Plan Amendment #2 (the 'Phase 4 Baseline'). Under this Concept Plan Amendment #3, the Phase 4 Baseline would remain in effect, with the option to exercise the Phase 4 Alternative at a later date. Refer to **Figure 1.1** for the Site Locus Map and **Figure 1.2** for Mixed Use Development (MXD) District context.

The key elements of this section include:

- A list of MXD District development components, an overview and history of the IDCP, and an update on overall construction status.
- A description of the existing and proposed conditions of subject parcels under the Phase 4 Alternative.
- Requested amendments to the special permit to enable the Phase 4 Alternative, providing an option to shift a portion of the approved commercial GFA from 250 Binney Street (Commercial Building D) to a new building at 105 Broadway (Commercial Building E). Under the Phase 4 Alternative, the Commercial Building D development program would be reduced so that there is no change (increase) in overall GFA.
- A list of city and state agency coordination specifically for the Phase 4 Alternative and ongoing public outreach conducted since Concept Plan Amendment #2.

MXD DISTRICT DEVELOPMENT COMPONENTS

The specific parcels included in the MXD District IDCP include:

- Commercial Building A (145 Broadway, complete);
- Commercial Building B (325 Main Street, complete);
- Innovation Space (255 Main Street, complete; 325 Main Street, in progress);
- Residential Building South (121 Broadway, previously referred to as 135 Broadway, under construction);
- Commercial Building C (290 Binney Street, under construction);
- Electrical Substation Vault (123 Broadway, under construction) and Fit-out (by Eversource, permitted)
- Center Plaza (located north of Residential Building South and south of Commercial Building C, permitted);
- Commercial Building D (250 Binney Street Baseline, permitted, alternative proposed);
- Commercial Building E (105 Broadway, alternative proposed).

IDCP OVERVIEW

On January 17, 2017, the Applicant received approval for the MXD IDCP from the Cambridge Redevelopment Authority (CRA) and the Planning Board (the "Original Concept Plan"). The Original Concept Plan authorized the development of additional infill gross floor area ("Infill GFA"), totaling 1,065,900 SF on four development sites in the MXD District.

On December 4, 2018, the Applicant received approval for a first major amendment (the "Concept Plan Amendment #1"). Concept Plan Amendment #1 shifted approved GFA from a proposed building at 250 Binney Street to Commercial Building B, as well as offered an alternative approach to accommodating parking needs. There were no changes to the overall amount of GFA approved under Concept Plan Amendment #1.

In January 2022, the Applicant received approval for a second major amendment (the "Concept Plan Amendment #2"). This amendment

relocated a proposed Eversource electrical substation from a predominately residential East Cambridge neighborhood to a below-grade site in the MXD District. This move provided a significant public benefit to the adjoining residential neighborhood and represented a critical investment for the resilience of the area electrical grid. Concept Plan Amendment #2 also allowed for 800,000 SF of new commercial Utility Project GFA across two new buildings (Commercial Buildings C and D), consolidated residential GFA into Residential Building South, and relocated parking to a new below-grade garage. This amendment further created open spaces, such as Center Plaza and improved existing spaces such as Danny Lewin.

CONSTRUCTION UPDATE

Since Concept Plan Amendment #2 was approved in 2021, the Applicant has completed construction of Commercial Building B (Phase 2). As part of the delivery of the Phase 2 building – which serves as Google’s local headquarters – the Applicant has reconstructed approximately 40,000 SF of retail uses, enhanced the Green Garage Rooftop Garden, created a public lobby on the ground floor of Commercial Building B, and is working closely with the Massachusetts Bay Transportation Authority (MBTA) to reconstruct the existing Kendall North Headhouse, projected for completion Summer 2025.

The Applicant has also commenced construction of Phase 3, including the Electrical Substation Vault under what will become Center Plaza, Commercial Building C, and Residential Building South. Construction of the Electrical Substation Vault began in Q2 2023, with expected completion in Q2 2027. Construction of Commercial Building C began in Q2 2023 and is expected to be completed in Q2 2026; this will become AstraZeneca’s new local headquarters. Construction of Residential Building South commenced in Q2 2024, scheduled to finish in Q3 2027.

1.2 EXISTING SITE CONDITIONS

1.2.1 250 BINNEY STREET

Figure 1.3 shows the existing conditions at 250 Binney Street (Commercial Building D), a 53,186 SF site that contains an existing manufacturing/IQD building of 62,576 GFA. The site is bordered by a tree-lined landscaped path (the Sixth Street Connector) to its east; 115 Broadway, a laboratory building owned by Biogen to its south; the future Commercial Building C and East Service Drive to its west; and Binney Street to its north.

1.2.2 105 BROADWAY

Figure 1.4 shows the existing conditions at 105 Broadway (Commercial Building E), a 34,460 SF site that contains an existing office building of 145,603 GFA. The site is adjacent to the Sixth Street Connector to its east; 115 Broadway to its north; the future Residential Building South and East Service Drive to its west; and Broadway to its south. **Figure 1.4B** shows opportunities to relate to the building’s site context, which include: activating Broadway’s street frontage, establishing views to Danny Lewin Park and Center Plaza, studying the impact of setbacks and sculpted massing to establish entrances to Center Plaza and the Sixth Street Connector, and locating bike amenities with direct access to the East/West Connector and Kittie Knox bike path.

1.3 PROPOSED CONCEPT PLAN AMENDMENT #3

1.3.1 OVERALL VISION FOR PROJECT

This Concept Plan Amendment #3 recommits to the vision documented in the Original Concept Plan for a built environment that is reflective of and adaptable to the needs of those who live, work, connect, and innovate in the MXD District. By proposing a development alternative for Phase 4, it creates an additional level of responsiveness at a time when the demand and requirements for commercial space remain in flux.

The Phase 4 Alternative itself advances many of the goals outlined in previous Concept Plans, including commitments to active and

connected open space, a dynamic mix of development programs, and diverse retail. Specifically, by reallocating commercial and retail GFA to Commercial Building E, this Alternative would create a well-defined street edge that activates a now heavily transited intersection at Broadway and Ames Street, responds to the adjacent Volpe site redevelopment project, and enhances the overall pedestrian experience of the MXD District.

1.3.2 PROPOSED CONCEPT PLAN AMENDMENT #3 PROGRAM

The Applicant is submitting this Concept Plan Amendment #3 to include a development alternative for Phase 4 of the project. This would allow BXP to:

- Proceed with the approved redevelopment of 250 Binney Street as described in Concept Plan Amendment #2 – referred to as the “Phase 4 Baseline”; or
- Use the Utility Project GFA originally allocated to Commercial Building D to redevelop a smaller building at 250 Binney and a newly proposed building at 105 Broadway – referred to as the “Phase 4 Alternative”.

Under the Phase 4 Alternative, if enacted, approximately 149,307 GFA of commercial lab/office space previously approved at Commercial Building D would shift to the new Commercial Building E. The result would be:

- Approximately 286,091 GFA at Commercial Building D with active ground-level uses dedicated to a bike valet;
- Approximately 302,400 GFA at Commercial Building E with retail/active ground-level uses.

This proposed program modification would not result in additional GFA from what was previously approved for the MXD.

The Phase 4 Alternative also consists of:

- Approximately 2,550 GFA of ground floor retail use activating Broadway;
- Enhanced open space and streetscapes along the East/West Connector on the north side of Commercial Building E.

- New covered and secure long-term and short-term bicycle parking spaces in Commercial Building E.

Tables 1-1A ,1-1B, and 1-1CB below present the development program by building use, height, and GFA, respectively, under the Phase 4 Alternative. **Table 1-1CA** shows the development program summary for Phase 4 Baseline and **Table 1-1D** compares the Phase 4 Baseline and Phase 4 Alternative. **Table 1-1E** below presents an overall MXD District program summary.

TABLE 1-1A: DEVELOPMENT PROGRAM BY USE (GFA¹)

	Phase 1	Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute Office Conversion ³	Total
	Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway		
Net New Commercial GFA ⁴	354,241	266,278	0	420,607	223,515	146,757	14,000	1,425,398
Net New Retail/Active Use GFA ⁵	8,737	0 ¹	1,550	4,726 ⁶	0 ^{6,7}	2,550	0	17,563
Net New Residential GFA ⁴	0	0	418,217	0	0	0	0	418,217
TOTAL NET NEW	362,978	266,278	419,767	425,333	223,515	149,307	14,000	1,861,178

TABLE 1-1B: DEVELOPMENT PROGRAM BY BUILDING HEIGHT

	Phase 1	Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute Office Conversion ³
	Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	
Height (Feet)	250'	250'	400'	250'	Up to 250' ⁸	Up to 250'	N/A
Floors	19 Floors	Up to 16 Floors	Up to 38 Floors	Up to 17 Floors	Up to 15 Floors	Up to 15 Floors	N/A

TABLE 1-1CA: DEVELOPMENT PROGRAM SUMMARY PHASE 4 BASELINE (GFA)

	<i>Complete</i> Phase 1	<i>Complete</i> Phase 2	Phase 3		Phase 4 Baseline		Broad Institute	Total
	Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	Office Conversion ³	
Total Building GFA	441,614	383,479	419,767	425,333	435,398 ⁹		263,679	2,369,270
Existing Building GFA	(78,636)	(117,201)	0	0	(62,576)		(249,679)	(508,092)
Remaining GFA								
NEW INFILL GFA	362,978	266,278	419,767	425,333	372,822		14,000	1,861,178
Exempt GFA								
Innovation Space	(60,496)	(44,704)						(105,200)
Middle-Income Housing			(15,978)					(15,978)
Retail/Active Use ⁵								
NET NEW INFILL GFA	302,482	221,574	403,789	425,333	372,822		14,000	1,740,000
Existing District Aggregate Infill GFA ¹²								4,273,000
Utility Project GFA								800,000
TOTAL ALLOWABLE GFA								5,073,000

TABLE 1-1CB: DEVELOPMENT PROGRAM SUMMARY PHASE 4 ALTERNATIVE (GFA)

	<i>Complete</i> Phase 1	<i>Complete</i> Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute	Total
	Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	Office Conversion³	
Total Building GFA	441,614	383,479	419,767	425,333	286,091	302,400	263,679	2,522,363
Existing Building GFA	(78,636)	(117,201)	0	0	(62,576)	(145,603)	(249,679)	(653,695)
Remaining GFA ¹⁰						(7,490) ¹¹		(7,490)
NEW INFILL GFA	362,978	266,278	419,767	425,333	223,515	149,307	14,000	1,861,178
Exempt GFA								
Innovation Space	(60,496)	(44,704)						(105,200)
Middle-Income Housing			(15,978)					(15,978)
Retail/Active Use ⁵			0					
NET NEW INFILL GFA	302,482	221,574	403,789	425,333	223,515	151,546	14,000	1,740,000
Existing District Aggregate Infill GFA ¹²								4,273,000
Utility Project GFA								800,000
TOTAL ALLOWABLE GFA								5,073,000

- Area represents zero net new GFA. As a part of the Concept Plan Amendment #1, Commercial Building B replaced and reconstructed approximately 40,000 SF of previously existing retail, the majority of which is located on the ground level, and one level above ground. A portion remains one level below ground.
- GFA as defined in Article 2.0 of the Cambridge Zoning Ordinance.
- Represents the conversion of existing mechanical space that has been re-purposed/fit-out into leasable commercial/laboratory office space at the Broad Institute's 75 Ames Street location. The Applicant is not responsible for the execution of this component of the redevelopment of the MXD District.
- Incorporated within Commercial GFA figures is the Innovation Space tied to Commercial Building A and Commercial Building B, and within Residential GFA figures the Middle Income Housing tied to Residential Building South.
- Active Ground Floor Uses can include retail uses and active public gathering space (whether open or enclosed) where that ground floor fronts Main Street, Broadway or Ames Street, per Article 14.38 of the Zoning Ordinance.
- During Phase 3, Commercial Building C retail space will house a temporary bike valet serving Commercial Building C and Residential Building South. Once Commercial Building D is complete, the bike valet will transfer to Commercial Building D.
- Represents 6,946 SF of bike valet, which is exempt from GFA calculations under Section 5.25.2(b) and is not included in Commercial Building D's net new GFA calculations.
- Based on current massing, Commercial Building D is expected to be approximately 190-220 feet tall with 11-13 stories.
- Total Building and Net New GFA numbers reflect slight adjustments to the Phase 4 Baseline during the Design Review process that followed Concept Plan Amendment #2's approval.
- Remaining GFA includes GFA allocated within the MXD prior to KSURP Amendment 10 and MXD re-zoning in 2015.
- 7,490 SF of Remaining GFA includes GFA shifted from 300 Binney Street (5,251 SF), as part of that building's 2024 office to lab conversion, and unused GFA in the district.
- Total Existing District Aggregate GFA includes 60,000 GFA for Whitehead Institute. Per Article 14.32.2 of the Zoning Ordinance, the CRA shall require an Infill Development Concept Plan to be prepared providing for the distribution of additional GFA for new Utility Project GFA within the District above and beyond 4,273,000 SF of infill GFA approved under Concept Plan Amendment #1.

TABLE 1-1D: COMPARISON OF PHASE 4 BASELINE AND PHASE 4 ALTERNATIVE

	Phase 4 Baseline			Phase 4 Alternative		
	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	Totals	Commercial Building D 250 Binney St	Commercial Building E 105 Broadway	Totals
Net New GFA	372,822¹	0	372,822	223,515	149,307	372,822
Net New Commercial	372,822	0	372,822	223,515	146,757	370,272
Net New Retail	0	0		0	2,550	2,550
Existing GFA	62,576	145,603	208,179	62,576	145,603	208,179
Remaining GFA			7,490		7,490	7,490
Total Building GFA	435,398	145,603	581,001	286,091	302,400	588,491
Height	Up to 250' ¹	90'		Up to 250' ²	Up to 250'	
Floors	15	7		Up to 15 ³	Up to 15	

1. Net New GFA numbers reflect slight adjustments to the Phase 4 Baseline during the Design Review process that followed Concept Plan Amendment #2's approval.

2. Based on current massing, Commercial Building D is expected to be approximately 190' – 220' tall under the Phase 4 Alternative.

3. Based on current massing, Commercial Building D is expected to be approximately 11-13 stories under the Phase 4 Alternative.

TABLE 1-1E: DEVELOPMENT PROGRAM SUMMARY

(PHASE 4 ALTERNATIVE)

PROJECT GFA	2,522,363
Less Existing GFA	(653,695)
Less Remaining GA	(7,490)
TOTAL GFA (NET NEW)	1,861,178
Less Exempt GFA	(121,178)
NET NEW INFILL GFA	1,740,000
Office/Laboratory (GFA)	1,425,398
Retail/Active Use (GFA)	17,563
Residential (GFA)	418,217
Residential Units	Up to 465
Parking Spaces (total)	Up to 3,750
Bike Parking Long-Term Spaces	940
Bike Parking Short-Term Spaces	181 ¹

1 Includes 23 Bluebikes to be delivered in Phase 4.

The following sections describe each component under the Phase 4 Alternative in further detail. **Figure 1.5** presents the proposed massing conditions. **Figures 1.6A through 1.6E** present views of the proposed building massing under the Phase 4 Alternative.

PHASE 4 ALTERNATIVE: COMMERCIAL BUILDING D

Under the Phase 4 Alternative, Commercial Building D will contain 286,091 GFA, resulting in a smaller building of approximately 11-13 total occupiable floors (approximately 190'-220').

However, many key features will remain consistent with the baseline development pathway approved in Amendment #2. Commercial Building D will continue to be redeveloped as an office/laboratory building. Its ground floor plan will also remain unchanged. For example, it will continue to create an active use along the southern edge of the building, housing a permanent bike valet adjacent to the East/West Connector and Center Plaza.

Like the Phase 4 Baseline approved in Concept Plan Amendment #2, the building will partake in the creation of a lively public realm by making use of exterior terracing up the facades of the building, as well as establishing an active and pedestrian-friendly ground plane. Commercial Building D will also continue to promote increased intra-block porosity through options for pedestrian connectivity, as well as provide a connection point between the MXD site and the adjacent Volpe site to its west.

Figures 1.7A and 1.7B present the view perspective and massing of the reduced Commercial Building D under the Phase 4 Alternative. **Figures 1.7C through 1.7G** present building floor plans, **Figures 1.7H and 1.7I** present building section plans, and **Figures 1.7J through 1.7M** present building elevation plans.

PHASE 4 ALTERNATIVE: COMMERCIAL BUILDING E

Under the Phase 4 Alternative, the proposed Commercial Building E will consist of a new, 15-story commercial office/laboratory building totaling approximately 302,400 GFA. It will feature a taller ground-level lobby and amenity space, as well as a taller dedicated amenity floor at the vertical "streetwall" setback, as suggested for major public streets by Cambridge zoning guidelines.

The loading dock and access to below-grade parking will be located on the west side of the building off East Service Drive, maintaining enough setback from the service drive to provide a continuous pedestrian path and connection to Center Plaza.

Ground floor uses will include active space along the Broadway frontage. The ground level will establish not only a datum for the building (allowing for connections from the Sixth Street Connector and Center Plaza), but also protection from, and enhanced visibility to, the bike lanes on the Sixth Street Connector. Additionally, improvements to the East/West Connector on the north side of Commercial Building E will enhance the pedestrian connection between the Volpe site to its west and Center Plaza.

Figures 1.8A and 1.8B present the view perspective and massing of Commercial Building E, respectively. **Figures 1.8C through 1.8G** present the building floor plans, **Figures 1.8H and 1.8I** present the building section plans, and **Figures 1.8J through 1.8M** present the building elevation plans for Commercial Building E. Please note that the building massing shown is for zoning compliance and does not represent a proposed design. Design massing will be presented during a subsequent design review submission.

1.3.3 REQUESTED AMENDMENTS TO SPECIAL PERMIT

SUMMARY OF REQUESTED AMENDMENTS TO THE APPROVED CONCEPT PLAN

The following is a summary of requested amendments to Special Permit PB-315 by condition in order to enable the proposed Phase 4 Alternative.

CONDITION 1 - APPROVED DEVELOPMENT PROGRAM

1(a)(vi): New Development Authorized by IDCP: IDCP Amendment No. 2 authorized new development across four phases and five building sites (Commercial Buildings A-D, Residential Building South), as well as a separate Broad Institute Office Conversion scope of work (not undertaken by the Applicant).

Requested Amendment: Phase 4 would include an option (the “Phase 4 Alternative”) that would redistribute 149,307 square feet of Infill GFA from Commercial Building D to a new Commercial Building E located at 105 Broadway, such that Phase 4 would follow:

Phase 4 Baseline (Commercial Building D)

Total Building GFA:	435,398
Demolished GFA:	62,576
Net GFA:	372,822 ¹
Exempted GFA:	0
Net New GFA:	372,822

1. Net GFA under the Phase 4 Baseline reflects slight adjustments to Commercial Building D during the Design Review process that followed Concept Plan Amendment #2’s approval.

Phase 4 Alternative (Commercial Buildings D & E)

Total Building GFA:	588,491
Demolished GFA:	215,669
Net GFA:	372,822
Exempted GFA:	0
Net New GFA:	372,822

The Applicant will be deemed to have elected to pursue the Phase 4 Alternative if and when it submits seventy-five (75%) design drawings, as enumerated in Condition 3.d.vi. of IDCP Amendment #2, for any component of the Alternative. If the Applicant elects to pursue the Phase 4 Alternative, the Planning Board would have the right to approve any subsequent reversion to the Phase 4 Baseline as a Minor Amendment.

1(a)(ix): Parking: The IDCP authorized 3,750 parking spaces, including the development of 1,584 below-grade parking spaces planned as a garage beneath Commercial Buildings C and D.

Requested Amendment: Under the Phase 4 Alternative, the 1,584 planned below-grade parking spaces would be allocated

among three independent garages beneath Commercial Buildings C, D, and E respectively – with no additional parking spaces and, thus, no change (increase) to the current approved overall parking supply of 3,750 spaces.

1(a)(x): Bicycle Parking: The IDCP authorized 262 long-term and 160 short-term bike parking spaces, as well the construction of a 610-space bike parking valet facility.

Requested Amendment: Under the Phase 4 Alternative, an additional 68 long-term and 21 short-term bike parking spaces would be delivered in connection with the redevelopment of 105 Broadway, for the following total number of permitted bike spaces if both Commercial Building D and Commercial Building E are built:

- Long-term = 330 bike spaces
- Short-term = 181 bike spaces
- Bike valet = 610 bike spaces

1(b)(v): Commercial Building D (250 Binney Street): IDCP Amendment #2 authorized the demolition of the existing commercial building at 250 Binney Street with approximately 62,576 SF of GFA and the construction of a new commercial office/laboratory building with approximately 388,000 SF of net new Infill GFA (Commercial Building D).

Requested Amendment: Under the Phase 4 Alternative, the existing building at 105 Broadway containing 145,603 SF of GFA would be demolished, 7,490 SF of Remaining GFA would be used, and 151,546 SF of Infill GFA for office/lab space would be shifted from Commercial Building D to develop a new office/lab building, Commercial Building E, containing up to 302,400 SF of GFA.

Commercial Building D would be reduced from the 435,398 SF of GFA (refined during the Design Review process that followed Concept Plan Amendment #2’s approval) to approximately 286,091 SF (223,515 SF of new Infill GFA plus the 62,576 SF of GFA existing on the site).

CONDITION 10 – TIMING AND PHASING

10(b): Completion: IDCP Amendment #2 required construction of the development contained within the IDCP to occur within ten (10)

years of the date of issuance of Amendment #2, provided that if construction on a particular Phase has commenced prior to that date, such Phase shall be entitled to a Certificate of Occupancy so long as construction is continued through to completion continuously and expeditiously and all required improvements associated with that Phase are met.

Requested Amendment: To extend the allowable construction period commencement through 2038 for Commercial Building D and Commercial Building E.

CONDITION 14 – ADDITIONAL REQUIREMENTS FOR PHASE 3 AND PHASE 4 DEVELOPMENT

14(g): Green Roofs: IDCP Amendment #2 required Applicant to submit detailed, dimensioned roof plans concurrent with design review for Commercial Building C, Commercial Building D, and Residential Building South calculating the degree of conformance with the Green Roofs Requirement.

Requested Amendment: Under the Phase 4 Alternative, Commercial Building E would be included in roof plan submissions.

1.6 AGENCY COORDINATION AND PUBLIC OUTREACH

1.6.1 CITY AND STATE AGENCY COORDINATION

Before filing this Concept Plan Amendment #3, the Applicant has met with numerous City public agencies, including the following:

- Cambridge Redevelopment Authority
- Cambridge Community Development Department
- Cambridge Department of Public Works
- Cambridge Traffic, Parking & Transportation Department

1.6.2 PUBLIC OUTREACH

Building on a long history of public outreach within the MXD District, the Applicant has conducted a robust outreach program

associated with this proposed Concept Plan Amendment #3. This has included various community group meetings, an open house session, a public meeting of the CRA Board, and utilization of an online website forum on the CoUrbanize platform.

[For updated information about various components of the amendment, please log onto: HTTPS://WWW.MXDSB.SITE.](https://www.mxdsb.site)

The following summarizes public meetings that the Applicant has held since Concept Plan Amendment #2.

2022

April 12	Joint CRA Board and Planning Board Meeting
April 19	Joint CRA Board and Planning Board Meeting
October 13	Center Plaza Community Engagement Meeting
November 11	Center Plaza Community Engagement Meeting

2023

May 25	Center Plaza CRA and CDD Staff Meeting
June 5	Center Plaza CRA and CDD Staff Meeting
June 8	Center Plaza CRA Staff Meeting
July 11	Center Plaza Proto Tabling Event
July 13	Center Plaza CRA Staff Meeting
July 14	Center Plaza ECPT Community Meeting
August 9	Center Plaza Public Meeting
October 4	Center Plaza Joint CRA and CDD Meeting
October 25	Center Plaza CRA and CDD Staff Meeting
CRA-Led Online Center Plaza Survey with 106 Responses	

2024

March 1	Center Plaza CRA and CDD Staff Comments
May 30	Amendment #3 CRA Staff Review
June 18	Amendment #3 CRA and City (CDD, TP+T, DPW) Meeting
July 10	Amendment #3 CRA and CDD Pre-filing Meeting
July 29	Amendment #3 CDD/Zoning Staff Meeting
August 1	Amendment #3 CRA Staff Review
August 16	Center Plaza CRA and CDD Staff Meeting
August 27	Planning Board 290 Binney Design Update
September 18	Amendment #3 CRA Board Meeting
October 9	Amendment #3 Public Open House & Presentation
October 16	Amendment #3 Linden Park People Community Meeting
October 18	Amendment #3 Kendall Square Association Staff Meeting
October 23	Amendment #3 East Cambridge Planning Team Meeting
December 10	Joint CRA Board and Planning Board Meeting Center Plaza

Through the public meeting process, the project team has received consistently positive feedback on an option to reallocate GFA from Commercial Building D to a new building at Commercial Building E, which would shift density further from the residential East Cambridge neighborhoods. The project team has also heard and incorporated the following suggestions:

- **Active Use/Retail:** Public input emphasized the importance of an inviting, active ground floor on Broadway, including a comparison to the public lobby at 355/325 Main Street as an example of an inclusive space that feels accessible to the public. This has informed BXP's placement of active use and retail along Broadway and the Sixth Street Connector. It has also informed design features that the Applicant will study in subsequent design reviews, such as garage doors connecting opening into the retail space at 105 Broadway.
- **Programming:** Though not specific to the Phase 4 Alternative, public suggestions included a desire for winter programming in the MXD District, including the future Center Plaza. BXP will consider opportunities for winter programming both as Center

Plaza is developed, but also in existing open spaces such as Kendall Plaza and the UP Garden.

2 REGULATORY CONTEXT

2.0 INTRODUCTION

This section addresses the zoning requirements applicable to the Phase 4 Alternative and describes how the Phase 4 Alternative complies with those requirements, specifically:

- Sections 12.35.3(3) and 19.25 of the Zoning Ordinance (as required by Section 14.32.2.2);
- The General Special Permit Criteria enumerated in Section 10.43 of the Zoning Ordinance;
- The Citywide Urban Design Guidelines set forth in Section 19.30 of the Zoning Ordinance; and
- The Green Roof Requirement Reduction Special Permit Criteria set forth in Section 22.35.3 of the Zoning Ordinance.

This section also outlines the anticipated review and approval process for the Concept Plan Amendment #3 and the individual Project Components as design advances through Design Review Submission.

2.1 ZONING REQUIREMENTS

The Phase 4 Alternative meets zoning requirements and has the following zoning compliance updates relative to the Phase 4 Baseline approved in Concept Plan Amendment #2:

- **Building Height:** The Phase 4 Alternative proposes the construction of a new Commercial Building E and a modified Commercial Building D, each with a maximum height of 250 feet.
- **Retail/Active Ground Floor Uses:** The Phase 4 Alternative will result in a net increase of retail GFA through the

construction of new ground-level retail uses in Commercial Building E, which will better activate the public realm.

- **Open Space:** No substantive change in the overall open space program or area is proposed as part of the Phase 4 Alternative.
- **Parking:** In accordance with Concept Plan Amendment #2, the Applicant has demolished the Blue Garage to be replaced with up to 1,584 below-grade parking spaces. Under the Phase 4 Alternative, below-grade spaces will remain 1,584, distributed across three independent garages beneath Commercial Buildings C, D, and E. Commercial Building C will contain 529 spaces and Commercial D and E will contain approximately 598 and 457 parking spaces, respectively.
- **Bike Parking:** The Applicant is proposing to maintain the previously approved commercial bike valet in Commercial Building D, which will service the majority of anticipated long-term demand from Commercial Buildings C and D and Residential Building South. The required bike parking for Commercial Building E will be satisfied within the building itself, with 21 short-term spaces and 68 long-term spaces.

Table 2-1 below summarizes the key zoning Article 14.000 requirements and demonstrates how the Phase 4 Alternative aims to comply with these requirements. Sections of the document are referenced for further details.

TABLE 2-1: ZONING COMPLIANCE SUMMARY

Category	Zoning Requirement	Existing / Under Construction	Proposed Phase 4 Alternative	Document Ref.
14.33: Lot Density Limitation	No maximum floor area ratio for any project utilizing infill GFA (including utility project GFA).	Commercial Building A: 5.25 FAR Commercial Building B: N/A Commercial Building C: N/A	Commercial Building D: N/A Commercial Building E: N/A	Dimensional forms
14.34: Maximum Building Height	Up to 250 feet	250 feet (Commercial Building A) 250 feet (Commercial Building B) 250 feet (Commercial Building C)	250 Feet (Commercial Building D) 250 Feet (Commercial Building E)	Table 1-1
	Up to 400 feet for no more than one (1) mixed-use/residential buildings	400 feet (Residential Building South)		Table 1-1
14.32.5: Innovation Space	Minimum of 10% of office and biotech manufacturing uses (note: excludes utility project GFA)	105,200 GFA	N/A	Section 1.3.2 of IDCP Amendment #2
	Existing GFA within the district can be converted	Innovation space conversion at 255 Main Street complete Innovation space at Commercial Building B in progress	N/A	
14.38: Active Ground Floors	Ground floor of buildings of 50,000 SF or more fronting Main Street, Broadway, or Ames Street must be occupied by retail and consumer service uses or active public gathering space (whether open or closed) along a minimum 75% of frontage; provided, however, that the requirement shall be 40% for any building with a façade length of one hundred (100) feet or less along such frontage ¹	10,287 GFA net new for buildings fronting Main Street, Broadway, or Ames Street 40,386 GFA Existing/Reconstructed	2,550 GFA net new ² for buildings fronting Main Street, Broadway, or Ames Street N/A	Section 4.2, Section 5.3.1
14.42: District Public Open Space	Minimum 100,000 sf within the district reserved or designated as public open space	Refer To Section 3, Open Space		Section 3.2
	Minimum of 15% of total land area within the MXD district designated or reserved as public or private open space			
14.43: Project-Based Open Space	Contribute to the open space network of the district, per section 403 of the KSURP	Refer To Section 3, Open Space		Section 3.2
14.71.3: District Public Open Space – Ames Street District	Meet district public open space requirement (Section 14.42), and maintain a minimum of 53,000 square feet of public open space within the Ames Street District	70,540 SF of Public Open Space	N/A	Section 3.2

TABLE 2-1: ZONING COMPLIANCE SUMMARY

Category	Zoning Requirement			Existing / Under Construction		Proposed Phase 4 Alternative		Document Ref.
14.52: Parking	Max 0.9 /1,000 sf commercial	1,411,398 ³ GFA	1,270 spaces	Up to 1,042 spaces net new since 2016 IDCP ⁴				Table 5-2, Section 5.3
	Max 0.5 space/1,000 sf retail	17,563 GFA	9 spaces					
	Min 0.25 space/dwelling unit	465 units	116 spaces					
	Max 0.75 space/dwelling unit	465 units	349 spaces					
	Total Maximum parking		1,630 spaces					
	Total Minimum Parking		116 spaces					
14.52: Bike Parking	Long-term:							Table 5-1, Section 5.3
	0.3 spaces/1,000 sf office	936,871 ³ GFA	281 spaces	Commercial Bldg. A	134 spaces	Commercial Bldg. D	610 spaces ⁶	
	0.22 spaces/1,000 sf R&D	474,527 GFA	104 spaces	Commercial Bldg. B	108 spaces ⁶	Commercial Bldg. E	68 spaces	
	0.1 spaces/1,000 sf retail	17,563 GFA	2 spaces	Commercial Bldg. C	610 spaces ⁶			
	1.05 spaces per dwelling unit ⁵	465 units	488 spaces	Residential Bldg. South	20 spaces ⁶			
	Total Long-Term Bike Parking		876 spaces					
	Short-term:							Table 5-1, Section 5.3
	0.06 spaces/1,000 sf office	936,871 ³ GFA	56 spaces	Commercial Bldg. A	34 spaces	Commercial Bldg. D	18 spaces	
	0.06 spaces/1,000 sf R&D	474,527 GFA	29 spaces	Commercial Bldg. B	47 spaces ⁶	Commercial Bldg. E	21 spaces	
	0.6 spaces/1,000 sf retail	17,563 GFA	11 spaces	Commercial Bldg. C	18 spaces ⁶			
0.10 spaces per dwelling unit	465 units	47 spaces	Residential Bldg. South	20 spaces ⁶				
Total Short-term Bike Parking		143 spaces						
14.53: Loading Requirements	Sufficient off-street loading to meet needs of users			Commercial Bldg. A	3 bays*	Commercial Bldg. D	4 bays*	Section 5.3.3
				Commercial Bldg. B	3 bays	Commercial Bldg. E	4 bays*	
				Residential Bldg. South	2 bays		*(one trash)	
				Commercial Bldg. C	4 bays *(one trash)			

- Active Ground Floor Uses can include retail uses and active public gathering space (whether open or enclosed) where that ground floor fronts Main Street, Broadway or Ames Street, per Article 14.38 of the Cambridge Zoning Ordinance.
- Includes approximately 2,550 sf retail at Commercial Building E.
- Excludes 14,000 GFA dedicated to Broad Institute Office Conversion.
- Spaces are allocated across the existing Commercial Building A, Green, and Yellow Garages, and in the future below-grade parking to be constructed under Commercial Buildings C, D and E. Concept Plan Amendment #3 proposes a net change of 0 spaces compared to Amendment #2, and a total addition of 1,042 spaces since the Original Concept Plan was approved. See **Table 5-2** for further details.
- Per schedule in Section 6.107.2 of the Zoning Ordinance the first 20 units in a building are subject to a ratio of 1.00 spaces per dwelling unit.
- As approved in the Concept Plan Amendment #2, the Applicant intends to satisfy bicycle parking demand from Residential Building South, Commercial Building C, and Commercial Building D via a commercial bicycle valet in Commercial Building D. The Bike Valet will be located temporarily in Commercial Building C while Commercial Building D gets built.

2.2 REVIEW AND APPROVAL PROCESS

CONCEPT PLAN AMENDMENT #3

Concept Plan Amendment #3 is being submitted to the Planning Board and the CRA Board as a Major Amendment to the Approved Concept Plan; therefore, this application is subject to all of the same notice and hearing requirements as would be applicable to a new Special Permit. Under Concept Plan Amendment #3, the Planning Board and the CRA Board should consider the substance of the proposed changes (and not review the entirety of the Original Concept Plan) where proposed changes do not constitute a substantial alteration to the intent, purpose, and substance of the Special Permit.

Concept Plan Amendment #3 aims to amend the Special Permit for the redevelopment of the MXD District to establish a development alternative for Phase 4. This is consistent with Article 14.32.3 of the Zoning Ordinance, which states that: “Alternatives and variations may be allowed as set forth in the conditions of the special permit.”

In approving Concept Plan Amendment #3, the Planning Board and the CRA Board would allow for the opportunity to either:

- Proceed with the approved redevelopment of 250 Binney Street as described in Concept Plan Amendment #2 – referred to as the “Phase 4 Baseline”; or
- Use the Utility Project GFA originally allocated to Commercial Building D to redevelop a smaller building at 250 Binney and a newly proposed building at 105 Broadway – referred to as the “Phase 4 Alternative.”

The Phase 4 Baseline would continue to remain in effect unless and until the Applicant submits 75% design drawings for a revised Commercial Building D and/or for Commercial Building E, as detailed in Special Permit PB-315 Condition 3.d.vi.

DESIGN REVIEW

As described in the Zoning Ordinance, a Design Review Submission (schematic design) will subsequently be submitted for each Project Component under the Phase 4 Alternative and its associated public improvements. Design Review Submissions will

build on the design guidelines provided in this Concept Plan Amendment #3 and provide specific details about the individual Project Components, for review and approval jointly by the Planning Board and the CRA Board.

Table 2-2 below presents the anticipated sequence and general detail of information submitted with each component piece of the Special Permit.

TABLE 2-2: SPECIAL PERMIT SUBMISSION INFORMATION PLAN			
	Infill Development Concept Plan Amendment #3	(Revised) Design Review Commercial Building D (250 Binney Street)	Design Review Commercial Building E (105 Broadway)
Transportation	X		
Ped. Circulation	X		
Concept Open Space	X		
Final Open Space		X	X
Bike Parking	X	X	X
Vehicle Parking	X	X	X
Loading	X	X	X
Retail Planning	X		X
Stormwater	X		
Shadow Analysis	X	X	X
Noise	X		
Wind – Wind Tunnel	X	X	X
Sustainability	X	X	X
Building Design		X	X

Subsequent to Design Review, but prior to issuance of a Building Permit, the applicant is required to submit 75% design drawings for review and comment by applicable City departments, as detailed in Special Permit PB-315 Condition 3.d.vi. At this point, the Phase 4 Alternative would take effect, and any reversion to the Phase 4 Baseline would require a Minor Amendment.

2.3 FINDINGS AND APPROVALS

As described in Section 14.32.2.2 of the Zoning Ordinance, the Planning Board shall grant a special permit approving a concept plan upon determining it meets the criteria for approval of a PUD

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. In making its findings, the Planning Board shall consider the objectives set forth in the Kendall Square Final Report of the K2C2 Planning Study (the “K2 Guidelines”) and the Volpe Working Group’s Planning & Design Principles dated July 20, 2017 (the “Volpe Guidelines”). The approval of a Concept Plan shall serve to meet any applicable project review requirements of Article 19.000, although is still in conformance with Article 19.30 (Citywide Urban Design Objectives) nonetheless.

2.3.1 CONFORMANCE WITH ARTICLE 12.35.3(3)

Section 12.35.3(3) of the Zoning Ordinance provides that:

Approval of the Development Proposal shall be granted only upon determination that the Development Proposal provides benefits to the City which outweigh its adverse effects. In making this determination the decision-making authority shall consider the following:

2.3.1.1 QUALITY OF SITE DESIGN

Concept Plan Amendment #3 continues to present a vision that reflects the unique needs and interests of the people who live, work, connect, and innovate within Kendall Square. The Phase 4 Alternative will comply with the current MXD Zoning and KSURP.

The public realm will incorporate spatial design and material selections to maximize safe, meaningful visitor experiences consistent with the district and adjacent parcels.

2.3.1.2 TRAFFIC FLOW AND SAFETY

A Traffic Impact Study (TIS) Update technical memo, dated November 7, 2024, was developed as part of the Concept Plan Amendment #3 and submitted to the City of Cambridge Traffic, Parking and Transportation Department (TP&T), on November 7, 2024.

The Phase 4 Alternative has the following key attributes:

- Zero net-increase of GFA and, as a result, zero net-increase in area traffic when compared to Concept Plan Amendment #2;

- Zero net-increase of approved parking supply (3,750 total parking spaces, as approved in Amendment #2);
- Redistribution of 1,584 parking spaces previously approved as a shared garage at 290 and 250 Binney Street, into three below-grade garages: (1) 457 parking spaces in the 105 Broadway Garage, (2) 529 in the 290 Binney Garage, (3) 598 in the 250 Binney Garage;

Refer to Section 5, Transportation, for an overview of the TIS Update memo and to Appendix B for a copy of it.

2.3.1.3 ADEQUACY OF UTILITIES AND OTHER PUBLIC WORKS

City utilities are generally adequate to support the Phase 4 Alternative. Section 6, Infrastructure, details the existing and proposed utility infrastructure, and specific infrastructure improvements and services associated with the Phase 4 Alternative. This section also details measures that the Applicant will take to reduce the impacts of the Phase 4 Alternative on the existing utility systems.

2.3.1.4 IMPACT ON EXISTING PUBLIC FACILITIES

It is not anticipated that the Phase 4 Alternative will have a significant impact on City services. The proposed buildings will meet all applicable codes at the time of building construction.

2.3.1.5 DELIVERY OF PUBLIC BENEFIT

The Phase 4 Alternative is proposing to deliver significant public benefits, as outlined throughout this Concept Plan Amendment #3 and highlighted below:

- Delivery of new, Class A commercial lab/office space;
- Delivery of a new below-grade parking garage beneath Commercial Building E that replaces part of the above-grade parking spaces that used to be in the Blue Garage;
- Enhancement of the open space around Commercial Building E, including an improved sidewalk experience alongside Broadway and the East/West Connector on the north side of the building;

- Activation of Binney Street and Broadway through the introduction of new ground floor retail/active uses that will encourage pedestrian activity throughout the day;
- Encouragement of alternative modes of transportation, through the addition of new covered and secure long-term and short-term bicycle parking spaces, and the enhancement of pedestrian and bicycle connections; and
- Generation of substantial new annual real estate tax revenue for the City, as well as additional income and sales tax revenues generated through the influx of new workers.

2.3.2 CONFORMANCE WITH ARTICLE 19.25

As determined by TP&T staff, a certified TIS is not required for the Phase 4 Alternative. In lieu of a certified TIS, as requested by TP&T staff, a TIS Update technical memo was provided. Refer to Section 5, Transportation, for an overview of the TIS Update memo and to Appendix B for a copy of it.

2.3.3 CONFORMANCE WITH ARTICLE 10.43

The following section demonstrates how the Phase 4 Alternative conforms with Article 10.43: Criteria for Issuance of Special Permits.

2.3.3.1 REQUIREMENTS OF THE ORDINANCE

The Phase 4 Alternative is compliant with Article 14, governing development in the MXD District.

2.3.3.2 PROJECT-RELATED TRAFFIC AND ACCESS

There is no incremental increase in area traffic as a result of the Phase 4 Alternative. Reference Sections 2.3.1.2 and 2.3.2 for further details.

2.3.3.3 IMPACT TO ADJACENT USES

Adjacent parcels include the existing Biogen building located at 115 Broadway; Residential Building South and Commercial Building C, both of which are under construction; the permitted

Center Plaza; and the future Volpe Project. Under the Phase 4 Alternative, by reallocating GFA to Commercial Building E for both commercial and retail use, this Concept Plan creates a well-defined street edge that responds to the adjacent Volpe site redevelopment project, activates a now heavily transited intersection at Broadway and Ames Street, and enhances the overall pedestrian experience of the MXD District.

2.3.3.4 HEALTH, SAFETY, AND/OR WELFARE OF OCCUPANTS AND PUBLIC

Under the Phase 4 Alternative, the modified Commercial Building D and proposed new Commercial Building E will be designed to a high level of life safety, accessibility, and sustainability with emphasis on internal air quality, health and wellness, sustainable and locally sourced materials, and energy-efficient systems.

Commercial Building D will continue to provide the open space and sustainability strategies presented in Concept Plan Amendment #2. Commercial Building E will be designed in conformance with the current state building code, including the Stretch Energy Code, at the time it is advanced. Additionally, the Phase 4 Alternative will be operated in compliance with all health and safety regulations of the City of Cambridge. The East/West Connector on the north side of Commercial Building E will be designed with short-term bicycle parking, seating areas, a pedestrian pathway, landscaping, greenery, and ample lighting to enhance safety and the pedestrian experience at night and for people to linger and further activate this space.

2.3.3.5 PROJECT-RELATED IMPACTS TO THE DISTRICT OR ADJOINING DISTRICTS

The proposed commercial office/laboratory and retail/active ground floor uses are permitted under Article 14 of the Cambridge Zoning Ordinance and are consistent with the uses of adjacent properties within the MXD District and with neighboring zoning districts.

2.3.3.6 CONSISTENCY WITH URBAN DESIGN OBJECTIVES

As proposed, the modified Commercial Building D and new Commercial Building E are consistent with design guidelines applied to the adjacent Volpe project while respecting the

aspirations and objectives of the original KSURP Design Guidelines and K2/C2 as incorporated into Concept Plan Amendments #1 and #2. Refer to Section 10, Design Guidelines, of this Concept Plan Amendment #3 for more details.

2.3.4 CONFORMANCE WITH ARTICLE 19.30

The Phase 4 Alternative meets the policy objectives under Article 19.30, Citywide Urban Design Objectives by being responsive to the existing site conditions and the anticipated pattern of the MXD development. The implementation of the Phase 4 Alternative will include comprehensive environmental impact studies and integrated infrastructure improvements and resiliency design. It will improve the public realm with an enhanced streetscape and provide active use and retail space for residents and the public. Refer to other Sections of the Concept Plan Amendment #3 for more details.

2.3.5 COMPLIANCE WITH SPECIFIC SPECIAL PERMIT CRITERIA

The following section demonstrates how the Phase 4 Alternative conforms with criteria specific to a special permit being sought.

2.3.5.1 SECTION 22.35.3 GREEN ROOF REQUIREMENT REDUCTION SPECIAL PERMIT

The Applicant understands the City Council approved a zoning petition on May 3, 2021 (effective June 1, 2021) that requires the installation of green roofs, or BioSolar roofs, on future construction and significant rehab of buildings that are 25,000 SF and larger. As the design advances for the Phase 4 Alternative, the Proponent will ensure that Commercial Building E is designed to meet the green roof area requirements of 22.35.2(b) pending further analysis of available roof area; if sufficient roof area is not available, the Phase 4 Alternative will follow the exemption pathway of 22.35.3.

3 OPEN SPACE

3.0 INTRODUCTION

This section details the proposed open space, streetscape, and landscape improvements associated with the Phase 4 Alternative with a focus on the areas at or near Commercial Building E. There are no proposed open space, streetscape, or landscape changes for Commercial Building D as part of the Phase 4 Alternative. This section also presents the tree protection and mitigation strategy proposed for the Alternative.

The key elements of this section include:

- The open space around Commercial Building E has been modified to provide enhancements to the East/West Connector on the north side of the building, Sixth Street Connector, Broadway, and East Service Drive, while more broadly continuing to meet MXD District open space requirements.
- The streetscape will be improved for Commercial Building E along Broadway, the Sixth Street Connector, East Plaza Drive, and the East/West Connector to the north of Commercial Building E.
- Existing trees will be maintained to the extent that building construction and predicted tree viability allow, and trees and soils along Sixth Street Connector will be protected fully.
- An updated proposed Tree Protection and Mitigation Plan for the MXD reflects the current conditions, as of 2024, including progress on implementation and changes in the health of individual trees. The proposed strategy to protect existing trees and mitigate any tree removal has been updated to account for the Phase 4 Alternative.

3.2 PROPOSED OPEN SPACE

OPEN SPACE OBJECTIVES

The modified open space around Commercial Building E will enhance the broader MXD District, maintaining the objective of creating inclusive and accessible design, environmental sustainability, and multi-purpose activation informed by the broader context of proximate open spaces across the District, as identified in **Figure 3.1**.

The total area of public open space provided is expected to remain consistent with the areas proposed in Amendment #2. From a phasing perspective, Center Plaza will be moved forward from Phase 4 to Phase 3. Refer to **Figure 3.2** for the proposed open space phasing plan for Parcel 2.

OPEN SPACE DEFINITION, REQUIREMENTS & PROVISION

The open space requirements for the IDCP Master Plan comprise three parts as defined in Section 403 of Kendall Square Urban Redevelopment Plan (KSURP) and Article 14.4 of the Cambridge Zoning Ordinance (CZO):

- District Open Space, CZO14.4.2
- Public Open Space Requirement, CZO14.42/KSURP403.1
- Project Open Space Requirements, CZO14.43/KSURP403.2

Table 3-1 below provides a summary of the required Open Space and proposed Open Space between Concept Plan Amendments #2 and #3. An explanation and breakdown of each type of requirement is provided in **Tables 3-2 through 3-5**.

The concepts approved in Amendment #2 exceed each of these requirements by a large margin. The concepts proposed under the Phase 4 Baseline in this Amendment #3 affect only Parcel 2 and exceed these requirements by a similar margin.

TABLE 3-1: SUMMARY OF OPEN SPACE REQUIREMENTS

Open Space	Required	Provided (Approved Amendment #2)	Provided (Proposed Amendment #3)
District Open Space	15% of Total MXD Area 151,589 SF	463,223± SF	468,115± SF
Public Open Space	100,000 SF	300,435± SF	301,653± SF
Project Based Open Space	131,215 SF	145,405± SF	147,258± SF

OPEN SPACE REQUIREMENTS

The MXD site encompasses over 1 million SF of land, excluding rights-of-way. At least 15% of this area must be designed as Open Space, contributing to an interconnected network of public spaces in the broader Kendall Square Network.

TABLE 3-2: MXD PARCEL AREAS

MXD Parcel	Area
Parcel 2	445,825 SF
Parcel 3	229,558 SF
Parcel 4	257,824 SF
Grand Junction + Binney St Park	77,361 SF
TOTAL EXISTING MXD AREA	1,010,596 SF
TOTAL OPEN SPACE REQUIRED (15% of total existing MXD area)	151,589 SF

“Open Space” is defined by Article 14.4 as landscaped areas, including plazas, roof decks, and balconies, that are accessible to occupants of the associated buildings. All or part of these areas may be accessible to the general public. Streets, parking lots, driveways, loading spaces, and areas inaccessible to pedestrian circulation are not included.

In the approved Concept Plan Amendment #2, the Open Space Network comprises over 40% of the land area, far exceeding requirements. As shown in **Table 3-3**, the design changes

proposed in Amendment #3 under the Phase 4 Alternative affect only the open space network in Parcel 2, and the proposed Open Space Network will still comprise over 40% of the land area. Refer to **Figure 3.3** for the open space plan for Parcel 2.

TABLE 3-3: APPROVED AND PROPOSED OPEN SPACE

MXD Parcel	Approved Amendment #2	Proposed Amendment #3
Parcel 2	151,590	155,186
Parcel 3	73,456	No Change
Parcel 4	141,247	No Change
Sixth Street Connector (within MXD)	19,569	No Change
Grand Junction + Binney St Park	77,361	No Change
Total MXD OS (±SF)	463,223	466,819

PUBLIC OPEN SPACE REQUIREMENTS

“Public Open Space” is defined by Article 14.4 as open space reserved for public use and guaranteed by public-entity ownership or dedication, permanent easements or deed restrictions, dedication by covenant, or long-term lease. A minimum of 100,000 SF within the District must be dedicated as Public Open Space.

The approved Concept Plan Amendment #2 provides over 300,000 SF of Public Open Space, far exceeding the required area. As shown in **Table 3-4** below, under the Phase 4 Alternative, Concept Plan Amendment #3 affects only Parcel 2 and continues to provide over 300,000 SF of Public Open Space (**Figure 3.3**).

Within Parcel 2, almost 27,000 SF of Public Open Space has been built, with another 10,000 SF under construction. An additional 48,000 SF have been approved under IDCP Amendment #2. With the Alternative proposed in Amendment #3, the area would remain essentially the same, and exceed the Public Open Space Requirement described in Article 14.42.

TABLE 3-4: APPROVED AND PROPOSED PUBLIC OPEN SPACE

	Approved Amendment #2	Proposed Amendment #3
Parcel 2 Enhanced Open Space	82,011	83,229
Kendall Square Rooftop Garden	25,340	No Change
Rooftop Connector Terraces	2,916	No Change
Kendall Plaza	14,372	No Change
Galaxy Park	18,664	No Change
75 Ames St Open Space	6,867	No Change
Daniel Lewin Park (Center Only)	5,297	No Change
Daniel Lewin Park (West)	4,955	No Change
Daniel Lewin Park (East)	7,341	No Change
Original Broad Open Space (7cc)	5,022	No Change
Whitehead Plaza	10,930	No Change
Grand Junction	27,300	No Change
Binney Street Park	50,061	No Change
Sixth Street Connector (Within MXD)	19,569	No Change
Sixth Street Connector (Outside of MXD)	19,790	No Change
TOTAL PROPOSED PUBLIC OS (±SF)	300,435	301,653

PROJECT BASED OPEN SPACE REQUIREMENTS

“Project Based Open Space Requirements”, as defined in Article 14.4, are tied to the amount of Infill GFA proposed for the development – 8 SF of OS per 100 SF of Infill GFA (8:100) for Commercial and Residential Development, and 10:100 for Retail Development. The approved IDCP Amendment #2 provides over 13,000 SF of Public Open Space beyond the required amount. The proposed Alternative in IDCP Amendment #3 affects Parcel 2 only and will provide an additional almost 2,000 SF of net new Public Space beyond the requirement (**Table 3-5**).

TABLE 3-5: IDCP OPEN SPACE

	Approved Amendment #2	Proposed Amendment #3
Required Open Space	132,084	132,135
Completed / Under Construction	102,079	102,079
Commercial Building D	30,005	18,381
Commercial Building E		11,675
Provided Open Space	145,405	147,258
Completed / Under Construction	98,405	98,405
Center Plaza	30,000	29,136
(SE) EW Connector	10,000	11,506
(NE) EW Connector	7,000	8,211
Excess Open Space	13,321	15,123
Net New Open Space		1,853

3.3 COMMERCIAL BUILDING E OPEN SPACE PLAN

Under the Phase 4 Alternative, Commercial Building E’s location offers a unique opportunity to activate a heavily trafficked area in the district. As shown in **Figure 3.4**, the site is flanked by the East/West Connector to the north, which will continue to be an important passage connecting Volpe to the east to Center Plaza. With the Children’s Park now located at Center Plaza, the East/West Connector will be designed with short-term bicycle parking, seating areas, a pedestrian pathway, landscaping, greenery, and ample lighting to enhance safety and the pedestrian experience at night and for people to linger and further activate this space.

The Applicant will locate active use along the Sixth Street Connector to bolster the already active pedestrian and cyclist thoroughfare. The building’s form will respond to the important intersection of the Connector and Broadway, enhancing visibility and encouraging pedestrian and cyclist use.

The building façade articulation and ground floor uses proposed for Commercial Building E will greatly enhance Broadway to the south

by creating a more vibrant, attractive, and functional urban environment. Internal to the building, the Applicant will incorporate retail and/or active uses and external to the building, wide sidewalks with benches, lighting, trees, and bike parking to enhance the pedestrian experience.

Additionally, while pedestrians will be encouraged through signage to use the Sixth Street Connector and East/West Connector to access Center Plaza, Volpe, and generally connect to the greater district, the Applicant understands that there will still be some pedestrian flow through East Service Drive. As such, the Applicant will create a safe and accessible walkway along the western edge of the building.

3.4 STREETScape AND LANDSCAPE IMPROVEMENTS

The following section describes the guidelines for the streetscape and publicly available pathways that will apply to Broadway, East Service Drive, and the Sixth Street Connector. In addition to these general guidelines, City Street standards shall apply, as well as the joint CRA's May 2017 City ALTA cycle track design.

Note that all public space proposals will evolve with the design of the building. The following guidelines shall apply:

1. Streets shall be designed to improve pedestrian and bicycle access, circulation, and safety.
2. Intersections between private access roads, loading docks, and streets shall be carefully designed to compromise between the variable needs of pedestrians, bicycles, automobile traffic, bus traffic, delivery trucks, and emergency service vehicles.
3. Bike racks shall be included in a manner consistent with zoning for short or long-term bike uses, and dedicated space provided for municipal bike share systems as required by PTDM or Zoning.
4. Lighting shall be provided that is consistent with city standards and balances concerns between light pollution, safety, and the creation of a compelling evening streetscape, outdoor patio, retail, and open space environment.

5. Where possible, planted areas and permeable hardscape shall be included to allow for water infiltration.
6. Street furnishing shall be consistent with City Standards to allow for points of gathering, rest, and for bicyclist uses.
7. Materials for the sidewalks, drive aprons, bicycle lanes, roadways, and landscaped areas will be designed consistently with the guidelines outlined in Concept Plan Amendment #2, Chapter 10.

3.4.1 STREETScape IMPROVEMENTS ON BROADWAY

As illustrated in **Figure 3.5A**, under the Phase 4 Alternative the streetscape along Broadway will be designed to complement the ALTA Cycle Track design. Trees, street furniture, and crossings will be placed to facilitate safe interactions between pedestrians, cyclists, and vehicles. Locations for street trees and amenities proposed in the ALTA plan have been reviewed and, where appropriate, updated to better reflect the active ground floor uses of Commercial Building E.

3.4.2 STREETScape IMPROVEMENTS AT THE EAST/WEST CONNECTOR AND SIXTH STREET CONNECTOR

Under the Phase 4 Alternative, the revised landscape design for the East/West Connector on the north side of Commercial Building E will include expanded pedestrian circulation areas connecting from East Service Drive across the Kittie Knox Bike Path to the Sixth Street Connector. This connection will include convenient access to the interior bicycle room in Commercial Building E. Additional trees, benches, and short-term bike parking will be included in the design. Refer to **Figures 3.5B and 3.5C** for street sections of the Sixth Street Connector and East Plaza Drive, respectively.

3.6 TREE PROTECTION AND MITIGATION PLAN

An existing tree assessment, including MXD Parcels 2 and 4, and the adjacent Sixth Street Connector, was conducted by Bartlett Tree Experts as part of Concept Plan Amendment #2 and updated for this Amendment #3. The existing tree types and conditions are shown in **Figure 3.6**.

The following points were used in the assessment:

1. Life span of species
2. Constraints on soil depth
3. Soil compaction
4. Tree canopy competition
5. Insect damage
6. Impact of Projects' design intent

Additional information regarding diameter at breast height (DBH) of trees is referenced in **Figure 3.7**. The design team will maintain in place all existing trees to the extent that building construction and predicted tree viability allows. Trees and soils along the Sixth Street Connector will be protected fullest extent possible.

3.6.1 PROPOSED TREE PROTECTION PLAN

Figure 3.8 identifies the trees to be removed and those trees that will be protected.

3.6.1.1 BINNEY STREET

The tree protection plan around Commercial Building D is unchanged from what was approved under Concept Plan Amendment #2. Three street trees along Commercial Building D will be removed to create an entrance plaza for the proposed building. They will be replaced by five street trees at the corner of East Service Drive and Binney Street, framing the entrance into the site and Center Plaza.

3.6.1.2 BROADWAY

The existing street trees along Broadway have been removed during the construction of the ALTA Cycle Track. Under the Phase 4 Alternative, at least six new street trees are proposed along Broadway to provide shade and complement the Cycle Track and the active ground floor uses anticipated in Commercial Building E.

3.6.1.3 SIXTH STREET CONNECTOR

The tree protection plan along the Sixth Street Connector is unchanged from the plan that was approved under Amendment #2. All of the red oak trees that line the Connector will be maintained in place.

3.6.1.4 PROPOSED TREES – GENERAL STRATEGY

Proposed tree spacing, soil volumes, and irrigation will be employed as part of the design solution to optimize tree health, human experience, and overall aesthetic approach. At constrained soil conditions, structural soil will be employed. Tree species will be in keeping with the overall MXD Project and Broadway Street planting strategy in coordination with the City of Cambridge Arborist.

4 RETAIL PLAN

4.0 INTRODUCTION

This section lists the overall goals of the Phase 4 Alternative's retail design and describes the future retail plan for the proposed Commercial Building E.

The Phase 4 Alternative is consistent with the goals established in Concept Plan Amendment #2. Though substantially disrupted by the COVID-19 pandemic, work-from-home trends, and inflation, the Applicant expects retail space to continue to play a key role in framing and enlivening the overall MXD and specifically the improved public spaces and streetscapes detailed in this submission.

The key elements of this section include:

- No changes are proposed to the ground floor active uses approved for Commercial Building D as part of Concept Plan Amendment #2.
- The ground floor of Commercial Building E will benefit considerably from its location on the busy intersection of Broadway and Ames Street, as well as its direct links to the Sixth Street Connector and Center Plaza.
- Commercial Building E and the adjacent Residential Building South (under construction) are positioned to serve as a key "gateway" to the North Parcel in general, as well as the reimagined Center Plaza open space.

4.2 FUTURE RETAIL PLAN

4.2.1 TARGET RETAIL OPPORTUNITIES

The following description of potential retail and active use space in Commercial Building E offers context to the future retail program for long range planning purposes (**Figure 4.1**). The market conditions, retail concepts, and needs of the Cambridge community will evolve between the time of this submission and the delivery of physical, ready to lease, retail space, which may affect these plans.

4.2.1.1 COMMERCIAL BUILDING E

Under the Phase 4 Alternative, Commercial Building E will contain approximately 2,550 SF dedicated for retail/active use. This 2,550 SF of retail/active use will likely include a food and beverage concept along the building's southern edge. The Applicant will explore features such as garage doors along this edge to create opportunities for indoor/outdoor seating and porosity between the building and the public realm on Broadway.

4.2.2 IMPLEMENTATION AND POINT OF CONTACT

The Applicant initially designates Vicky Plestis, Project Manager Development, as the point of contact for monitoring and implementation of retail planning. Ms. Plestis can be reached at vplestis@bxp.com.

4.2.3 INCENTIVES FOR LOCAL RETAIL

In an effort to ensure the goals outlined above, the Applicant will continue to consider certain economic incentives depending on market conditions and the location of the space. The following economic incentives may be explored and included in a lease with a desirable local or independent retailer:

- Rent that is set below the market rent for national chains;
- Flexible initial lease durations and extension options;
- Tenant Improvement allowances; and
- Using a percentage of sales structure as part of the total rent.

4.2.4 MONITORING

The Applicant will meet annually with the CRA and at least twice each year after the issuance of a building permit to discuss the retail market, new retail concepts, emerging local and independent retailers, and general leasing activity.

5 TRANSPORTATION

5.0 INTRODUCTION

This section provides an update to the Transportation Impact Study (TIS) (the “TIS Update”) and the Kendall Square Transit Enhancement Program (KSTEP), presents the proposed transportation conditions surrounding Commercial Building E under the proposed Phase 4 Alternative, and describes the Traffic Demand Management (TDM) plan. There are no proposed transportation changes for Commercial Building D as part of the Phase 4 Alternative.

The key elements of this section include:

- **Vehicle Trips:** As determined by the Traffic, Parking & Transportation Department (TP&T) staff, a certified TIS is not required for the Phase 4 Alternative. In lieu of a certified TIS, TP&T staff requested a TIS Update technical memo, a copy of which is presented in **Appendix B**.
- **Vehicle Parking:** The Phase 4 Alternative will maintain the previously approved 3,750 total parking spaces but proposes to shift 457 structured parking spaces to Commercial Building E.
- **Bicycle Parking:** The Phase 4 Alternative aims to deliver additional bicycle parking as required by Article 6.100 of the Zoning Ordinance by providing 68 long-term bike parking spaces within a bike room and 21 exterior short-term spaces for visitors for Commercial Building E. Commercial Building D will provide the previously approved bike parking as identified in Concept Plan Amendment #2, thus resulting an overall increase in bike parking under the Phase 4 Alternative.
- **Transportation Demand Management (TDM):** The Phase 4 Alternative will maintain the TDM measures enacted with Concept Plan Amendment #2’s approval in 2021.

5.1 TIS UPDATE OVERVIEW

There are no incremental increases in area traffic as a result of the proposed GFA shift and, therefore, TP&T staff determined that a

certified TIS is not required for the Phase 4 Alternative. In lieu of a certified TIS, and as requested by TP&T staff, the Applicant has submitted a TIS Update technical memorandum with supporting graphics on November 7, 2024. This 2024 memorandum update is presented in **Appendix B** and includes figures reflective of existing transportation conditions and traffic distribution provided for reference; no technical analysis updates were made in connection with the preparation of this update, as this amendment only involves the shifting of previously-approved GFA from the Commercial Building D to the new Commercial Building E.

5.2 KENDALL SQUARE TRANSIT ENHANCEMENT PROGRAM (KSTEP)

The CRA and Applicant remain focused on preserving and enhancing the favorable transportation mode split in Kendall Square that has played an important role in the successful redevelopment of the KSURP area. A critical tool in accomplishing this is the KSTEP, a detailed summary of which is described in Concept Plan Amendment #2 for reference.

5.2.1 KSTEP FUNDING STATUS

BXP has previously provided funding for the KSTEP through an initial payment of six million dollars (\$6,000,000). Under the Phase 4 Baseline approved in Concept Plan Amendment #2, the Applicant will make an additional \$600,000 KSTEP contribution with the receipt of a Building Permit for Commercial Building D. Under the Phase 4 Alternative, this contribution will be made with the receipt of a Building Permit for either Commercial Building D or E (whichever is received sooner).

The KSTEP has previously funded a number of projects, including the construction of a new bus shelter at 500 Main Street and a study of design concepts for bus priority measures along Broadway and Main. KSTEP funds will be used to construct an additional bus shelter on Ames and Main Streets (to be completed Q4 of 2024) and to pilot EZ Ride fare-free midday and weekend service.

Moving forward the CRA and the KSTEP Working Group will continue to consider a variety of transit mitigation projects that could receive KSTEP funding, including MBTA Red Line Kendall

Station improvements, Kendall Station/Kendall Square connection enhancements, MBTA Red Line service modernization and improvements, and long-range feasibility investigations.

5.3 COMMERCIAL BUILDING E PROPOSED SITE PLAN

The following sections describe the transportation improvements proposed for Commercial Building E under the Phase 4 Alternative, as illustrated in **Figure 5.1**. As shown, the West Service Drive and East Service Drive will continue to operate as described in the TIS Update Memo dated 7/23/24¹.

5.3.1 BICYCLE ACCOMMODATIONS

Under the Phase 4 Alternative, Commercial Building E will provide 68 long-term bicycle parking spaces within an enclosed bicycle room on the ground floor of the site (for employees) and 21 short-term bicycle parking spaces (for visitors), as required by zoning and City of Cambridge Bicycle Parking Guidelines. Figures depicting the proposed bike parking is provided in **Figures 5.2A and 5.2B**.

Users of the bike room will have direct access via a door from outside the building adjacent to the bike path.

Table 5-1 below summarizes the bicycle parking proposed as part of Commercial Building E, as well as the bicycle parking for the full Infill Development as previously approved under Concept Plan Amendments #1 and #2.

TABLE 5-1: PROPOSED BICYCLE PARKING SUMMARY

Phase 4 Baseline	Long-term Spaces Proposed	Short-term Spaces Proposed
Commercial Building D	610 ¹ (Campus Valet)	18 (Conforming Self Park)
BlueBikes Station	0	23 ²
Total	610	41
Phase 4 Alternative		
Commercial Building D	610 ¹ (Campus Valet)	18 (Conforming Self Park)
BlueBikes Station	0	23 ²
Commercial Building E	68	21
Total	678	62

- 1 14.52.6.2 (b) of the zoning ordinance allows the valet to provide all of the Concept Plan Amendment #2 proposed long-term bicycle parking via countercyclical bicycle parking servicing Residential Building South and Commercial Buildings C and D.
- 2 14.52.6.2 (a) of the zoning ordinance allows each dock of a new provided public bicycle sharing station within 500' of the lot to count for two required bicycle parking spaces.

5.3.2 PARKING

The following summarizes how the Phase 4 Alternative will maintain the previously approved 3,750 total parking spaces by shifting 457 parking spaces to the proposed Commercial Building E Garage:

- 3,750 masterplan approved total parking spaces (no change)
- Up to 1,584 total parking spaces in Commercial Buildings C, D, and E (no change in total space count from 2021 approval, only slight redistribution between garages)
 - 457 in the Commercial Building E Garage
 - 529 in the Commercial Building C Garage
 - 598 in the Commercial Building D Garage

¹ TIS Update memo for the MXD - 290 Binney - Two-way traffic pattern re: East Service Drive dated 7/23/24

- No change in parking count as a result of this proposed GFA shift.

Table 5-2 summarizes the Future Parking Supply in the KSURP area, and it is demonstrated graphically in **Figure 5.3**.

5.3.3 SERVICE AND LOADING

A loading dock for Commercial Building E is provided just south of the parking ramp, which provides three loading bays and a trash compactor. The goal of this design configuration is to provide safe and efficient access along East Service Drive, and limit truck and materials management activities where there are key pedestrian desire lines and crossings along that service corridor. Truck turning templates for the proposed loading and service are provided within the TIS Update memo which is in **Appendix B**.

5.3.4 PROPOSED PEDESTRIAN ACCESS, SAFETY AND STREETScape IMPROVEMENT

Both the CRA and Applicant are committed to creating a cohesive integrated network of open spaces and connecting pathways while improving pedestrian safety, access and circulation within the KSURP area. Under the Phase 4 Alternative, primary access/ egress to Commercial Building E is provided on the corner of Broadway at East Service Drive (retail) and the corner of Broadway and the Sixth Street Connector (lobby). Access to the bicycle room is provided in the northeast corner of the site. This location was specifically targeted as it provides for direct connectivity to the district’s area bicycle access infrastructure, including the bike path along the Sixth Street Connector.

TABLE 5-2: FUTURE PARKING SUPPLY IN THE KSURP AREA

Project Component/Garage	2016 Existing Parking	2018 Proposed Parking	Proposed Change in Concept Plan Amendment #2	Amendment #2 Proposed Parking (Phase 4 Baseline)	Amendment #3 Proposed Parking (Phase 4 Alternative)
Blue Garage	1,170	1,170 ²	(-1,170)	0	0
Yellow Garage	734	885	0	885	885
Green Garage	804	824	0	824	824
Commercial Building A	0	457	0	457	457
Commercial Building B	0	0	0	0	0
Commercial Buildings C and D	0	0	+1,584	1,584	-
Commercial Building C	-	-	-	-	529
Commercial Building D	-	-	-	-	598
Commercial Building E	-	-	-	-	457
Total	2,708¹	3,336	414	3,750	3,750

1 In 2016 when the Original Concept Plan was approved the KSURP supplied 2,708 existing parking spaces in three garages.

2 Concept Plan Amendment #1 contemplated a loss of approximately 215 spaces in the Blue Garage to accommodate the construction of the Residential North and Residential South buildings. With the demolition and relocation of the Blue Garage below-grade to accommodate the Eversource electrical substation, Concept Plan Amendment #2 preserved and relocated all 1,170 existing spaces below-grade.

5.4 TRANSPORTATION MITIGATION AND TRANSPORTATION DEMAND MANAGEMENT

The Proponent is committed to maintaining the comprehensive array of TDM measures and mitigation previously committed to in the original 2016 TIS and updated in Concept Plan Amendment #2. TDM measures aim to reduce drive-alone trips, or single occupancy vehicles (SOVs), by encouraging employees, residents, and visitors to use alternative modes of transportation.

On October 17, 2024, the Applicant submitted an amended PTDM Plan F-61 to CDD staff, which documents the proposed shift in GFA associated with the Phase 4 Alternative. The Applicant responded to comments from the City on the plan on December 31, 2024 and January 16, 2025, the plan was approved in January 23, 2025. There are no substantial changes to the TDM measures.

5.4.1 COMPLETED TRANSPORTATION MITIGATION MEASURES

Concurrent with Phases 1-3 of the project, BXP has completed a number of important transportation mitigation and improvement actions including, but not limited to: an initial \$6 million KSTEP Fund payment, an improved Sixth Street Connector providing separated pedestrian and bicycle facilities, and construction of the MBTA Kendall/MIT outbound station (currently ongoing).

The Applicant has also maintained its TDM commitments documented in PTDM Plan F-61. This includes an annual monitoring and reporting plan to demonstrate compliance with SOV goals.

5.4.2 TRANSPORTATION MITIGATION MEASURES FOR FUTURE PROJECTS

Under both the Phase 4 Baseline and Alternative, the Applicant will fulfill any remaining TDM measures previously committed to in the original 2016 TIS and updated in Concept Plan Amendment #2. This includes operating a bike valet program associated with Commercial Buildings C and D, providing an additional \$600,000 towards the KSTEP Fund, and completing the reconstruction of

Binney Street, Galileo Galilei Way, and Broadway (between Ames & Galileo Galilei Way). Please reference the Preface, Table 2 for further details.

The following are ongoing mitigation measures listed in the TDM Plan F-61 to be completed prior to the issuance of a certificate for future project components. These measures will also continue to apply under the Phase 4 Alternative.

- Finance the purchase and installation of a 23-dock Bluebikes Station, to be located between 125 Broadway and the future Center Plaza.
- Expand the existing Binney Street station to a 27-dock station, to be located adjacent to the future Center Plaza.
- Pay ongoing annual operations and maintenance fees to the City for the Bluebikes Station(s).
- Provide real-time transit screens in the lobbies of Residential Building South, Commercial Buildings C and D, and Commercial Building E under the Phase 4 Alternative.
- Commit to a transportation monitoring program and mitigation measures whose effectiveness is commensurate with the triggers established in the Recommended Transportation Monitoring Program.

6 INFRASTRUCTURE

6.0 INTRODUCTION

This section describes the existing utility infrastructure for context, as well as the anticipated utility needs under the Phase 4 Alternative. There are no substantial different infrastructure impacts between the Phase 4 Baseline and Alternative.

The key elements of this section include:

- Updated existing and proposed stormwater calculations that reflect the modified Commercial Building D and proposed Commercial Building E under the Phase 4 Alternative.
- An updated climate change vulnerability assessment expanded to include projected flood elevations along Binney Street and Broadway.
- Measures approved in Concept Plan Amendment #2 that will continue to apply as part of the Phase 4 Alternative to reduce impacts of development on the existing utility systems. This includes employing a district-wide stormwater management approach to reduce the stormwater effluent off-site, mitigating Infiltration and Inflow (I/I) in the sewer system to increase available capacity for new wastewater flows, and applying water conservation measures to reduce demands on the potable water system.

6.1 EXISTING INFRASTRUCTURE

6.1.1 SITE DRAINAGE

The existing MXD District is a densely developed, predominantly impervious urban area. The majority of the roadways in the area have separated storm drainage utilities for private and public stormwater runoff conveyance, as shown in **Figure 6.1**.

The Phase 4 Alternative will be required to meet the stormwater management standards of both the Cambridge Department of Public Works (CDPW) and the Massachusetts Department of Environmental Protection (MassDEP). To evaluate the proposed

hydrologic conditions, an existing condition model was created in Hydro CAD as a baseline for evaluation. **Table 6-1** shows the impervious and pervious land covers in the existing condition, as well as the resulting runoff rate and volume for the 2070 2-year design storm.

TABLE 6-1 EXISTING SITE HYDROLOGY				
Phase 4 Alternative Component	Existing Site Impervious Area (SF)	Existing Site Pervious Area (SF)	Existing Site Runoff Rate 2070 2-year, 24-hour Design Storm (CFS)	Existing Site Runoff Volume 2070 2-year, 24-hour Design Storm (AF)
Commercial Building D (250 Binney Street)	37,462	8,668	3.72	0.272
Commercial Building E (105 Broadway)	28,332	6,155	2.78	0.204
TOTAL	65,794	14,823	6.50	0.476

The following is a list of existing storm drain services that are located adjacent to each component of the Phase 4 Alternative.

Commercial Building D:

- 24-inch main in Binney Street
- 18-inch service in East Service Drive
- 24-inch main in 6th Street Connector

Commercial Building E:

- 4.5' x 6.5' main in Broadway
- 18-inch service in East Service Drive
- 24-inch main in 6th Street Connector

6.1.2 SANITARY SEWER

The District is serviced by several separated sewer systems, as well as a large, combined sewer main, as shown in **Figure 6.1**. During dry-weather conditions, the gravity mains in the area have

sufficient capacity to support the Phase 4 Alternative. During wet weather conditions, some capacity issues arise as I/I takes capacity in the system from the wastewater.

The following is a list of the existing sanitary sewer mains adjacent to each component of the Phase 4 Alternative:

Commercial Building D:

- 30-inch main in Binney Street
- 98-inch combined sewer main in Binney Street

Commercial Building E:

- 18-inch service in East Service Drive
- 21-inch main in Broadway

6.1.3 DOMESTIC WATER

Domestic water and fire protection services in the District provided by infrastructure owned and maintained by the Cambridge Water Department (CWD) are shown in **Figure 6.2**. The local supply system generally has high flow rates but has water pressure that is typically lower than that required for tall developments. Booster pumps may be required to achieve nominal pressure in the domestic water and fire protection services for each component of the Phase 4 Alternative.

The following is a list of the existing water mains adjacent to each component of the Phase 4 Alternative:

Commercial Building D:

- 16-inch main in Binney Street
- 12-inch main in Pedestrian Way

Commercial Building E:

- 16-inch main in Broadway
- 12-inch service in East Service Drive

6.2 PROPOSED INFRASTRUCTURE IMPROVEMENTS

6.2.1 STORMWATER MANAGEMENT

CDPW requires that new projects mitigate stormwater such that the peak rate and volume of stormwater runoff in the post-development condition during a 2070 25-year design storm are equal to or lower than that of the pre-development condition for the 2070 2-year design storm. Under the existing condition, there are no stormwater management systems implemented at 105 Broadway (Commercial Building E) that reduce the peak rate or total volume of runoff. Therefore, the Phase 4 Alternative will greatly improve stormwater contributions to the CDPW stormwater infrastructure by meeting the required mitigation thresholds.

To improve the quality, rate, and volume of runoff from the Phase 4 Alternative, the Applicant has designed preliminary stormwater management systems, which includes subsurface infiltration systems. Infiltration will be designed to the extent feasible at this location and will be supplemented by internal stormwater holding tanks. By applying this approach, the Applicant will meet or exceed the required stormwater mitigation standards set forth by the City of Cambridge and MassDEP.

Table 6-2 below provides the conceptual stormwater management system proposed for the Phase 4 Alternative, which is also shown in **Figure 6.3**.

TABLE 6-2: PROPOSED SITE HYDROLOGY (PHASE 4 ALTERNATIVE)

Phase 4 Alternative Component	Proposed Site Impervious Area (SF)	Proposed Site Pervious Area (SF)	Stormwater Management System Capacity (CF)	Proposed Site Runoff Rate 2070 25-Year, 24-Hour Design Storm (CFS)	Proposed Site Runoff Volume 2070 25-Year, 24-Hour Design Storm (AF)
Commercial Building D (250 Binney Street)	46,130	0	9,000	3.38 ¹	0.440 ¹
Commercial Building E (105 Broadway)	31,000	3,487	9,000	2.67	0.383
TOTAL	77,130	3,487	18,000	6.05	0.823

1. Proposed site runoff rate and volume is reduced from Amendment 2 due to site impervious area shifting to Commercial Building C because the surface drainage design was revised when the garage was split between Commercial Building C and D.

6.2.1.1 PHOSPHORUS REMOVAL

Applicant will continue to be responsible for reducing the phosphorus loads from the Phase 4 Alternative site in accordance with the goals and strategies described and approved in Amendment #2.

6.2.2 SANITARY SEWER

Table 6-3 details the current wastewater generation estimate based on the MassDEP Sewer Connection and Extension Regulations, 310 CMR 15.203.f by building use for Commercial Buildings D and E. The Phase 4 Alternative is estimated to generate slightly less net new wastewater compared to the Phase 4 Baseline approved in Concept Plan Amendment #2 (27,899 GPD vs. 28,955 GPD respectively).

As required by the CDPW, each component of the Phase 4 Alternative will have a sanitary holding tank capable of retaining the 8-hour peak sanitary flow from the building. The volume of each sanitary holding tank will be coordinated with the CDPW. In addition, all drainage from enclosed vehicular parking and loading will be treated with an MWRA approved gas/oil separator. If a portion of the Phase 4 Alternative development program includes restaurant use, then a grease trap will be installed to pretreat kitchen wastewater effluent, thereby minimizing the potential impact to the CDPW sanitary sewer system.

TABLE 6-3: ESTIMATED WASTEWATER GENERATION

Project Component	Use	Phase 4 Baseline	Phase 4 Alternative		
		Estimated Sewer Generation (GPD)	Size (Rounded)	Estimated Flow Rate (GPD)	Estimated Sewage Generation (GPD)
New Sewage Generation					
Commercial Building D	Office Retail	33,358 290	286,091 0	75/1,000 SF 50/1,000 SF	21,457 0
Commercial Building E	Office Retail	N/A N/A	299,850 2,550	75/1,000 SF 50/1,000 SF	22,489 128
<i>Total New Sewage Generation</i>		33,648			44,074
Existing Sewage Generation to be Removed					
250 Binney Street	Commercial	(4,693)	(62,576)	(75/1,000 SF)	(4,693)
105 Broadway	Commercial	N/A	(153,093) ¹	(75/1,000 SF)	(11,482)
<i>Total Existing Sewage Generation to be Removed</i>		4,693			16,175
Net New Wastewater Generation		28,665			27,899

GPD Gallons per day
 1 145,603 GFA is existing 105 Broadway; 7,490 GFA is remaining GFA allocated within the MXD.

6.2.2.1 I/I MITIGATION

The City of Cambridge is required by MassDEP to remove I/I from its sanitary sewer system in an effort to reduce and eliminate the potential for Combined Sewer Overflows (CSOs) to the local waterways. **Table 6-4** below shows the estimated I/I removal

associated with Phase 4 Alternative based on the estimated wastewater generation (**Table 6-3**), which totals approximately 111,596 gallons.

TABLE 6-4: PROPOSED I/I MITIGATION			
	Phase 4 Baseline	Phase 4 Alternative	
Project Component	I/I Removal Requirements (Gallons)	Net New Wastewater Generation (GPD)	I/I Removal Requirements (Gallons)
Commercial Building D	115,280	16,764	67,056
Commercial Building E	N/A	11,135	44,540
Total	115,280	27,899	111,596

GPD Gallons per day

The Applicant has coordinated an I/I removal plan with CDPW to upsize an existing culvert for future I/I removal by others. This plan is outlined in a memo to CDPW dated August 15, 2018 and revised on February 10, 2021. Since there is no increase in wastewater generation, this plan can accommodate and will remain under the Phase 4 Alternative. The Applicant has constructed the majority of the upgrades associated with the I/I removal plan and is committed to completing the remaining section in front of the MXD site on Broadway.

6.2.3 DOMESTIC WATER

The water demand for each component of the Phase 4 Alternative is initially estimated by applying a 10% consumption factor to the wastewater generation estimate. Therefore, the total net new estimated water demand for the Phase 4 Alternative is equal to 30,689 GPD, as presented in **Table 6-5** – compared to 31,850 GPD under the Phase 4 Baseline. As discussed in Section 8: Sustainability, to meet sustainability goals, water conservation measures will be implemented for each component of the Phase 4 Alternative to greatly reduce water demand.

Previously, the CWD provided initial confirmation that the local water infrastructure should have sufficient capacity to serve the redevelopment at the MXD District for both domestic water and fire

protection services. The Applicant will evaluate the need for domestic and fire protection booster pumps to compensate for any deficiencies in the water pressure in the water mains adjacent to each component of the Phase 4 Alternative. Hydrant flow tests conducted in the field will be used to make this evaluation. Where possible, redundant domestic water and fire protection services will be connected to a separate supply main; otherwise isolation valves will be installed to ensure that domestic water and fire protection services are not interrupted by isolated service issues. All existing domestic water and fire protection service lines that require removal will be cut and capped at the main, as required by the CWD.

TABLE 6-5: ESTIMATED WATER DEMAND		
	Phase 4 Baseline	Phase 4 Alternative
Project Component	Estimated Water Demand (GPD)	Estimated Water Demand (GPD)
Commercial Building D Net New	31,850	18,440
Commercial Building E Net New	N/A	12,249
Total Water Demand	31,850	30,689

GPD Gallons per day

6.3 SITE VULNERABILITY ASSESSMENT

The City requires that new occupiable spaces be protected from flooding up to the projected 2070 10-year flooding event and critical infrastructure be protected up to the projected 2070 100-year flooding event. The Applicant intends to design all components of the Phase 4 Alternative to meet or exceed the recommended planning flood elevations, which can include raising the electrical infrastructure to the second floor. **Figure 6.4** shows the recommended design flood elevations for the 2070 100-year design events as they relate to the existing topography.

For commercial building D, the 100-year flooding event projected for the year 2070 is approximately 23.5 Cambridge City Base (CCB) and the 10-year flooding event projected for the year 2070 is not applicable to the site.

For Commercial Building E, the 100-year flooding event projected for the year 2070 is approximately elevation 23.5 CCB. The 10-year flooding event projected for the year 2070 is approximately 21.4 CCB.

To account for the probability of a concurrent precipitation event with storm surge propagation in stormwater infrastructure, the Applicant will study additional resiliency measures. These measures may include oversized stormwater conveyance infrastructure, backflow preventers on effluent stormwater pipes, watertight internal gravity piping to the second floor, and district wide stormwater management strategies, which greatly reduce the rate and volume of site stormwater effluent providing capacity for runoff from the remaining catchment area.

As flooding is expected to worsen over time, the Applicant will continuously review the latest design recommendations and literature to determine if/when portable flood protection systems, such as Portadam or the Aquafence Flood Barrier System, should be implemented on-site to increase resiliency. Similarly, the sanitary sewer system is expected to experience greater capacity issues from I/I with changes in precipitation patterns. To mitigate risk from sanitary sewer surcharge, backflow preventers will be installed on building sewer laterals, internal gravity piping will be watertight to the second floor, offline sanitary holding tanks will hold building wastewater during surcharge conditions, and the Phase 4 Alternative will address I/I as outlined in Section 6.2.2.

7 ENVIRONMENTAL

7.0 INTRODUCTION

This section presents an updated summary of potential changes to environmental conditions that may occur as a result of the Phase 4 Alternative. The goal is to effectively utilize the site and complement adjacent uses while minimizing potential adverse environmental impacts to the greatest extent feasible.

The key elements of this section include:

- **Pedestrian Wind:** An updated pedestrian wind study for the modified Commercial Building D and proposed Commercial Building E show that the Phase 4 Alternative will maintain and improve wind comfort conditions in summer and winter, respectively, and improve the wind safety condition.
- **Shadow:** Shadow analyses have been updated to reflect the Phase 4 Alternative, showing a modest amount of net new shadow commensurate with urban development of this scale.
- **Noise:** The Phase 4 Alternative complies with the City of Cambridge's noise control ordinance, per Municipal Code, Chapter 8.16.
- **Air Exhaust:** The Applicant is studying rooftop mechanical system layouts to minimize the potential exhaust impacts at Commercial Building E. The design team will maximize the separation distance between the proposed exhausts of Commercial Building E and the upper-level windows and balconies of Residential Building South.

7.1 PEDESTRIAN WIND

A pedestrian wind assessment was conducted to assess the effect of the Phase 4 Alternative on wind conditions in pedestrian areas on and around the site and provide recommendations for minimizing adverse effects, if needed. The assessment is based on wind tunnel testing using the regional wind climate records and evaluated against established criteria for pedestrian comfort (pertaining to common wind speeds conducive to different levels of

human activity) and pedestrian safety (pertaining to infrequent but strong gusts that could affect a person's footing).

To assess the wind environment of the Phase 4 Alternative, a 1:300 scale model of the project site and surroundings was constructed using the following configurations:

- **No Build Condition:** Buildings that are complete or under construction, including Commercial Building C and Residential Building South, with existing surroundings.
- **Build Condition:** The Phase 4 Alternative, including the modified Commercial Building D and new Commercial Building E, and all components in the No Build Condition.
- **Full Build Condition:** Future surroundings (including the MIT Volpe Center Redevelopment), the Phase 4 Alternative, and all components in the No Build Condition.

This section describes the conditions studied and summarizes the predicted pedestrian wind conditions. **Appendix C** provides the full pedestrian wind study, which provides additional details on the methodology and model used, including detailed site and building information, and the criteria used to identify impacts.

7.1.1 PREDICTED PEDESTRIAN WIND CONDITIONS

Figures 7.1 through 7.3 graphically depict the predicted pedestrian wind comfort (in the summer and winter) and safety conditions at each wind measurement location based on the modeled annual winds for the No Build, Build, and Full Build Conditions, respectively. In summary:

- Under the No Build Condition, wind comfort conditions are comfortable for sitting, standing, strolling, or walking.
- Under the Build and Full Build Conditions of the Phase 4 Alternative, wind comfort conditions are predicted to remain similar to those under the No Build Condition. The Phase 4 Alternative is expected to slightly improve wind comfort conditions in some areas to the north and west of the site.
- Under the No Build Condition, wind speeds are expected to meet the safety criteria at all but one location (at the north

corner of Commercial Building C) – a condition consistent with the approved Concept Plan Amendment #2.

- Under the Build and Full Build Conditions of the Phase 4 Alternative, wind speeds are predicted to meet the safety criterion on an annual basis at all assessed locations.

7.1.1.1 WIND COMFORT

Under the No Build Condition in the summer, wind conditions at all areas around Commercial Building D are comfortable for sitting and standing and areas around Commercial Building E are comfortable for strolling or better (**Figure 7.1A**). With the Phase 4 Alternative, under both the Build and Full Build Conditions, there are no changes, or impacts, to those conditions (**Figures 7.1B and 7.1C**).

Under the No Build Condition in the winter, wind conditions at all areas around Commercial Buildings D and E are comfortable for walking or better (**Figure 7.2A**). Accelerated winds with uncomfortable conditions exist during the winter in areas around Residential Building South and Commercial Building C (**Figure 7.2A**). With the Phase 4 Alternative, under both the Build and Full Build Conditions, wind comfort conditions at most areas around Commercial Buildings D and E are predicted to continue to be suitable for walking or better during the winter (**Figures 7.2B and 7.2C**). In fact, with the Phase 4 Alternative, wind comfort conditions are expected to improve off-site in the area south of Commercial Building C where uncomfortable conditions were predicted under the No Build Condition.

7.1.1.2 WIND SAFETY

Under the No Build Condition, wind speeds are expected to exceed the safety criteria at one location at the north corner of Commercial Building C (Location 88), as shown in **Figure 7.3A** – a condition consistent with the approved Concept Plan Amendment #2. Under the Build and Full Build Conditions, wind speeds are expected to meet the safety criterion at all locations within the study area, including Location 88, which improves with the Phase 4 Alternative (**Figures 7.3B and 7.3C**).

7.1.1.3 PROPOSED MITIGATION

Under the Build Condition, wind comfort conditions are appropriate for sidewalks and walkways; however, it is recommended to

provide landscaping at or keep main building entrances away from areas where strolling or walking conditions are predicted. Future design review packages for Commercial Buildings D and E under the Phase 4 Alternative will incorporate the mitigation measures as building design advances.

7.2 SHADOW

7.2.1 SHADOW ANALYSIS METHODOLOGY

Shadow analyses have been updated to reflect the reduction in height at Commercial Building D and the new Commercial Building E under the Phase 4 Alternative. Additionally, Commercial Building C and Residential Building South (currently under construction), and the MIT Volpe Center Redevelopment buildings adjacent to the site are now included as background.

The estimated “net new shadow” captures the difference between the existing shadow that extends over the site and the proposed shadow. The net new shadow is shown in orange in **Figures 7.4 through 7.6**. Also, the reduction in net new shadow relative to Concept Plan Amendment #2 is shown in light pink, reflecting the reduced building height at Commercial Building D.

Based on the shadow studies, the Phase 4 Alternative creates a modest amount of net new shadow commensurate with urban development of this scale.

7.2.2 SHADOW IMPACTS

7.2.2.1 EQUINOX (MARCH 21 & SEPTEMBER 21 EST)

March 21 and September 21 are the Spring and Fall Equinoxes, respectively, when the length of daytime and nighttime are equal. At all hours studied, Commercial Building D casts less of a shadow than what was approved under the Phase 4 Baseline given its reduced height. At 9:00 AM, Commercial Building E’s shadow largely overlaps with existing shadows, with a small amount of net new shadow cast along Broadway in front of Commercial Building A. At 12:00 PM, net new shadows from Commercial Building E fall on Center Plaza. At 3:00 PM, Commercial Building E casts net new shadow along part of the Sixth Street Connector.

7.2.2.2 SUMMER SOLSTICE (JUNE 21 EST)

June 21 is the summer solstice and the longest day of the year where the sun is highest in the sky. On this day, the Phase 4 Alternative casts the least amount of net new shadow. At all hours studied, Commercial Building D casts less of a shadow than what was approved under the Phase 4 Baseline given its reduced height. At 9:00AM, net new shadows from Commercial Building E fall along the northernmost portion of East Service Drive. At 12:00 PM, the majority of new shadow from Commercial Building E falls on the East/West Connector on the north side of the building and a small area at the corner of Center Plaza. At 3:00 PM, the majority of the shadow from Commercial Building E falls onto the Sixth Street Connector.

7.2.2.3 WINTER SOLSTICE (DECEMBER 21 EST)

December 21 is the winter solstice and the shortest day of the year, where the sun is low in the sky. Therefore, Cambridge experiences the longest shadows of the year on this day, and many of the adjacent sidewalks and public spaces are already subsumed in existing shadow. At all hours studied, Commercial Building D casts an equivalent or reduced shadow compared to what was approved under the Phase 4 Baseline given its reduced height. At 9:00 AM, net new shadows cast by Commercial Building E are largely covered by existing shadows. At 12:00 PM, Commercial Building E creates new shadow primarily over building rooftops to its north, and to a lesser extent Center Plaza. At 3:00 PM, net new shadows are largely covered by existing shadows.

7.3 NOISE

A noise impact evaluation was conducted to assess the effect of the Phase 4 Alternative on noise levels on and around the site, and provide recommendations for minimizing adverse effects, if needed.

This section describes the existing noise conditions and the potential noise impacts associated with the Phase 4 Alternative’s new activities, including mechanical equipment and loading activities, as well as temporary construction activities. This section also demonstrates that based on the preliminary design the Phase 4 Alternative will comply with City of Cambridge’s noise control

ordinance (Municipal Code, Chapter 8.16). **Appendix D** provides additional information on the fundamentals of noise, noise impact criteria, and noise analysis methodology.

7.3.1 EXISTING NOISE CONDITIONS

As shown on **Figure 7.7**, the noise analysis identified six nearby sensitive receptor locations. These receptor locations represent the most sensitive locations in the vicinity of the Phase 4 Alternative (such as areas of sleep or outdoor activities sensitive to noise).

A noise monitoring program, which consisted of three short-term monitoring locations, as shown in **Figure 7.7**, was conducted to establish existing ambient conditions as a baseline. Existing sound level measurements were conducted using Type 1 sound analyzers (Larson Davis 831). Measurements were conducted on July 2, 2024 during the weekday daytime period (12:15 PM to 1:30 PM) and late-night period (2:00 AM to 4:00 AM) near 105 Broadway.

During the daytime period, measured sound levels were composed of noise from vehicles on local roadways, pedestrian activity, and nearby construction activities. The nighttime period sound levels were generally associated with mechanical equipment from nearby buildings. The existing measured sound level data are presented in **Table 7-1** below.

TABLE 7-1: EXISTING AMBIENT SOUND LEVELS, DBA

Measurement Location ¹	Measured L90 Sound Levels ²	
	Daytime	Nighttime
M1 – Residence Inn Boston Cambridge	65 ³	56
M2 – Sixth Street Connector and Bike Path	58	55
M3 – 303 Third Street	57	54

1 See Figure 7.8 for measurement locations.
 2 Measured L90 sound levels presented include exclusions due to atypical sound events.
 3 Construction activities were audible during this measurement.

The result indicates that the daytime sound levels within the study area are currently exceeding the City of Cambridge’s residential daytime standard of 60 dBA along Broadway but are below the City’s standard at other locations. The existing sound levels during

the nighttime period exceed the City's residential nighttime standard of 50 dBA for residential use at all evaluated locations.

However, when compared to the City's residential in industrial standard, existing noise levels meet or are below the 65 dBA daytime standard at all locations. Existing sound levels during the nighttime period is slightly above the City's 55 dBA residential in industrial nighttime standard along Broadway, but meets or is below that standard in other locations.

7.3.2 FUTURE NOISE CONDITIONS

The noise analysis evaluated potential impacts associated with the Phase 4 Alternative, qualitatively evaluating the potential sound level impacts at nearby sensitive receptor locations. There are no anticipated changes for Commercial Building D under the Phase 4 Alternative, compared to what was approved in Concept Plan Amendment #2.

7.3.2.1 MECHANICAL EQUIPMENT

Since Commercial Building E is in the early stages of the design process, specific details related to the final selection of mechanical equipment are unknown at the time of this noise assessment. Based on preliminary design plans, the anticipated mechanical equipment is expected to include the following:

- Emergency generators;
- Air handling units;
- Exhaust fans;
- Chillers;
- Energy Recovery Units; and
- Air source heat pumps.

The mechanical systems will be strategically located on the building's rooftop, utilizing the proposed building height to provide noise attenuation. Rooftop equipment will also be surrounded by screen walls on all sides. Attenuation measures such as ductwork and louvers, enclosures, and vibration isolating springs are all being considered for rooftop equipment. Equipment is also

proposed to be located in mechanical rooms on the interior of the proposed building. As such, the sound levels associated with the Commercial Building E's mechanical equipment are expected to be minimal and comply with the City of Cambridge's noise standards at the surrounding receptor locations.

The building will require an emergency generator for life safety purposes such as emergency exit lighting. The determination of specific generator parameters, such as the sizes and locations will be made during the building design process. The building will be required to adhere to Massachusetts Department of Environmental Protection's (MassDEP's) regulations that require such equipment to be certified and registered. As part of the air permitting/certification process, the building will be required to meet additional noise requirements described in MassDEP regulations under the Codes of Massachusetts Regulations (310 CMR 7.00). When the details of the emergency generator are developed, the Applicant will submit the appropriate permit/certification application to MassDEP, which would include noise mitigation measures (such as acoustic enclosures and exhaust silencers) that are necessary to meet MassDEP's noise criteria.

7.3.2.2 SERVICE AND LOADING ACTIVITIES

Off-street designated loading areas will be provided for Commercial Building E, located at the ground level on the west side of the proposed building, facing East Service Drive. Loading dock activities will be managed so that service and loading operations do not impact traffic circulation on the adjacent local roadways. Since loading and service activities will be enclosed within the proposed building and operations will be managed, noise impacts to nearby sensitive receptor locations are expected to be negligible.

7.3.2.3 TEMPORARY CONSTRUCTION ACTIVITIES

The construction activity associated with Commercial Building E may temporarily increase nearby sound levels due to the use of heavy machinery. Heavy machinery is expected to be used intermittently throughout the building's construction phases, typically during daytime periods. A construction management program will be developed with the City to ensure that the applicable noise regulation is met.

Commercial Building E will implement mitigation measures to reduce or minimize noise from construction activities. Construction vehicles and equipment would be required to maintain their original engine noise control equipment. Specific mitigation measures may include the following:

- Construction equipment would be required to have installed and properly operating appropriate noise muffler systems.
- Appropriate traffic management techniques would be implemented during the construction period to mitigate roadway traffic noise impact.
- Proper operation and maintenance, and prohibition of excessive idling of construction equipment engines would be required.

Therefore, construction noise levels are proposed to be mitigated to the greatest extent possible.

7.4 EXHAUST RE-ENTRAINMENT REVIEW

Under the Phase 4 Alternative, the newly proposed Commercial Building E will include mechanical equipment to support lab-based research, including allocation for vivarium space.

The site is adjacent to Residential Building South (under construction) and is located amongst a collection of laboratory buildings. The proximity of Residential Building South, which is 150 feet taller than Commercial Building E, is expected to result in low exhaust dilution levels from Commercial Building E exhausts at the elevated windows and balconies.

The impact on elevated windows and balconies was considered and analyzed under Concept Plan Amendment #2. Residential Building South was previously included in a wind tunnel exhaust dispersion assessment (RWDI Project #2200459, report dated June 6, 2022), where a risk of potential impacts from existing exhausts on Biogen Building 6 (115 Broadway) and Biogen Building 8 (125 Broadway) was identified.

To mitigate predicted air impacts on the upper-level windows and balconies of Residential Building South from the exhausts on Commercial Building E, RWDI recommends maximizing the

separation distance of the proposed exhausts. An updated schematic layout of the proposed mechanical system will be developed which incorporates the recommendations provided by RWDI. Detailed modeling will be carried out to quantify impacts from Commercial Building E exhausts to the surroundings, and from existing Biogen exhausts to the new Commercial Building E intakes. Initial modeling has shown no major issues with the proposed building.

8 SUSTAINABILITY PLAN

8.0 INTRODUCTION

This section presents the Phase 4 Alternative’s overall approach to sustainable design and addresses the specific areas of the topic, per Article 14.74. Commercial Building D will continue to incorporate the sustainability strategies approved in Concept Plan Amendment #2. This section focuses on the proposed sustainability strategies for Commercial Building E.

The key elements of this section include:

- **LEED V4 Gold:** In accordance with Article 22.20, Commercial Building E is being designed to achieve a Leadership in Energy and Environmental Design (LEED®) Version 4 Gold rating or better under the Core and Shell rating system.
- **Embodied Carbon:** In accordance with Article 22.20, Commercial Building E will track and report the estimated emissions generated by the construction of the Phase 4 Alternative using a whole building life cycle analysis. Reporting shall include the estimated lifecycle emissions generated by the use of major building materials, including but not limited to concrete, steel, aluminum and glass, using embodied emissions modeling software and industry standards acceptable to Cambridge Community Development Department (CDD) staff.
- **Green Roofs:** In accordance with Article 22.30, Commercial Building E is being designed to comply with applicable requirements related to green roofs, where possible. The Special Permit offers a pathway for relief, where there is not sufficient rooftop space to accommodate these requirements.
- **Flood Resilience:** In accordance with Article 22.80, Commercial Building E is being designed to comply with required flood resiliency criteria.

- **Green Factor:** In accordance with Article 22.90, Commercial Building E is being designed to comply with Green Factor Standards.
- **Preliminary Energy and Greenhouse Gas Emissions:** The preliminary energy analysis and estimate of GHG emissions are included for Commercial Building E.

8.1 APPROACH TO SUSTAINABILITY

Sustainable principles have been integral to the overall project – and remain so for this Phase 4 Alternative under Concept Plan Amendment #3.

The Phase 4 Alternative will continue to incorporate the previously presented and reviewed sustainable design elements outlined in Concept Plan Amendment #2, including those specific for Commercial Building D. It will also meet the latest State and City sustainability requirements, detailed below.

8.1.1 REGULATORY CONTEXT

STATE ENERGY CODE

Commercial Building E will be permitted under the current Massachusetts Energy Code including meeting the Stretch Energy Code amendments to IECC 2021, as well as the applicable appendices under the Municipal Opt-in Specialized Energy Code.

CITY OF CAMBRIDGE ARTICLE 22, GREEN BUILDING REQUIREMENTS

In accordance with Article 22.20, Commercial Building E will be designed and constructed to meet all LEEDv4 prerequisites and the credits necessary to demonstrate a minimum of LEED for Core and Shell Development v4 Gold certifiability. This includes EA p1 Fundamental Commissioning and EA c1 Enhanced Commissioning for all mechanical, electrical, plumbing, and renewable systems per section 22.24.2 Green Commissioning. Additionally, the Phase 4 Alternative will meet the requirements of the Net Zero Narrative (22.25.1.c), including the development of a whole building life-cycle analysis to quantify the estimated embodied carbon emissions generated by the Phase 4 Alternative.

In accordance with Article 22.30, Commercial Building E will be designed to meet the green roof area requirements of 22.35.2(b), where possible pending further analysis of available roof area as the design advances. If sufficient roof area is not available, it will follow the exemption pathway of 22.35.3.

In accordance with Article 22.80, Commercial Building E will be designed to provide resilience to the impacts of future flood as determined by the 1% and 10% long-term flood elevation standards per the development standards of 22.84.1(a-c), including protection of occupiable spaces and critical equipment, as applicable. Reference Chapter 6, Infrastructure (Section 6.3) for further details.

In accordance with Article 22.90, Commercial Building E will be designed to meet the Green Factor Standard by incorporating features that provide a measurable cooling effect on the building and site, thereby mitigating the urban heat island effect. The Phase 4 Alternative will meet all “Prerequisites” outlined in Article 22.93.1, including requirements related to solar-reflectance index. Compliance will be demonstrated using the calculation methodology in 22.94 and via the submittal requirements of 22.96 including the Green Factor Score Sheet and site & roof plans. A preliminary analysis of compliance with the Green Factor Standard is presented in **Figures 8.1- 8.3**. As the design progresses through the Design Review process, this analysis will continue to be refined.

8.2 ENERGY CONSERVATION APPROACH

Buildings are significant consumers of energy, and mechanical and electrical systems are the chief consumers within any building. Under the Phase 4 Alternative, Commercial Building E will be designed targeting an energy-efficient design. As the design progresses, energy conservation and renewable energy strategies will continue to be assessed and integrated in the future design review submissions.

The proposed energy conservation approach for the Phase 4 Alternative is consistent with that described in Concept Plan Amendment #2, following a multi-stage approach to energy conservation. Through design, Applicant will set energy conservation targets and develop whole building energy models with the goal of reducing energy demand, maximizing system efficiency, and where possible harvesting site energy (such as passive solar and heat recovery). During operations, Applicant will conduct building commissioning, provide tenant green building

guidelines, and track building energy use over time. In compliance with the Cambridge Building Energy Use Disclosure Ordinance, Chapter 8.67 of the Municipal Code, the Applicant will report energy use. Please see Concept Plan Amendment #2 for further details.

COMMERCIAL BUILDING E

A preliminary energy analysis and GHG study was completed for Commercial Building E, under the Phase 4 Alternative. The summary of findings is represented in the Preliminary Energy Analysis and Greenhouse Gas Study shown in **Table 8-1**.

Based on preliminary design strategies being considered, the estimated energy use reduction for Commercial Building E is 13.5 percent when compared to the Stretch Code Base Case. This equates to a 1.5 percent increase (47 metric tons per year) in stationary source CO₂ emissions. This increase is due to higher GHG emissions rates associated with the current electric grid when compared to natural gas, which is included in the Stretch Code Base Case. The annual operational GHG emissions will decrease as the grid becomes greener.

Key energy saving features include improved glazing properties, improved roof and wall insulation, improved lighting power densities, variable speed hot water and chilled water pumping systems, high-efficiency air-source heat pumps and heat recovery chillers, energy recovery for ventilation systems, and exploring 100% electrification of space heating and service water heating.

TABLE 8-1: PRELIMINARY ENERGY ANALYSIS AND GREENHOUSE GAS STUDY

Project Component	Energy Consumption (MMBtu/Yr)			CO ₂ Emissions (Tons/Yr)		
	Base Case	Design Case	Percent Reduction	Base Case	Design Case	Percent Reduction
Commercial Building E – 105 Broadway	50,426 ¹	43,623	13.5%	3,108	3,155	-1.5%

Tons/yr = tons per year

1. The base case reflects the most recent iteration of the Massachusetts energy code which references IECC 2021 & ASHRAE 90.1-2019, Appendix G with MA Amendments

8.2.1 ON-SITE CLEAN/RENEWABLE ENERGY GENERATION

The building will be analyzed for solar opportunities as the design develops. A solar-ready roof assessment will be provided as part of the Net Zero Narrative per Article 22.20.

8.3 WATER CONSERVATION

Under the Phase 4 Alternative, Commercial Building E is currently targeting a minimum 25% water use reduction compared to conventional plumbing fixtures (per Energy Policy Act of 1992 fixture performance requirements). Additional water-conservation strategies, such as reuse for flushing, will be analyzed throughout design to potentially achieve an even greater reduction in indoor potable water consumption.

Landscape design will incorporate native and adaptive vegetation, and the irrigation system design will target, at minimum, a 50% reduction in potable water use (when compared to a mid-summer baseline) through the use of high-efficiency irrigation systems with controllers and moisture sensors. Non-potable water use strategies, such as rainwater reuse, will be considered for irrigation. In addition, the landscape design will consist mostly of local, drought-resistant species to minimize or eliminate the need for irrigation over the lifetime of the project. Landscape areas will be designed to hold as much rainwater as practicable.

Commercial Building E will largely maintain the existing site drainage, replacing existing impervious rooftop and hardscape in kind on-site. The Applicant will be required to mitigate stormwater runoff to comply with City and MassDEP standards. Stormwater infrastructure will be designed and installed to reduce the runoff discharge rate and improve the quality of the runoff to the City's stormwater system and the Charles River basin.

8.4 RECYCLING AND SOLID WASTE MANAGEMENT

As with prior project phases, under the Phase 4 Alternative recycling and reuse programs will be implemented by all construction contractors to reduce the amount of waste that is sent

to landfill throughout construction. A minimum of 50% of C&D waste will be diverted. Strategies remain consistent with those approved in Concept Plan Amendment #2. Please see Concept Plan Amendment #2 for further details.

8.5 REDUCE HEAT ISLAND EFFECT

As with prior project phases, under the Phase 4 Alternative the Applicant is considering site and building design strategies to mitigate the urban heat island effect. Site landscaping will be designed with tree canopy cover, low-level plantings, discontinuous impervious covers, reflective materials, and permeable pavements in an effort to reduce the capture of energy from sunlight while promoting evaporation and plant transpiration. Building design may include green roof cover (where feasible), vegetation and shading structures, and a high albedo roof membrane. All vehicle parking supporting the Phase 4 Alternative will be below-grade, greatly reducing the impervious surface area needed.

Strategies remain consistent with those approved in Concept Plan Amendment #2. Please see Concept Plan Amendment #2 for further details.

8.6 RESILIENCY IN BUILDING DESIGN

As with prior project phases, the Applicant is studying the potential of precipitation-based inland flooding events per Article 22.80 Flood Resilience Standards. Potential building design resiliency measures being considered include limiting basement areas and other improvements that may mitigate potential flooding. Additionally, ground floor finish elevations for Commercial Building E will be raised to the greatest extent possible to reduce the risk of internal flooding. Flood-resilient materials will be specified for first floor uses, where practicable. See Chapter 6, Infrastructure (Section 6.3) for further details.

Other potential flood prevention and resiliency techniques remain consistent with those approved in Concept Plan Amendment #2. Please see Concept Plan Amendment #2 for further details.

8.7 HEALTH & WELLNESS

As with prior project phases, under the Phase 4 Alternative human health and wellness will be addressed through design, operations, and occupant behavior. This includes, for example, using non-toxic materials, installing lighting and heating controls, and implementing active design principles that encourage physical and social activity, respectively. The Applicant is also exploring the use of principles of Fitwel, which place human health and wellness at the center of design. Strategies remain consistent with those approved in Concept Plan Amendment #2. Please see Concept Plan Amendment #2 for further details.

8.8 SUSTAINABLE TENANT GUIDELINES

As with prior project phases, under the Phase 4 Alternative the Applicant will provide Tenant Design and Construction Guidelines to office and retail tenants. These guidelines will educate about potential sustainable design and construction features in their tenant improvement build-out, as well as green building practices that support overall sustainability goals. The guidelines will also communicate the sustainable and resource-efficient features incorporated into the base building(s) and provide specific suggested sustainable strategies enabling tenants to coordinate their leased space design and construction with the rest of the building systems.

8.9 LEED CREDIT NARRATIVE

Pursuant to Article 22.25.1 (b) of the Cambridge Zoning Ordinance, the Commercial Building E will be designed to meet the USGBC's LEED for Core & Shell (LEED-CS), version 4 rating system targeting 69 out of a possible 110 credit points with an additional 29 credit points still undergoing evaluation to determine feasibility of achievement. By targeting 69 credit points, Commercial Building E anticipates meeting the City of Cambridge requirement to be LEED v4 Gold 'certifiable'. In addition to the City of Cambridge requirements, Commercial Building E will be registered under the LEED-CS v4 rating system and will be pursuing formal certification with the USGBC.

The Applicant will continue to evaluate design options against the LEED-CS v4 rating system requirements. The Green Building Report, as required under Article 22 will be provided as part of the future design review submission.

9 PHASING PLAN

9.0 INTRODUCTION

This section provides an overview and the current status of each phase of development within the MXD District and the updated phasing schedule for the Phase 4 Alternative to reflect the modified Commercial Building D and proposed Commercial Building E.

The specific timing for the Phase 4 Alternative depends on the duration required for permitting, existing leases, leasing conditions within the Cambridge sub-market, and the construction logistics associated with staging and demolishing the existing buildings.

9.1 PHASING PLAN OVERVIEW AND BUILD-OUT STATUS

The redevelopment of the MXD District is expected to occur over four major phases consisting of the following generally described components.

PHASE 1 (NO CHANGE FROM AMENDMENT #2)

- Commercial Building A is a 441,614 SF commercial building at 145 Broadway, completed in November 2019 (**Figure 9.1**). The building serves as Akamai's global headquarters and includes 8,737 SF of ground floor retail space leased to Sweetgreen and Core Power Yoga.
- In conjunction with Commercial Building A, the Applicant enhanced the Sixth Street Connector, enhanced the East/West Connector north of Commercial Building A (linking Galileo Galilei Way to West Service Drive), and created of 60,496 SF of Innovation Space located at 255 Main Street.

PHASE 2 (NO CHANGE FROM AMENDMENT #2)

- Commercial Building B is a building with 343,093 SF of commercial space and 40,386 SF of retail/active use at 325 Main Street, completed in March 2023 (**Figure 9.2**). The office space serves as Google's local headquarters.

- The Applicant has delivered 31,993 SF of Innovation Space associated with Commercial Building B at 255 Main Street. The remaining 12,711 SF is under development at 325 Main Street.
- The Applicant delivered substantial enhancements to the Kendall Roof Garden, the existing public open space area on the roof of the Green Garage.
- The Applicant is collaborating with the Massachusetts Bay Transportation Authority (MBTA) to renovate the existing Kendall Northbound Headhouse, scheduled to be completed Summer 2025.

PHASE 3 (NO CHANGE FROM AMENDMENT #2)

- Commercial Building C will be a building with approximately 420,607 SF of commercial space and approximately 4,726 SF of retail/active use space at 290 Binney Street (**Figure 9.3**). The demolition of the Blue Garage was required for this phase and occurred in Q1 2023. Construction of Commercial Building C began in Q2 2023 and is expected to be completed in Q2 2026. Commercial Building C will be AstraZeneca's new local headquarters; their fit-out is also scheduled for completion in Q2 2026.
- Residential Building South will be an approximately 419,767 SF residential building consisting of rental apartments (up to 465 units) and approximately 1,550 SF of retail space at 121 Broadway. Construction commenced in Q2 2024 and is scheduled to finish in Q3 2027.
- Construction of Electrical Substation Vault under the planned Center Plaza began in Q2 2023 and is expected to be completed in Q2 2027. Following its completion, Eversource will lead the Electrical Substation Fit-out.
- Following the Electrical Substation Fit-out, the Applicant will construct Center Plaza, a new public open space.
- The Electrical Substation Fit-out and the completion of Center Plaza are estimated to start sequentially after the Electrical

Substation Vault is delivered; it is estimated that it will take approximately 4 years to complete these items.

- As part of Phase 3, the Applicant completed a renovation of Danny Lewin Park in collaboration with the CRA.

PHASE 4 ALTERNATIVE

- Under the Phase 4 Alternative, Commercial Building D will be an approximately 286,091 SF commercial building at 250 Binney Street (a reduction of approximately 149,307 SF from Amendment #2 that has been shifted to Commercial Building E). Commercial Building D will house the permanent bike valet serving Commercial Building C, Commercial Building D, and Residential Building South.
- Under the Phase 4 Alternative, Commercial Building E will be an approximately 302,400 SF commercial building, featuring retail/active space that will activate the Sixth Street Connector and Broadway.

Figure 9.4 shows the phasing forecast for the Phase 4 Alternative. **Table 9-1** on the following page summarizes the approximate GFA and program by phase along with the public benefits associated with each phase of development. **Table 9-2** below compares the Phase 4 Baseline and Phase 4 Alternative.

9.2 PROJECT PHASING SCHEDULE

The specific timing of the Phase 4 Alternative (**Figure 9.4**) depends upon the duration required for permitting, existing leases, the leasing conditions within the Cambridge sub-market, and the construction logistics associated with the staging and demolition of the existing buildings.

TABLE 9-1: ANTICIPATED PHASING PLAN WITH PUBLIC BENEFIT

	Phase 1	Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)	
	Commercial Building A 145 Broadway	Commercial Building B 325 Main Street	Residential South Building 121 Broadway	Commercial Building C 290 Binney Street	Commercial Building D 250 Binney Street	Commercial Building E 105 Broadway
<i>Commercial GFA</i>	432,877	343,093	0	420,607	286,091	299,850
<i>Residential GFA</i>	0	0	418,217	0	0	0
<i>Active Use/Retail GFA</i>	8,737	40,386	1,550	4,726	0 ¹	2,550 ²
<i>Existing GFA</i>	(78,636)	(117,201) ³	0	0	(62,576)	(145,603)
<i>Remaining GFA</i>						(7,490) ⁴
Net New GFA	362,978	266,278	419,767	425,333	223,515	149,307
Exempt GFA	-60,496	-44,704	-15,978			
Net New Infill GFA	302,482	221,574	403,789	425,333	223,515	149,307
(OS) Open Space Improvements	Sixth Street Connector, E/W Connector (W)	Kendall Plaza/ Kendall Roof Garden and Public Terrace Connector	Eversource Vault Build-Out/ Center Plaza and Children's Park	Danny Lewin Park Improvements	Northern E/W Connector	Southern E/W Connector
Innovation Space at 255 Main	60,496	44,704	0	0	0	0
Vehicle Parking	457	0	0	529	598	457
Long-Term Bike Parking	134	108	20	610 (Valet Located at 250 Binney Street)		68
Short-Term Bike Parking	34	47	20	18	18	21
Blue Bike Station	1	1			1	
Market Rate Housing	0	0	239,669 GFA			
Affordable Housing	0	0	63,912 GFA			
Middle Income Housing	0	0	15,978 GFA			
Status	Completed	Completed	Under Construction	Under Construction	Planned	Planned

1. The 6,946 SF bike valet (an exempt active use) is not included in Commercial Building D's net new GFA calculations.
2. Represents 2,550 SF of retail.
3. Includes exempt GFA.
4. 7,490 SF of Remaining GFA includes GFA shifted from 300 Binney Street, as part of that building's 2024 office to lab conversion, and unused GFA in the district.

TABLE 9-2: COMPARISON OF PHASE 4 BASELINE AND PHASE 4 ALTERNATIVE

	Phase 4 Baseline		Phase 4 Alternative	
	Commercial Building D 250 Binney Street	Commercial Building E 105 Broadway	Commercial Building D 250 Binney Street	Commercial Building E 105 Broadway
Commercial GFA	435,398 ¹	145,603	286,091	299,850
Active Use/ Retail GFA	0	0	0	2,550
Existing GFA	(62,576)	(145,603)	(62,576)	(145,603)
Remaining GFA				(7,490)
Net New GFA	372,822	0	223,515	149,307
Exempt GFA	0	0	0	0
Net New Infill GFA	372,822	0	223,515	149,307
Open Space Improvements	Northern and Southern East/West Connector	N/A	Northern East/West Connector	Southern East/West Connector
Vehicle Parking	1,584 spaces between Commercial Buildings C and D	N/A	1,584 spaces between Commercial Buildings C, D, and E	
Long-Term Bike Parking	610 spaces (bike valet)	N/A	610 spaces (bike valet)	68 spaces
Short-Term Bike Parking	18 spaces	N/A	18 spaces	21 spaces
Blue Bike Station	23-dock station	N/A	23-dock station	

1. GFA under the Phase 4 Baseline reflects a slight adjustment to Commercial Building D during the Design Review process that followed Concept Plan Amendment #2's approval.

10 DESIGN GUIDELINES

10.0 INTRODUCTION

This section describes how K2 Study/Volpe design principles apply to the Phase 4 Alternative (**Figure 10.1**). Principles related to the character of streetscape and pathways, landscape materials, and building materials and façades are consistent with Concept Plan Amendment #2. As a result, this section focuses on the built form and massing specific to the Phase 4 Alternative.

The key elements of this section include:

- Updated design guidelines for Commercial Building D, which has been modified to reflect a reduced building height while continuing to maintain site connectivity in the MXD District as proposed in Concept Plan Amendment #2.
- Proposed design guidelines for Commercial Building E, a new commercial lab/office building expected to increase the activation at the Sixth Street Connector and enhance the entry at Broadway and Ames Street.

10.5 BUILT FORM AND MASSING

CHARACTER AND COMPOSITION

Architectural character and composition will emphasize a distinct identity for each building while also expressing a consistent level of quality, proportional elegance, and detail throughout the Phase 4 Alternative. These buildings will relate to human scale by means of material selection, transparency and public accessibility at lower levels, fenestration patterns, and exterior details and articulation. They will be specific to context, climate, and to the urban and solar orientations of their specific sites. The architectural character will weave into the history and tradition, material and color palette, and

compositional organization evident in Kendall Square and East Cambridge. Attributes that will create a distinct architectural composition include the proportions of major massing elements, cohesive or contrasting use of materials and color. Individual building identity and character will be legible from adjacent streets and critical view corridors, while the collective project's skyline will be recognizable when seen from a distance.¹

The architectural character of the Phase 4 Alternative will support these objectives by:

- Providing diversity and variety within a community of buildings.
- Contributing to the definition and beauty of the public realm.
- Relating to human scale and addressing urban scale at the pedestrian, building, and district levels.
- Responding to the surrounding context of Kendall Square and East Cambridge.

COMMERCIAL BUILDING D

Approximate GFA: 286,091 SF

Maximum Height: Up to 250 FT

Use: Commercial Lab/Office

Commercial Building D is situated at the north end of the Blue Garage Parcel, located between the East Service Drive, the Sixth Street Connector, 12 Cambridge Center, and Binney Street (**Figures 10.2-10.4**). As reflected and approved in the previous Concept Plan Amendment #2:

- Commercial Building D has developed a shared service zone with Commercial Building C in the East Service Drive. The collection of these services along the same portion of the site is meant to open opportunities for other site connectivity and

¹ Criteria Adopted from the Volpe Development Project Design Guidelines

reduce non-active zones on the facades of both buildings along public corridors.

- The building will have an important relationship with the Sixth Street Connector and should contribute to the rejuvenated life of the connector.
- The southern portion of the massing has been undercut at the podium to increase the site connectivity between the new Center Plaza open space, the Sixth Street Connector, and Volpe beyond. The ground floor program along this connection will aid in the activation of the space.
- The building entrance and landscape design along Binney Street will be important and include elements that activate the ground plane to create a sense of place. These elements will contribute to the character of the street and, along with Commercial Building C, will redefine the pedestrian experience of Binney Street.
- The massing and articulation of the north and south facades have the important role of defining the character of Binney Street and the access route between the Sixth Street Connector and Center Plaza public open space.

COMMERCIAL BUILDING E

Approximate GFA: 302,400 SF

Maximum Height: Up to 250 FT

Use: Commercial Lab/Office

Commercial Building E is situated at Ames Street and Broadway along the Sixth Street Connector (**Figures 10.5-10.7**).

While the IDCP serves as a planning framework, and individual building designs will undergo detailed Design Review at later stage, we have expanded this submittal to illustrate massing, façade articulation, and ground-level conditions in greater depth. The building massing reflects the changing conditions on each side of the site (**Figure 10.8**).

The form of the building has been sculpted to bias all tapering to the west side, allowing for the maximum spatial relief towards 121 and the Center Plaza (**Figures 10.9-10.13, 10.20**). Concentrating the mass along the Kittie Knox Bike Path and the Loughery Walkway establishes a strong entry point and gateway presence for the MXD site. Attention has been paid to the resultant shadow impact of the building massing, with the intention of having minimal impact on the Center Plaza during usable hours (**Figure 10.21**). The amenity-level terrace has been strategically positioned at the Ames/Broadway intersection, orienting activity away from 121 Broadway (**Figures 10.17-10.20**). Along Broadway and the Sixth Street Connector, the massing has been undercut to expand the pedestrian realm and strengthen the connection and activation along the Connector.

The building entrance, retail frontage, and landscape design along Broadway and the Sixth Street Connector are intended to enrich the pedestrian experience within Kendall Square—offering seating opportunities, gathering spaces, bike parking, and a distinct sense of place (**Figures 10.14-10.15**). New tree plantings further enhance comfort and character at the street level. Importantly, these design refinements preserve the floorplate dimensions necessary to accommodate evolving tenant and market requirements (**Figure 10.16**).