



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	315 Amendment 3 (Major)
Location of Premises:	250 Binney Street, 105 Broadway
Zoning:	Mixed Use Development (MXD) District: Kendall Center
Applicant:	Boston Properties Limited Partnership 800 Boylston Street, Suite 1900, Boston, MA 02199
Owner:	Various owners as listed in Application Documents.
Application Date:	February 27, 2025
Date of Public Hearing:	March 25, 2025; October 28, 2025
Date of Planning Board Decision:	October 28, 2025
Date of Filing Decision:	January 27, 2026
Summary of Proposal:	Major Amendment to an Infill Development Concept Plan (“IDCP”) (Sections 14.32.2.5) and Reduction of Green Roofs requirement (22.35.3) to alter the IDCP by providing a development alternative to Phase 4 to either proceed with approved redevelopment of 250 Binney Street (“Commercial Building D”) as approved in Major Amendment 2 or use the remaining Utility Project GFA currently allocated to Commercial Building D to build a smaller building at 250 Binney Street and a new proposed building at 105 Broadway (“Commercial Building E”).
Decision:	GRANTED, with Conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this Decision, please contact Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

OFFICE OF THE CITY CLERK
CAMBRIDGE MASSACHUSETTS

2026 JAN 27 PM 4:10

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Planning Board Special Permit application dated February 2025 filed with the City Clerk’s Office on 2/27/2025, including: Volume I Narrative, Volume II Graphics, and Volume III Appendices.
2. Presentation slides shown to Planning Board on 3/25/2025.
3. Infill Development Concept Plan Amendment 3 Conforming Document dated Sep 2025, including: Volume I Narrative and Volume II Graphics together with bxp letter dated September 19, 2025 to Cambridge Redevelopment Authority (“CRA”) and Planning Board.
4. Presentation slides shown to Planning Board on 10/28/2025.

City of Cambridge Documents

5. Memo to the Planning Board from Brooke McKenna, Transportation Commissioner, Traffic, Parking and Transportation (“TP+T”), dated 3/19/2025.
6. Memo to the Planning Board from James Wilcox, City Engineer, dated 3/20/2025.
7. Memo to the Planning Board from Community Development Department (“CDD”) Staff, dated 3/20/2025.
8. Memo to the Planning Board from CDD staff, dated 10/22/2025.

Other Documents

9. Email communication to the Planning Board from Ovadia R Simha, dated 3/25/2025.
10. Letter to the Planning Board from Jason Alves, East Cambridge Business Association, dated 10/10/2025.

APPLICATION SUMMARY

Section 14.32.2 of the Zoning Ordinance provides that the distribution of new development within the MXD District above and beyond three million, three hundred thirty-three thousand (3,333,000) square feet of Gross Floor Area (“GFA”), referred to as Infill GFA, must be described through the preparation of an Infill Development Concept Plan (“IDCP”) that would be subject to review and special permit approval by the Planning Board. Special permit approval of the IDCP satisfies the Project Review Special Permit requirements (Section 19.20) for development authorized within the IDCP, with future building phases subject to continuing design review in accordance with a process set forth in the special permit conditions.

This is the third proposed amendment to the IDCP that was approved in early 2017 and amended in 2019 and 2022. Major Amendment 2 was granted in 2022 after adoption of a zoning amendment that authorized an additional 800,000 square feet of commercial GFA conditioned on the inclusion of a new subsurface electrical utility substation on the site within the MXD District. The IDCP identified a set of sites that would be redeveloped to include that additional GFA. Two buildings – a residential site at 121 Broadway and a commercial site at 290 Binney Street – have received design approval from the Planning Board and are under development. The final approved phase of development is a commercial site at 250 Binney Street, which would replace an existing lower-scale commercial building and result in a net increase of 372,822 square feet of GFA on the site. Design approval has been granted but development has not commenced.

The current amendment proposes an alternative site plan that would utilize the additional square footage allocated to 250 Binney Street to redevelop the site at 105 Broadway, (currently a 56-foot high building), with approximately 145,603 square feet of commercial office/lab GFA, in addition to the 250 Binney Street site. The net new GFA allowable by zoning would be divided between the two sites. Each of the two buildings would be subject to design approval by the Planning Board and the CRA Board. With this proposed change, the on-site parking would be split between two below-grade parking garages under the two redeveloped sites. The total number of parking spaces is not proposed to change, nor is the overall circulation on the site, with the exception of an added access drive into a new below-grade garage along Broadway.

Between the time of the current application and the issuance of this special permit, the Planning Board has approved two additional Minor Amendments to PB-315. Minor Amendment 4, approved March 25, 2025, authorized specific Office and Biotechnology Manufacturing Uses in the second floor of 325 Main Street in conjunction with a tenant known as “Fab Foundation.” Minor Amendment 5, approved August 19, 2025, authorized long-term and short-term bicycle parking requirements applicable to 325 Main Street to be met by sharing existing bicycle parking spaces that had been allocated to the residential Building at 88 Ames Street.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearings, and review and consideration of the applicable requirements and criteria set forth in the City of Cambridge Zoning Ordinance (“Zoning Ordinance” or “Ordinance”) with regard to the amendment to the Concept Plan being sought, the Planning Board makes the following Findings.

Section 14.32.2.5 of the Zoning Ordinance provides the following guidance in making the Board’s findings:

Amendments. Major or Minor Amendments to the Concept Plan may be approved as set forth in Section 12.37 of the Zoning Ordinance after review and approval by the CRA, with Major Amendments requiring the granting of a special permit by the Planning Board and Minor Amendments requiring a written determination by the Planning Board. The conditions of the special permit may specify what types of modifications would constitute Major or Minor Amendments.

The applicable criteria are discussed in the following sections of these Findings.

1. Major Amendment to the IDCP Special Permit (Sections 12.37 and 12.36)

The Planning Board finds that the proposed amendment to IDCP is in general conformance with the criteria set forth in Section 12.35.3, as explained in detail below.

The Development Proposal

(1) conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located.

The amended IDCP remains in conformance with the provisions of Article 14.000 of the Zoning Ordinance as they were most recently amended by the City Council in 2021. The IDCP conforms to the District Development Limitations in Section 14.32, and because the project is utilizing Infill GFA, there is no maximum Floor Area Ratio (“FAR”) requirement, as set forth in Section 14.33. The proposed development modifications conform to the provisions of Section 12.50 in relation to roadways, utilities and public works, landscaping and environmental performance standards.

(2) conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.

The MXD District is a special zoning district with specific requirements in Article 14.000 intended to allow a diversity of land uses in close proximity, within a limited area; to promote a balance of land uses; to facilitate development proposals responsive to current and future market conditions; to facilitate integrated physical design; and to encourage interaction among activities located within the District. The relocation of the approved

GFA to a new building under the alternative plan continues to align with the goals of the 2013 Kendall Square Planning Study to increase the network and accessibility of open spaces in the Kendall Square neighborhood.

(3) provides benefits to the city that outweigh its adverse effects.

The proposed amendment to the IDCP will continue to provide a net benefit to the city regarding the considerations below. In addition to the specific considerations set forth in Section 12.35.3, the IDCP will continue to provide benefits required in the 2015 and 2021 zoning amendments and related commitments.

In making this determination the Planning Board shall consider the following:

(a) [The] quality of site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public

The development proposed within the IDCP will continue to include a mix of residential, office, laboratory and retail uses through the redevelopment of existing building sites. New buildings will be of a high quality, in accordance with the design guidelines included within the IDCP and will be subject to continuing design review by the Planning Board and the CRA.

(b) traffic flow and safety

The IDCP amendment is not expected to have a substantial adverse impact on traffic flow and safety, as discussed further below in the transportation impact findings related to Section 19.20.

(c) adequacy of utilities and other public works

The proposed amendment to the IDCP has been reviewed by the Department of Public Works (“DPW”), which provided a communication to the Planning Board dated September 22, 2021, indicating that the development will be able to meet applicable standards for utilities and public works. Formal complete engineering review will be undertaken by the DPW at each phase of the development, and at the time of the Building Permit application, to confirm that all DPW standards have been met.

(d) impact on existing public facilities within the city

The proposed modifications are not anticipated to result in any additional impact on other public facilities. Public utilities and infrastructure, including Kittie Knox Way multiuse path adjacent to the proposed new development sites, will be improved in concert with the development proposed on individual building sites.

(e) potential fiscal impacts

The proposed modifications are not expected to result in negative fiscal impacts for the project or the City.

14.32.2 Findings and Approval. The Planning Board shall grant a special permit approving a Concept Plan upon finding that the new development identified within the plan meets the criteria for approval of a Planned Unit Development set forth in Section 12.35.3(3) of the Zoning Ordinance and the criteria for approval of a Project Review Special Permit set forth in Section 19.25 of the Zoning Ordinance.

The Planning Board finds that the proposed amendment to the IDCP is in general conformance with the Project Review Special Permit criteria set forth in Section 19.20 of the Zoning Ordinance, as explained in detail below.

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

(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A.M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The Applicant submitted a technical memo to update the previously approved Transportation Impact Study (TIS), which was reviewed by the Traffic, Parking and Transportation Department (TP+T, now the Cambridge Department of Transportation). As communicated in

a memorandum from TP+T dated March 19, 2025, the amendment will not create any additional vehicle trips as there is no increase in GFA. The memo also noted that this amendment will not alter the vehicular circulation approved under the previous amendment.

Therefore, based on the findings made in prior approvals of the IDCP, the Planning Board finds that the development modifications proposed in the amended IDCP will not result in substantial adverse impact on city traffic in the area.

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

The Board finds that the amended IDCP, as proposed, remains consistent with the Urban Design Objectives set forth in Section 19.30, along with the more specific plans and guidelines established by the City for the Kendall Square area. The Board acknowledges that the IDCP presents development in conceptual form, and therefore makes the below findings based on the overall concept plan presented for the development. The detailed designs of proposed new buildings and site improvements will be reviewed further by the Board in accordance with the Conditions of this Decision and with the design guidelines submitted as part of the IDCP, which also reference the K2 and Volpe Design Guidelines, and will serve as the basis for review during Continuing Design Review as further described below.

(19.31) New projects should be responsive to the existing or anticipated pattern of development.

As discussed in the findings above, the IDCP continues to follow the extensive planning undertaken during the Kendall Square Planning Study and the planning efforts informing the amendments to Article 14.000 of the Zoning Ordinance in early 2021. The proposed IDCP amendment continues the mixed-use development pattern that is prevalent in the MXD district, while providing ground-floor retail along Broadway, promoting a more pedestrian-oriented and bicycle-friendly streetscape, and improving public open space and connections.

(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

The proposed amendment to the IDCP will complement the existing development pattern along Binney Street and Broadway. The proposed site improvements will also enhance the public realm for pedestrians and bicyclists. The proposed new building site under the alternative plan will feature pedestrian entrances on Broadway and will provide short and long-term bicycle parking.

(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.

The IDCP contains studies of anticipated wind, shadow and noise impacts from proposed new development. Approaches to manage environmental impacts are also included in the design guidelines for the IDCP, and the specific environmental impacts of each proposed building will be considered in more detail through the continuing design review process for that building.

(19.34) Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.

As previously noted in these findings, the modifications to the IDCP have been reviewed by DPW and are expected to meet all applicable standards for infrastructure and utilities, subject to further engineering review of each proposed building. New development will also be subject to sustainable design requirements and will employ measures set forth in Section 14.74 of the Zoning Ordinance and in greater detail in the Sustainability section of the proposed IDCP and the Conditions of this Special Permit, which are based on the enhanced sustainability recommendations of the Kendall Square Planning Study.

(19.35) New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.

The alternative plan would involve the demolition of the existing 105 Broadway building, which is not considered historically significant. The general scale and massing of the proposed new building on the site, as presented most recently to the Planning Board, have been designed to respond to the context of surrounding buildings and spaces. It will also result in a more pedestrian-oriented site with robust bicycle and pedestrian connections to nearby open spaces.

(19.36) Expansion of the inventory of housing in the city is encouraged.

The IDCP amendment is not proposing any change to the previously approved residential GFA. The IDCP will continue to provide the residential uses required by the Zoning Ordinance in the MXD District.

(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.

The IDCP amendment will retain the total area of public open space associated with the previous amendment. The open space around Commercial Building E will enhance 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.

(19.38) Development should be resilient to the effects of climate change as anticipated in the Resilient Cambridge plan published by the City. Indicators include:

- (1) The design has incorporated the most up-to-date projections of climate change impacts over the project's anticipated lifespan, including increases in temperature and precipitation and risk of future flooding.*
- (2) The project is designed to meet or exceed the Flood Resilience Standard in Section 22.80 of this Zoning Ordinance and the Green Factor Standard in Section 22.90 of this Zoning Ordinance. Design strategies may be supplemented by mitigation strategies to manage the effects of flooding and heat where appropriate.*
- (3) The design uses resilience strategies that have environmental co-benefits. An example is passive building envelope design, which promotes occupant comfort during extreme heat and resilience from power outages due to storms while also reducing energy use and greenhouse gas emissions. Another example is intensive vegetation at grade and on roofs, which provides cooling benefits while improving stormwater management.*
- (4) The design takes an integrative approach to climate change resilience that accounts for the existing context and promotes the other design objectives of the area and the City.*

The IDCP amendment will meet the flood resilience requirements in Section 22.80, the Green Factor requirements in Section 22.90, and the Green Building requirements in Section 22.20. The Sustainability Plan confirms that the Phase 4 Alternative will incorporate the sustainable design elements outlined previously in Amendment 2 and will meet the latest State and City sustainability requirements.

2. Special Permit for reduction of green roofs requirement (Section 22.35.3)

22.35.2 Requirement.

(b) In the case of non-residential or mixed-use buildings in which at least half of the Gross Floor Area is devoted to one or more of the non-residential uses listed below (with reference to the Table of Use Regulations, Section 4.30 of this Zoning Ordinance), excluding any municipal buildings, at least 80% of the roof area of the building as measured in plan view, excluding those portions of the roof listed above,...shall be devoted to Green Roof Area or Biosolar Green Roof Area:

- 1. Transportation, Communication & Utility Uses (Section 4.32);*
- 2. Educational Purposes (Section 4.33-b.);*
- 3. Noncommercial Research Facilities (Section 4.33-c.);*
- 4. Other Institutional Uses (Section 4.33-h.);*
- 5. Office and Laboratory Use (Section 4.34);*
- 6. Retail Business and Consumer Service Establishments (Section 4.35);*
- 7. Open Air or Drive In Retail & Service (Section 4.36);*

8. *Light Industry, Wholesale Business and Storage (Section 4.37); or*
9. *Heavy Industry (Section 4.38).*

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

The individual building sites for this proposal will be subject to future design review by the Planning Board. At the time of this special permit, building plans are illustrated schematically, with further design refinement to occur later. It is anticipated that the specific reduction in applicable green roof area will be quantified as part of continuing design review for the respective building in Phase 4.

The Permittee has indicated that it intends to provide green roofs and make best efforts to meet the minimum 80% green roof area requirement. These green roofs are one part of a larger sustainable design approach that includes, among other techniques, district stormwater management, rainwater harvesting tanks, solar arrays, permeable pavement, and an integrated building design approach.

Due to these efforts to increase the energy performance of the buildings and site as a whole, and with consideration to the obligations/conditions set forth in the Zoning Ordinance and in this Special Permit to make a required contribution to the Cambridge Affordable Housing Trust, the Planning Board finds that the requested reduction in the required Green Roof Area for the Project may be granted in accordance with the Conditions of this Special Permit.

3. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project continues to meet the General Criteria for Issuance of a Special Permit, as set forth below.

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

- (a) It appears that requirements of this Ordinance cannot or will not be met, or ...*

The requirements of the MXD zoning district will continue to be met with the proposed amendment.

(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...

Transportation impacts have been carefully assessed as described above in these Findings. No changes to patterns of access or egress are anticipated that would cause substantial adverse impact.

(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...

The development continues to be consistent with the zoning requirements for the area and will not adversely impact the operation or development of adjacent uses, or the impacts will be mitigated as set forth above in these Findings.

(d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...

The proposed uses will not result in any nuisance or hazard. The development will be required to conform to all applicable health and safety codes as well as measures recommended by DPW to meet resiliency requirements.

(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...

The proposed changes are consistent with the anticipated character of the district as established through the City's planning and zoning.

(f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

The development continues to be consistent with the Citywide Urban Design Objectives, as set forth further above in these Findings.

DECISION

Based on a review of the Application Documents, testimony given, and comments made at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Major Amendment to the Infill Development Concept Plan (“IDCP”) in the MXD District granted by Planning Board Decision PB-315, as previously amended, subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Major Amendment and any successor or successors in interest.

1. This Major Amendment authorizes a development alternative referred to as the “Phase 4 Alternative” in the IDCP. The Phase 4 Alternative is depicted in Appendix A: Site Plan. The Phase 4 Alternative shall be considered the approved Final Development Plan at the time the Permittee submits 75% design drawings for a revised Commercial Building D and/or for Commercial Building E as approved in the Phase 4 Alternative. Otherwise, the Final Development Plan shall be the IDCP as approved prior to this Major Amendment.
2. The following Conditions of this Major Amendment shall apply to the Phase 4 Alternative if it proceeds as the Final Development Plan according to Condition 1 above. The prior Conditions of Special Permit PB-315 and subsequent amendments shall apply to the Phase 4 Alternative except where explicitly modified below. If the Phase 4 Alternative does not proceed, the prior Conditions of Special Permit PB-315 and subsequent amendments shall apply unchanged.
3. All development authorized by this Major Amendment shall be consistent, in concept, with the IDCP materials dated September 2025 as well as all supplemental materials, and the applicable requirements of the Cambridge Zoning Ordinance (“CZO”) as of the date of this Major Amendment.
4. **Approved Development Plan.** The characteristics of the permitted Phase 4 Alternative Development Plan are summarized in the attached Appendix B: Development Summary. Conditions 1.a.vi.4 and 1.b.v of the previously approved Major Amendment 2 shall be amended in accordance with the Phase 4 Alternative comprised of a revised Commercial Building D and new Commercial Building E. The Planning Board approves the heights of Commercial Buildings D and E as conceptually depicted in the IDCP, which are approximately 190 feet for Commercial Building D and 250 feet for Commercial Building E, subject to modification during the design review process or by amendment as set forth in the conditions of Special Permit PB-315 as amended.
5. **Open Space.** The approved Open Space Summary is attached as Appendix C. The approved development shall result in approximately 301,653 square feet of Public Open Space in the MXD District, exceeding the minimum of 100,000 square feet required by Section 14.42. The approved development shall result in a total of approximately 468,115 square feet of total open space in the MXD district, which exceeds the minimum of fifteen percent (15%) of the land area (excluding road rights-of-way) within the MXD district, required by Section 14.42.2. Except for the changes in locations and sizes of open space, the Conditions of the prior Major Amendment shall apply.

6. **Design Review.** Under the Phase 4 Alternative, Commercial Buildings D and E, and their surrounding sites, will be subject to design review and approval by the Planning Board in accordance with the Conditions of Special Permit PB-315 as amended. The design comments and considerations summarized on Pages 6 and 7 of the CDD memorandum dated October 22, 2025, attached to this Decision as Appendix D, shall be reviewed at the design review phase for those building sites.
7. **Sustainability.** Development within the Phase 4 Alternative Development Plan shall remain subject to the sustainability requirements set forth in Section 14.74, which reference the Green Building Requirements in Section 22.20 of the Zoning Ordinance, and shall also be subject to the Flood Resilience Standards in Section 22.80 of the Zoning Ordinance and Green Factor Standard in Section 22.90 of the Zoning Ordinance, which were adopted after Major Amendment 2 but before this Major Amendment 3. When determining compliance with the Green Factor Standard, the Cool Score submission shall be calculated for Commercial Building sites D and E, which shall meet the minimum applicable Cool Target based on the combined area of those lots.
8. **Green Roofs.** The Planning Board hereby approves a reduction of the required Green Roof Area pursuant to Section 22.35.3 of the Zoning Ordinance. The final roof plans of new buildings are not known at the time of issuance of this Special Permit. Before issuance of a building permit, the Permittee shall be required to provide a complete roof plan including calculations of the Green Roof Area required and provided pursuant to Section 22.35 for each new building before issuance of a building permit. After such calculations have been certified by the City, the Permittee shall be required to make a contribution to the Cambridge Affordable Housing Trust based on the applicable unit price calculated by CDD before a building permit is issued.
9. **Transportation.** The approved parking and bicycle parking plans under the Phase 4 Alternative are summarized in Appendix E. In addition to the Transportation Mitigation Program and Monitoring Requirements set forth in Condition 5.a of the previously approved Special Permit (for which the required timing and phasing shall be adjusted as summarized in Appendix E), the recommendations set forth in page 4 of the attached memorandum from the Traffic, Parking and Transportation Department (now the Cambridge Department of Transportation or “CDOT”) dated March 19, 2025, included within Appendix E, shall be conditions of the Phase 4 Alternative Development Plan to be certified by CDOT prior to issuance of a building permit or certificate of occupancy for development authorized by this Special Permit.
10. **Infrastructure and Utilities.** In addition to the infrastructure and utility improvements set forth in Condition 5c of the previously approved Special Permit Major Amendment 2, the recommendations set forth in the memorandum from the Department of Public Works (“DPW”) dated March 20, 2025, attached to this Decision as Appendix F, shall be conditions of the Phase 4 Alternative Development Plan.

11. **Retail and Active Use.** In addition to the Retail and Active Uses approved and as set forth in Condition 6 of Major Amendment 2, Retail and Active Uses shall be required in Commercial Building E as set forth in Section 14.38 of the Zoning Ordinance. A minimum of 75% active use ground story building frontage is required, with the measurement taken along a ground story front façade elevation drawing running parallel to Broadway. The active ground story area may include retail and consumer service establishments along with adjacent lobby spaces that are accessible to the general public and adjacent outdoor areas that contain seating and are accessible to the general public. The design of the active ground story area and designation of spaces that are accessible to the general public shall be subject to Planning Board review and approval during the design review process.
12. **Timing.** If the Phase 4 Alternative Plan proceeds, the IDCP completion date set forth in Condition 10.b of Major Amendment 2 shall be extended to December 31, 2038 and the expected timing and phasing shall be revised as shown in Appendix G. No other change is made to the provisions of Condition 10 of Major Amendment 2.
13. **Amendments.** The Planning Board may approve a change from the Phase 4 Alternative Plan to the previously approved Final Development Plan, or vice versa, as a Minor Amendment if the Board finds that the development will remain in substantial conformance with the Board's approval and the full set of conditions applicable to either alternative will continue to be met.

City of Cambridge, MA • Planning Board Decision
PB- 315 Amendment 3 (Major) – MXD District Infill Development Concept Plan

Voting in the affirmative to GRANT the Special Permit were Planning Board Members H Theodore Cohen, Mary Lydecker, Diego Macias, Ashley Tan, and Associate Member Dan Anderson, appointed by the Acting Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



H Theodore Cohen, Acting Chair.

A copy of this decision PB-315 Amendment 3 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

City of Cambridge, MA • Planning Board Decision
PB- 315 Amendment 3 (Major) – MXD District Infill Development Concept Plan

ATTEST: A true and correct copy of the above decision has been filed on January 27, 2026 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:

no appeal has been filed; or
 an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk

SITE CONTEXT

FIGURE 1.2

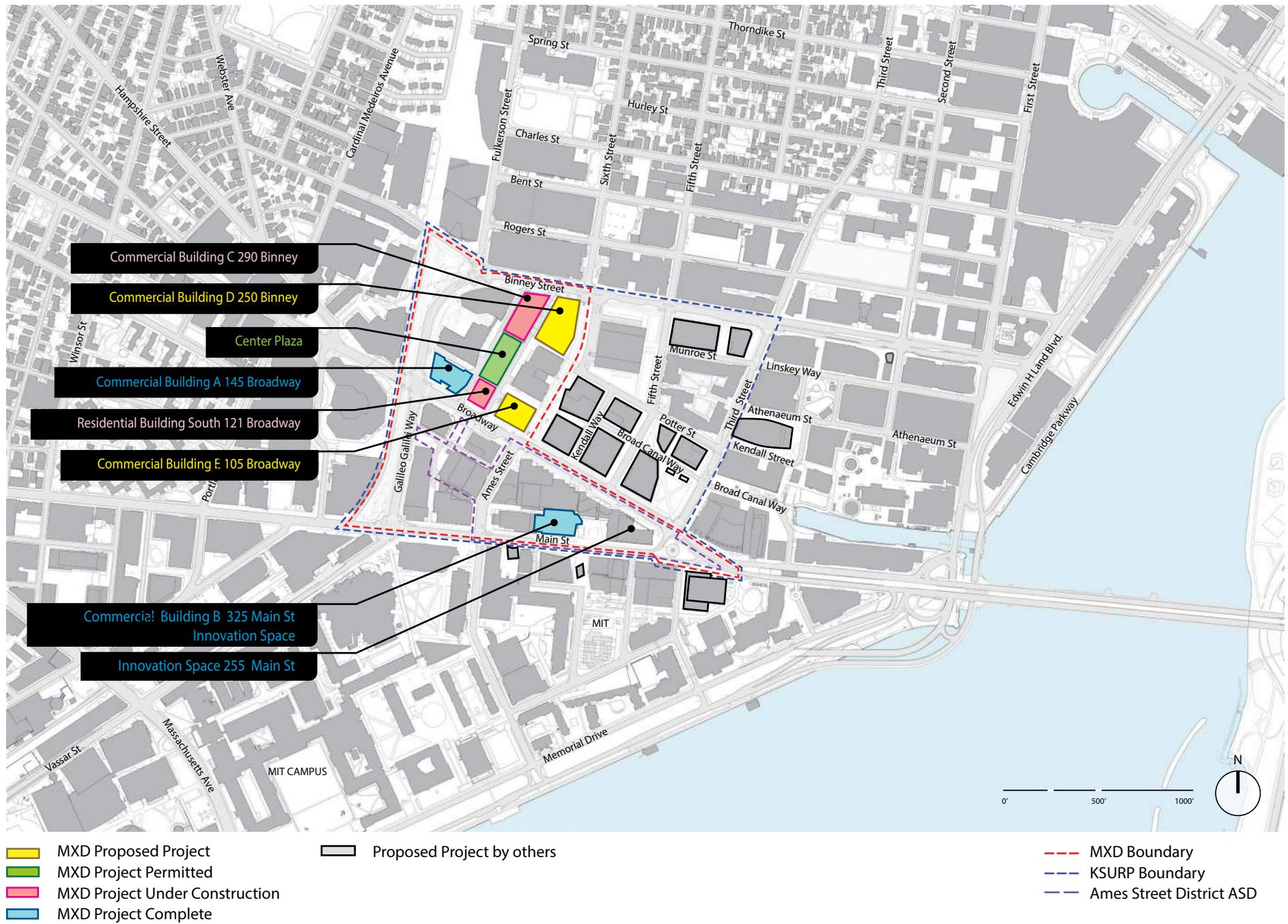


TABLE 1A: DEVELOPMENT PROGRAM BY USE (GFA¹)

	Phase 1	Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute Office Conversion³	Total
			Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St		
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 Conversion³
			Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	
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)

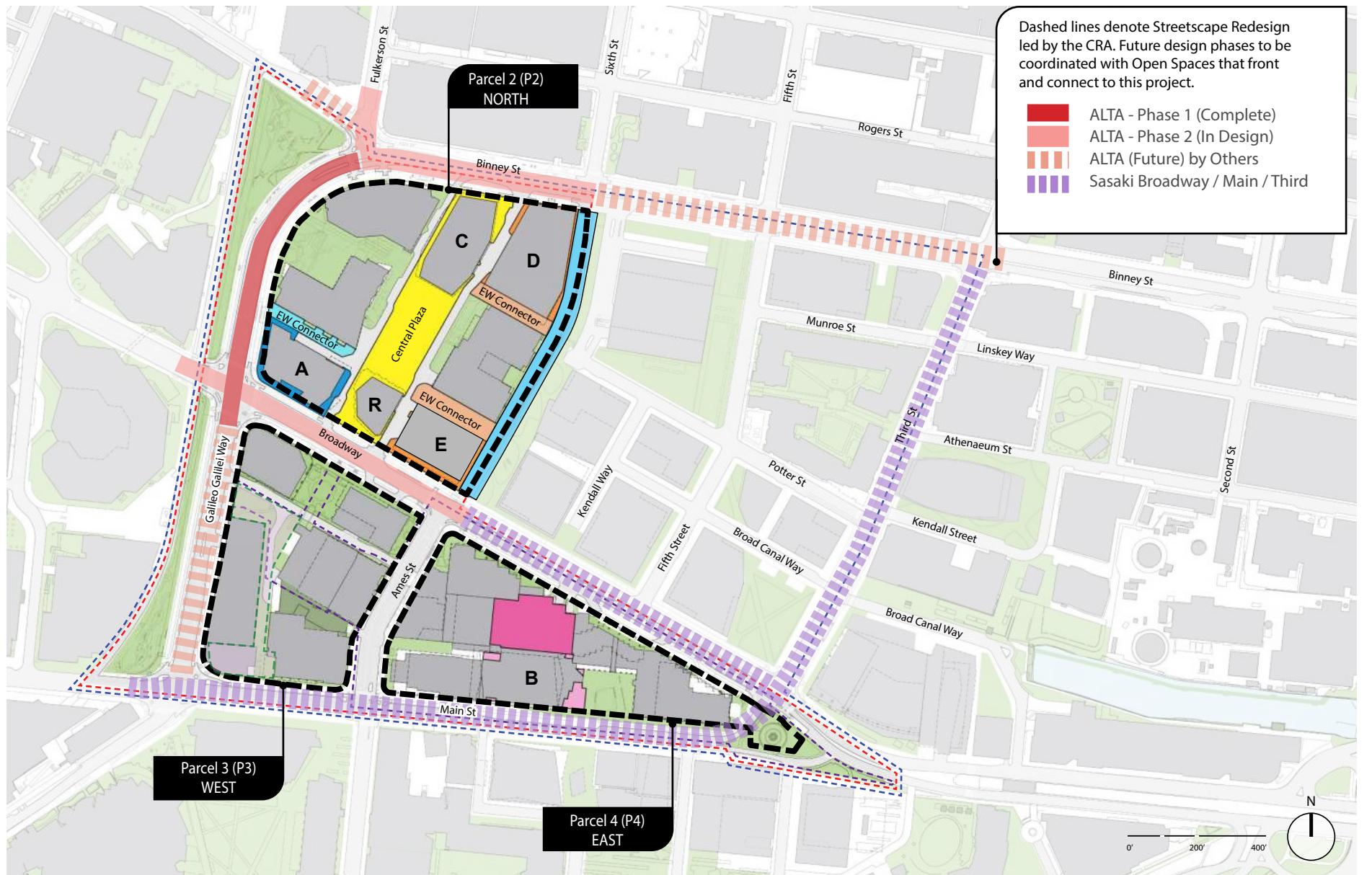
	Complete Phase 1	Complete Phase 2	Phase 3		Phase 4 Alternative (Scope of this Concept Plan)		Broad Institute	Office Conversion ³	Total
					Commercial Building A 145 Broadway	Commercial Building B 325 Main St	Residential Building South 121 Broadway	Commercial Building C 290 Binney St	Commercial Building D 250 Binney St
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

1. 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.
2. GFA as defined in Article 2.0 of the Cambridge Zoning Ordinance.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. Based on current massing, Commercial Building D is expected to be approximately 190-220 feet tall with 11-13 stories.
9. 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.
10. Remaining GFA includes GFA allocated within the MXD prior to KSURP Amendment 10 and MXD re-zoning in 2015.
11. 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.
12. 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.

Appendix C: Open Space

PUBLIC REALM: PROJECT RELATED OPEN SPACE AND OTHER OPEN SPACE OPPORTUNITIES WITHIN MXD DISTRICT

FIGURE 3.1



A Commercial Building A

- Phase 1. Open Space
- Phase 1. Enhanced OS

B Commercial Building B

- Phase 2. Open Space
- Phase 2. Enhanced OS

C Commercial Building C

R Residential Building South
Y Phase 3. Open Space

D Commercial Building D

E Commercial Building E

- Phase 4 Alternative. Open Space
- Phase 4 Alternative. Enhanced OS

----- MXD Boundary

----- KSURP Boundary

Ames Street District ASD



A Commercial Building A	B Commercial Building B	C Commercial Building C	D Commercial Building D	MXD Boundary
Phase 1. Open Space	Phase 2. Enh. Garden OS.	Phase 3. Open Space	Phase 4 Alternative. Open Space	KSURP Boundary
Phase 1. Enhanced OS.	Phase 2. Enhanced OS.	R Residential Building South	Phase 4 Alternative. Enhanced OS.	Ames Street District ASD



A Commercial Building A
B Commercial Building B

C Commercial Building C
R Residential Building South

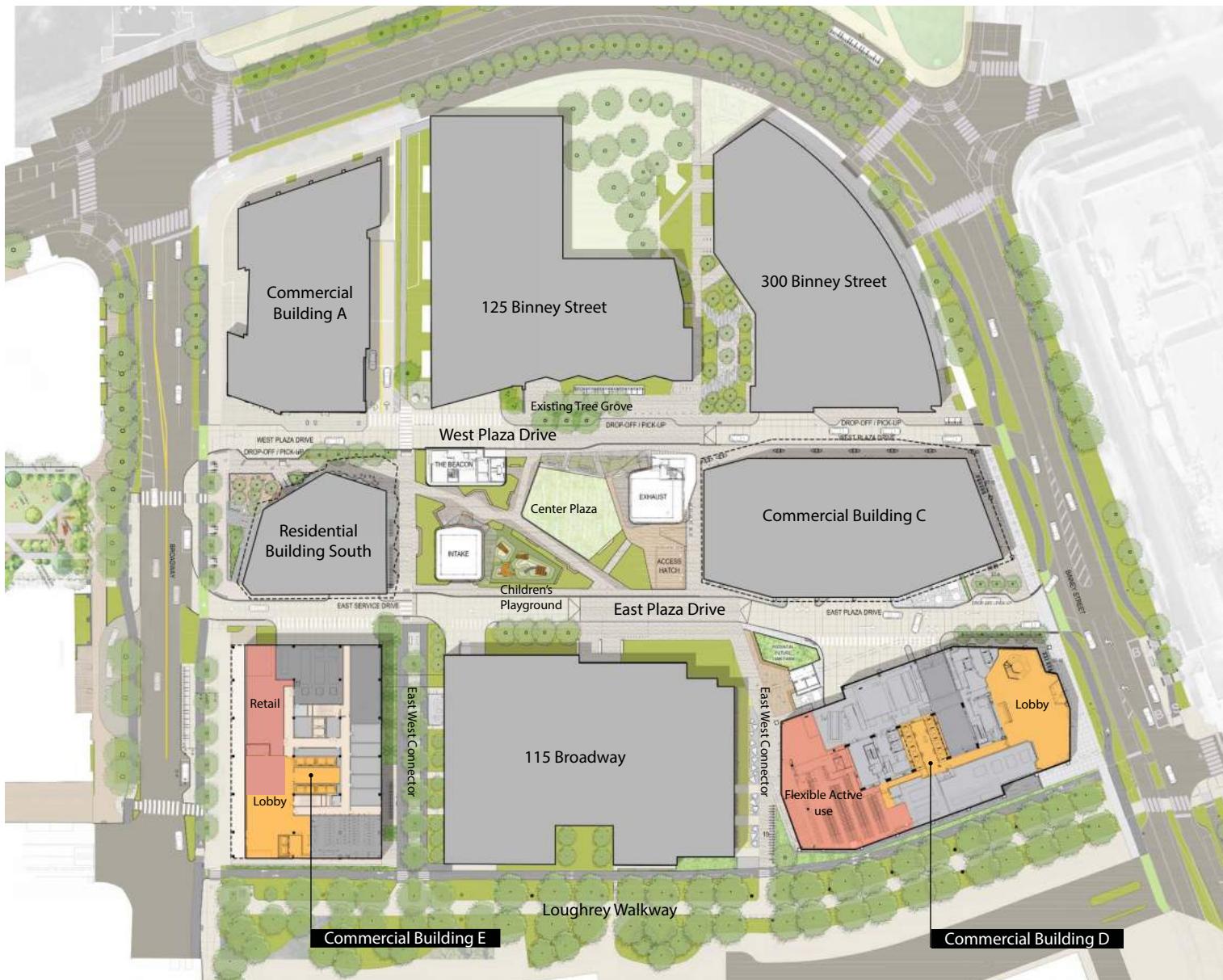
D Commercial Building D
E Commercial Building E

 Public Open Space
 Open Space in Parcel

 MXD Boundary
 KSURP Boundary

PARCEL 2 OPEN SPACE ILLUSTRATIVE PLAN

FIGURE 3.4



GROUND LEVEL

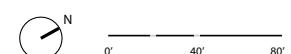


TABLE 2A: SUMMARY OF OPEN SPACE REQUIREMENTS

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 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 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

Established Heights. The proposed alternate development program in the revised submission continues to indicate the proposed heights of both buildings D and E as “up to 250 feet” while the illustrative plan shows Building D at 190 feet and Building E at 250 feet. To avoid future uncertainty during the design review and building permit approval process, it is important to be clear about what is approved.

If the Board grants the special permit amendment approving the alternate plan, it should be based on the heights shown in the graphic materials for the alternate Buildings D and E (190 feet and 250 feet, respectively). The special permit decision already provides that variations in the exact height of no more than 5% may be authorized during the design review process if they conform to zoning.

Other Zoning Requirements that become applicable if the alternate plan were to be approved and advanced, including Flood Resilience Standards and Green Roofs Requirements, are addressed in the submission and will be subject to further review at the design review stage.

Design Comments

The intent of Amendment #3 is the same as in the previous hearing on March 25, 2025: to create the option of relocating already approved gross square footage from the Building D site at 250 Binney Street to the site at 105 Broadway. As before, this reallocation of building square footage would be an appropriate response to the site and context.

The submission shows two different versions of the building’s design, a generic boxy building and a proposed detailed massing, with correspondingly different site plans. While the issue at hand is simply the creation of an option to relocate the square feet, some comments on the detailed design may be helpful in anticipation of the design review process.

The detailed design responds to numerous comments from the first hearing and the staff memo:

- The impact of the previous scheme’s very broad curbcut for the loading docks and garage entry on the pedestrian realm has been reduced by dividing it into three separate curbcuts.
- Trees have been added along the portion of the East Service Drive that adjoins the project.
- An entrance from the “East/West Connector” has been added on the north side of the building.

Some of the comments on the detailed design from the March 20, 2025 memo still apply:

- The lobby occupies a large percentage of the building’s frontage, leaving only about 60% of the building’s full width available for retail. Consideration could be given to reducing the lobby’s width, and to increasing the amount of retail facing Broadway.
- Further consideration could be given to how the building engages the very different contexts on its four sides: how it defines the adjoining public spaces, how it functions as the southeast corner of the MXD superblock, and how it contributes to the coherence of the subsidiary block between the East Drive and the Sixth Street Walkway.
 - In the previous iteration of the detailed massing, the building was conceived as a pure object building: it was essentially the same on all four sides, all four corners were chamfered, and its symmetrically bulging profile emphasized its centrality.
 - The current version makes efforts to respond to the adjoining spaces and buildings, shifting to a more asymmetrical stance, with a more vertical expression on its east side,

and the recessed balcony at the fifth and sixth stories located at its southeast corner to function as a visual target when seen from Ames Street.

- Consideration could be given to further exploration of massing options so as to more strongly frame the Sixth Street walkway, engage the view from Ames Street, provide a stabilizing counterpoint to the irregular profile of the forthcoming building at the southwest corner of the Volpe site, and relate to the rectilinear massing of the existing (and perhaps someday the future) building at 115 Broadway to the north.
- Consideration could be given to relocating the lobby entrance to roughly the center of the Broadway facade. This would create a more direct route to the elevators, allow the lobby's width to be reduced, and allow retail space to be located at the building's southeast corner. If the triangular terrace in this location were eliminated by continuing the plane of the primary Broadway facade all the way to the building's southeast corner, the building would more assertively define Broadway as a public space, and further activate the pedestrian realm.
- Further consideration should be given to how the separate elevated terraces at the building's southwest and southeast corners will be accessed from Broadway, including by people using wheelchairs, how movement between the two terraces should best be accommodated, and to whether additional plantings would be beneficial, including at the ramp to the lobby's terrace.
- The design of the sidewalks, plantings, and bike lane on Broadway should be coordinated with the city's plans for the street.

A detailed review of the site and building design is not appropriate given the focus of Amendment #3. Staff will have further comments at the Design Review Phase, but the following additional questions and comments seem relevant at this time:

- Will the building need exterior bulk gas storage tanks? If so where they be located? What plans could be made to accommodate them if they are needed at some point in the future?
- How does the site plan respond to Universal Design Principles?
- Staff recommend that the sidewalk at the east side of the East Drive be continuous, rather than be divided into segments by the three driveways to the loading docks and garage.
- Truck turning movements should be investigated.
- Staff recommend that further consideration be given to the details of the area where the East/West Connector meets the East Drive and the southeast corner of the Central Plaza so to emphasize pedestrian connectivity.
- How can the impacts of rooftop mechanical on the neighboring residential building be minimized?
- The shadow studies indicate that the building will cast significant shadows on the Central Plaza. While changes to building massing may reduce their extent, consideration could be given to other ways to improve the Plaza, including its connectivity to other public spaces and the quality of the pedestrian experience along the East and West Drives.

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.

TABLE 3A: 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.

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 or 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.

Application for Amendment #3, Volume II Graphics, depicts the Site Circulation Plan that TP+T supports.

Comments & Recommendations

Overall, TP+T is supportive of Amendment #3 and offers the Planning Board the following comments and recommendations:

1. 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.
2. 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.
3. If a new building is constructed at 105 Broadway (“Commercial Building E”), TP+T supports the cross-section plan for the Kitty 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 Kitty 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 Kitty 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.
4. 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.
5. 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.
6. 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.
7. 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.



City of Cambridge Department of Public Works

Katherine Watkins, Commissioner

147 Hampshire Street
Cambridge, MA 02139
theworks@cambridgema.gov

Voice: 617 349 4800
TDD: 617 499 9924

March 20, 2025

TO: Planning Board

FROM: James Wilcox, PE
City Engineer

RE: MXD Infill Development: Amendment 3

We are in receipt of the revised documents, dated February 2025, for the 3rd Amendment to the MXD Infill Development Concept Plan.

The Department of Public Works clearly outlined expectations and requirements for the Development in previous letters to the Board that related to:

- Project Phasing and Construction
- Public Infrastructure
- Stormwater Management
- Sanitary Sewer
- Climate Change Resiliency

The Applicant has demonstrated, through information provided in the Amendment 3 Application and the design and construction progress at the site to date, that they are aware of the requirements and standards of the DPW.

As presented in the Application the Development Team is proposing two alternatives for the next phase of the project. Discussion provided notes that each proposed Alternative will meet the Standards of the DPW.

At the time of Design Review for the selected Alternative, the DPW will review the proposal to confirm the following requirements are met:

- Stormwater Management: The Application provides indication that each Alternative can meet the DPW's stormwater quality and quantity standards.

- 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.
- 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.
- 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.

Again, items above will be reviewed for the selected Alternative by the DPW through the Design Review process and again at time of Building Permit.

We look forward to continuing to work with the Applicant and other City Departments on this project. Please feel free to contact me with any questions or concerns related to the information provided above.

Sincerely,



James Wilcox, PE
City Engineer

PHASE 1 PROJECT PHASING GRAPH & KEY MAP

FIGURE 9.1

	PROJECT PHASING FORECAST																			
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033		
PHASE 1	Commercial Building A 6th Street and E/W Connector (W)																			
PHASE 2				Commercial Building B Kendall Plaza & Roof Garden																
PHASE 3										Residential Building South Danny Lewin Park										
									Commercial Building C											
									Substation Vault			Substation Fit-Out		Center Plaza & Children's Park						
PHASE 4 Alternative									Commercial Building E E/W Connector (S)					Commercial Building D E/W Connector (N)						

* Either Commercial Building D or E could go first, subject to existing tenant occupancy



1. Commercial Building A (145 Broadway)

PHASE 2 PROJECT PHASING GRAPH & KEY MAP

FIGURE 9.2

PROJECT PHASING FORECAST																			
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
PHASE 1	Commercial Building A 6th Street and E/W Connector (W)																		
PHASE 2				Commercial Building B Kendall Plaza & Roof Garden															
PHASE 3										Residential Building South Danny Lewin Park									
									Commercial Building C										
									Substation Vault				Substation Fit-Out		Center Plaza & Children's Park				
PHASE 4 Alternative										Commercial Building E E/W Connector (S)					Commercial Building D E/W Connector (N)				

* Either Commercial Building D or E could go first, subject to existing tenant occupancy



1. Commercial Building A (145 Broadway)
2. Commercial Building B (325 Main St)
3. Innovation Space (255 Main St)

PHASE 3 PROJECT PHASING GRAPH & KEY MAP

FIGURE 9.3

PROJECT PHASING FORECAST												
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
PHASE 3			3 Residential Building South Danny Lewin Park									
	2 Commercial Building C											
	1 Substation Vault					Substation Fit-Out		Center Plaza & Children's Park				
PHASE 4 Alternative				Commercial Building E E/W Connector (S)					Commercial Building D E/W Connector (N)			



PHASE 4 ALTERNATIVE PROJECT PHASING GRAPH & KEY MAP

FIGURE 9.4

PROJECT PHASING FORECAST											
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
PHASE 3			3 Residential Building South Danny Lewin Park								
	2	Commercial Building C									
	1	Substation Vault				Substation Fit-Out		Center Plaza & Children's Park			
PHASE 4 Alternative				4 Commercial Building E * E/W Connector (S)							
							5 Commercial Building D * E/W Connector (N)				
PHASE 4 Baseline		5	Commercial Building D E/W Connector (N)								

* Either Commercial Building D or E could go first, subject to existing tenant occupancy

