

Ames Street Residences

Cambridge, Massachusetts

Submitted to
Cambridge Community Development Department
City Hall Annex
344 Broadway
Cambridge, MA

Applicant
BP Cambridge Center Residential LLC, an affiliate of Boston Properties
800 Boylston Street, Suite 1900
Boston, MA

Prepared by
 *Vanasse Hangen Brustlin, Inc.*

99 High Street 10th Floor
Boston, MA

www.vhb.com

In association with
FXFOWLE Architects
CBA Landscape Architects LLC
Adams & Rafferty, LLP

August 2014
REVISED November 2014



Vanasse Hangen Brustlin, Inc.

November 17, 2014

Mr. Brian Murphy, Assistant City Manager
Cambridge Community Development Department
344 Broadway
Cambridge, MA 02139

**Re: Ames Street Residences, Cambridge, MA
Article 19: Special Permit Project Review**

Dear Mr. Murphy,

Per your request, we are submitting for your review an updated application for a Project Review Special Permit in accordance with Article 19, Project Review of the Cambridge Zoning Ordinance for the Ames Street Residences project located at 85 Ames Street set in between 4 and 5 Cambridge Center in Kendall Square (the "Project"). BP Cambridge Center Residential LLC, an affiliate of Boston Properties (the "Applicant"), is proposing to construct a new residential building with up to 280 housing units and related ground floor retail totaling approximately 216,000-gross square foot (216,000 of Gross Floor Area, or GFA). Constructed on a parcel in front of the existing Cambridge Center East Garage, the new residential building will not only bring much needed housing to the neighborhood, helping create a greater sense of community, but will significantly transform Ames Street by creating a new activated pedestrian experience along the street replacing an existing street-facing service/loading area and parking garage entrance.

It should be noted that a portion of the parcel will be purchased from the city at the time permits are obtained. This area is noted as the area of "Discontinued Right of Way" on the proposed plot plan (Figure 1.6).

Enclosed with this letter are fifteen (15) copies of the report with a CD-ROM containing all of the attachments, including a complete copy of the Traffic Impact Study, which was certified by the Cambridge Traffic, Parking and Transportation Department on July 7, 2014.

Please do not hesitate to contact me at 617-728-7777 if you have any questions. Thank you for your assistance.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

A handwritten signature in blue ink, appearing to read "MJ", followed by a long horizontal line extending to the right.

Mark Junghans, Principal

cc: David Stewart and Ben Lavery, BP Cambridge Center Residential, LLC

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Massachusetts

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CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • 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.

Location of Premises: 88 Ames Street

Zoning District: MXD

Applicant Name: BP Cambridge Center Residential LLC

Applicant Address: 800 Boylston Street, Suite 1900, Boston MA 02199

Contact Information: 617-236-3300 dstewart@bostonproperties.com 617-421-1566
Telephone # Email Address Fax #

List all requested special permit(s) (with reference to zoning section numbers) below. *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.*

Section 19.20 Project Review Special Permit
Section 6.104.1 Long Term Bicycle Parking
Section 6.105.1 (D) and (F) Bicycle Rack Design and Layout Standards
Section 6.106.1 (A) and (B) Primary Access Routes

List all submitted materials (include document titles and volume numbers where applicable) below.

Application Form, Ownership Certificate, Dimensional Form, Project Narrative, Urban Design Narrative, Sewer Service Infrastructure Narrative, Water Service Infrastructure Narrative, Noise Mitigation Narrative, LEED Narrative, Tree Study, Traffic Study Summary (submitted separately to Cambridge Traffic, Parking and Transportation Department), Site Plan, Elevations, Sections, Perspective Renderings, Floor Plans

Signature of Applicant: _____

For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

11/18/2014

Date

Signature of CDD Staff

OWNERSHIP CERTIFICATE

Project Address: 88 Ames Street

Application Date: 11/18/2014

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: BP Cambridge Center Residential LLC

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

to apply for a special permit for: Ames Street Residences

on premises located at: 88 Ames Street

for which the record title stands in the name of: See explanation of current ownership of parcels as

whose address is: addressed in the cover letter and Section 1 of the enclosed

by a deed duly recorded in the:

Registry of Deeds of County:

Book:

Page:

OR Registry District of the Land Court,
Certificate No.:

Book:

Page:

[Handwritten Signature]

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

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Suffolk

The above named Michael H. Cantalupo personally appeared before me,

on the month, day and year 11/17/14 and made oath that the above statement is true.

Notary:

[Handwritten Signature]

My Commission expires:

3/21/19



FEE SCHEDULE

Project Address: 88 Ames Street

Application Date: 11/18/2014

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): 216,000 × \$0.10 = 21,600

Flood Plain Special Permit Enter \$1,000.00 if applicable: NA

Other Special Permit Enter \$150.00 if no other fee is applicable: NA

TOTAL SPECIAL PERMIT FEE Enter Larger of the Above Amounts: 21,600

DIMENSIONAL FORM

Project Address: 88 Ames Street

Application Date: 11/18/2014

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	16,542	NA	16,542	
Lot Width (ft)	206'-4"	NA	206'-4"	
Total Gross Floor Area (sq ft)	216,000	216,000	216,000	
Residential Base	NA	200,000	200,000	
Non-Residential Base	NA	16,000	16,000	
Inclusionary Housing Bonus	NA	per zoning	None	
Total Floor Area Ratio	NA	NA	NA	
Residential Base	NA	NA	NA	
Non-Residential Base	NA	NA	NA	
Inclusionary Housing Bonus	NA	NA	NA	
Total Dwelling Units	0	280	280	
Base Units	NA	NA	280	
Inclusionary Bonus Units	NA	NA	None	
Base Lot Area / Unit (sq ft)	NA	NA	59.08 sf/unit	
Total Lot Area / Unit (sq ft)	NA	NA	59.08 sf/unit	
Building Height(s) (ft)	0	250'	250'	
Front Yard Setback (ft)	0	0	0	
Side Yard Setback (ft)	0	0	0	
Side Yard Setback (ft)	0	0	0	
Rear Yard Setback (ft)	0	0	0	
Open Space (% of Lot Area)	NA	NA	NA	
Private Open Space	NA	NA	NA	
Permeable Open Space	NA	NA	NA	
Other Open Space (Specify)	NA	NA	NA	
Off-Street Parking Spaces	NA	140	140	
Long-Term Bicycle Parking	NA	NA	296	
Short-Term Bicycle Parking	NA	NA	38	
Loading Bays	NA	NA	4	

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

1

Project Description

1.1 Introduction

This is an application for a Project Review Special Permit for the Ames Street Residences project—a new residential building at 88 Ames Street in the Kendall Square area of Cambridge (the “Project”). BP Cambridge Center Residential LLC, an affiliate of Boston Properties (the “Applicant”), is proposing to construct up to 280 housing units with related ground floor retail in an approximately 216,000-gross square foot (216,000 of Gross Floor Area, or GFA) building to be established as an integral part of Cambridge Center redevelopment. The Project is located at 88 Ames Street on the south side of Ames Street across from the recently constructed Broad Institute Expansion at 75 Ames Street set in between 4 and 5 Cambridge Center (the “Project Site”). Refer to Figure 1.1 for a site location map and Figure 1.2 for site context.

The Project marks a new phase in the Cambridge Center development. The building will not only bring much needed residential units to the neighborhood, helping create a greater sense of community, but will significantly transform Ames Street by creating a new activated pedestrian experience along the street replacing an existing street-facing service/loading area and parking garage entrance. The existing parking garage will be reduced by one bay and 22 floors of new residential units will be constructed on a parcel in front of the Cambridge Center East Garage (the “East Garage”) with a portion of the Project extending into the existing garage footprint. The building has been designed to accommodate up to 16,000 square feet of retail space to continue the activation of the streetscape along Ames Street. Approximately 7,000 square feet would be at ground floor with additional space possible at the lower level or second floor.

As demonstrated herein, the Project as submitted conforms to the Citywide Urban Design Objectives of Article 19.30 (as discussed in Section 4), the Sustainable Design and Development requirements of Article 22.23 (as discussed in Section 6), and

satisfies all other requirements necessary for the issuance of the requested Project Review Special Permit.



1.1.1 Project Background and Consistency

The Project is located within the Ames Street District (ASD), a sub district of the Mixed Use Development (MXD) District in Kendall Square. Residential uses have long been supported by the City, and included in the Cambridge Center Master Plan, and by the Planning Board through authorization in the Eastern Cambridge rezoning of 2001, and was later reaffirmed in the Applicant’s MXD rezoning of 2010, which included a requirement for Special Permit Review with an emphasis on urban design and transportation. This 2010 rezoning authorized the Broad Institute expansion while including a commitment to begin the development of housing within a certain timeframe or pay a monetary penalty to the City. The Project fulfills this commitment. The 2013 rezoning of the ASD was intended to advance the development of a residential building in that district. Refer to Attachment 4 for a summary of the cumulative development and open space for the district.

The Project is also generally consistent with the K2C2 Planning Study conducted in 2011 thru 2013 and the 2013 Design Guidelines as they relates to Kendall Square. This comprehensive planning effort guided by stakeholder advisory committees, city staff, and a team of multidisciplinary consultants, developed a vision and master plan for Central Square, Kendall Square, and the area South of Main Street connecting the two squares. A key goal of the study and guidelines is “to enhance the quality of public streets and park spaces.” As described in Section 1.3.2 below, the Project proposes multiple approaches for greatly enhancing the public realm surrounding the Project Site.

1.2 Existing Site Conditions

Figure 1.3 shows the existing conditions site plan and Figure 1.4 presents photographs of existing site conditions. The Project Site is composed of parcels currently owned by the Applicant adjacent to the existing 4 Cambridge Center, 5 Cambridge Center, and East Garage sites as well as an area of land that is currently a part of Ames Street. This land be deeded to the Applicant by the City of Cambridge pursuant to a Land Disposition Agreement dated February 6, 2014 by and between the City and Applicant.

The East Garage was constructed in 1982 as part of the Cambridge Center Master Plan to accommodate parking needs for multiple facilities constructed within the district (as contemplated by the zoning ordinance), as well as to accommodate other area parking needs. The East Garage’s existing parking capacity is 844 spaces, which are used primarily by monthly tenant parking, but includes transient and visitor parking.

The remainder of the Project Site consists of an existing service area apron and garage entrance driveway located along the Ames Street frontage.

1.3 Proposed Site Conditions

The Project includes construction of an up to 280 residential units and related amenities and ground floor retail space in an approximately 216,000-gross square foot (216,000 GFA) building. Figure 1.5 presents the proposed site plan. A portion of the parcel will be purchased from the city at the time permits are obtained. This area is noted as the area of “Discontinued Right of Way” on the proposed plot plan shown in Figure 1.6. Table 1-1 presents the proposed development program.

**Table 1-1
Proposed Development Program**

Use	Size/Quantity
Residential	200,000 GSF ¹ 280 units ²
Retail	16,000 GSF ³
Total SF	216,000 GSF
Parking	140 spaces ⁴

1 Represents maximum build scenario; an approx. 250-foot high building.

2 36 units to be affordable distributed throughout building in full compliance with the Ordinance.

3 Assumes 2-story retail.

4 Assumes 0.5 spaces/unit, as required by zoning; existing garage will provide adequate capacity post-reconfiguration.

The building has been designed to include ground-floor retail/restaurant space to continue the activation of the streetscape along Ames Street recently bolstered by the completion of the Broad Institute Expansion across the street. This development is coordinated with the realignment of Ames Street intended to better match the street dimension to its utilization and provide a more pedestrian friendly street scale and function.

No expansion of the East Garage parking capacity is required to accommodate the parking needs of the Project. The East Garage will be reconfigured to accommodate the new building resulting in a reduction of approximately 40 actual parking spaces for a total of 804 spaces. However, the garage may be operated on a managed parking basis in order to maintain its 844 vehicle parking capacity. The East Garage capacity will adequately serve the resident parking required (0.50 spaces per unit, per the ASD, or 140 spaces). As discussed further in Section 2, Transportation and Parking, vehicular access to the East Garage will be modified to support the Project. The existing west entrance/exit point on Ames Street and adjacent loading dock will both be eliminated and all automobile access to the East Garage will be accommodated

from the existing entrance on Broadway. Egress will be provided via the existing Broadway exit and supported with a new additional egress-only drive for non-transient users that would connect the garage back to Ames Street just north of 5 Cambridge Center. (Refer to Figure 5.2 for an illustration of the proposed vehicular access to the East Garage.) Pedestrian access will be enhanced, including a new ground level access through the East Garage from Broadway. Refer to Section 1.3.2.3 below for further details regarding site access.

Figure 1.7 presents the proposed panel notification location during construction.



1.3.1 Architectural Design

1.3.1.1 Height & Massing

Given the Project's location in a dense urban fabric, great consideration was given to how it relates to both the neighboring buildings and the street. As shown in Figure 1.8, the building massing has been carefully shaped to fit within the tight constraints of the Project Site, which is limited to the north by 4 Cambridge Center, to the south by 5 Cambridge Center, and to the east by the Google Connector building. The proposed design aims to minimize impact to the adjacent office buildings while maximizing access to light and views for the residential units. The building massing is further articulated by defining three distinct volumes that engage the city at three different scales, as illustrated in Figure 1.9. The building bulk is separated in to base and tower by a one-story reveal at the 4th floor. This allows the building be at a more pedestrian-friendly scale as it engages the street. The base is further articulated by a two-story retail/residential zone as well as by a 16-foot wide by 5-foot deep reveal that runs the whole height of the base and marks the entrance to the residential lobby. Above the base is the main tower volume, which faces Ames Street and is the most visible element in the building at the neighborhood scale. The proportions of the volume were carefully designed to reduce the amount of frontage on Ames Street, letting in more light to hit the street and minimizing the amount of surface that faces the buildings across the street. The third volume, which incorporates the mechanical bulkhead, is set back from the street to reduce the impact of the building height on the pedestrian space. This taller element is also the most visible element from around the city and, as such, becomes an important part of how the Project engages the Cambridge skyline. Refer to Figures 1.10a-g for building floor plans, Figure 1.11 for a building section, and Figures 1.12a-d for building elevations.

1.3.1.2 Exterior Building Materials

Figures 1.13a-d present project renderings from various views surrounding the Project Site. The building exterior design continues the idea of contextual response that informed the massing. The façade of the residential tower is made up horizontal

strip windows and precast spandrels that are interrupted by vertical precast concrete piers. These piers vary in spacing to create smaller openings where the building is facing another building and larger openings where there are more access to light and views. This strategy focuses transparency in the areas that are more open to views and create more discrete openings at places where the other buildings would be looking in to the residential units. As the building rises above neighboring buildings, the façade system to openings become larger to take advantage of the views of the river and esplanade. The façade articulation also responds directly to the urban context by providing a termination to the main sight lines along Ames Street and from different key vantage points from around Kendall Square. This play between the aluminum windows and precast concrete piers create a dynamic façade that both conveys the dynamic nature of the neighborhood and creates a totally unique design that is a direct response to the site constraints. Refer to Figure 1.14 for possible exterior building materials, finishes, and color palettes. Materials utilized in various portions of the Project Site may evolve as design advances.

1.3.1.3 Shadows

The Applicant has completed a shadow study as part of this application to ascertain the potential new shadow impacts resulting from the Project. The shadow impact study has been conducted in accordance with Article 19.33 (6):

“The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space.”

Figures 1.15a-c present the estimated net new shadow as a result of the Project (shown in blue) for the times of 9:00AM, 12:00PM, and 3:00PM during the Summer and Winter Solstices, and Spring/Fall Equinox. Based on the shadow studies, the Project is not expected to result in significant new shadow on surrounding public open space.

Summer Solstice (June 21)

Figure 1.15a depicts the estimated net new shadow cast by the Project on the Summer Solstice (June 21). June 21 is the summer solstice with the longest day of the year and the smallest shadows expected. The Project is not projected to cast new shadows on adjacent public open space at 9:00AM or 12:00PM as new shadow will fall on Ames Street. At 3:00 PM, the Project is projected to cast new shadow to the northeast on a portion of the adjacent Google Connector building rooftop and a small sliver of shadow would fall on the public rooftop garden just east of the Google Connector.

Equinox (March 21 & September 21)

March 21 and September 21 are the Spring and Fall Equinoxes, respectively on which Cambridge experiences roughly equal length day and night. The No-Build and Build

Condition shadows for this condition are depicted on Figure 1.15b. The Project is not projected to cast new shadows on adjacent public open space during any of the times analyzed for the Equinox. At 9:00AM and 12:00PM, new shadow will fall on Ames Street and building rooftops across Ames Street. At 3:00 PM, the Project is projected to cast new shadow over the rooftop of the adjacent 5 Cambridge Center building.

Winter Solstice (December 21)

The No-Build and Build Condition shadows for this condition are depicted on Figure 1.15c. December 21 is the winter solstice and the shortest day of the year and, therefore, Cambridge experiences long shadows throughout the day in most locations. The Project is not projected to cast new shadows on adjacent public open space during any of the times analyzed on December 21. At 9:00 AM, the sun is low in the southeast sky resulting in long shadows to the northwest. At this time, the Project will create new shadow over building rooftops across Ames Street. At 12:00 PM, the Project is projected to cast shadows north down Ames Street. At 3:00 PM, the Project is projected to cast new shadow over the rooftop of the adjacent 5 Cambridge Center building. The sun sets on December 21 at approximately 4:15 PM EST.

1.3.1.4 Wind

Figures 1.16a-b present the future pedestrian wind conditions. Predicted changes in wind conditions around the Project are discussed in detail in Attachment 1. Under existing conditions along Ames Street, pedestrian wind conditions are comfortable for standing or strolling during the summer and comfortable for strolling or walking during the winter. The pedestrian wind study demonstrates that as a result of the Project all at-grade and lower podium level locations are predicted to pass the criterion used to assess pedestrian wind safety and appropriate wind comfort conditions are expected throughout the year along sidewalks surrounding the Project. In the summer, conditions are expected to be comfortable for strolling during the summer (Figure 1.16a) and comfortable for walking during the winter (Figure 1.16b). These conditions are suitable for the intended pedestrian usage of the area.

Future wind conditions on the existing rooftop garden to the east of the proposed building are projected to be comfortable for strolling and walking during both the summer and winter.

■

1.3.2 Site Planning and Landscape Design

Attachment 5 presents an exhibit that identifies the existing open space in the Ames Street District. As shown in Figure 1.17, the proposed site design incorporates five distinct areas within a cohesive open space plan to encourage a vibrant and varied pedestrian experience. These areas include:

- The Streetscape, located outside the Project's property line inclusive of curbs, street trees, streetlights, planting beds and public sidewalk, which benefit the pedestrian and maximize comfort;
- The Outdoor Seating Area/Open Space located to the south of Ames Street in the frontage of Legal Sea Foods, which is shown with a mix of private and public open space;
- Pioneer Way, an open space corridor/shared use passageway with programmed elements of a pedestrian nature;
- The Outdoor Seating Area/Open Space, a mix of private and public open space fronting Meadhall restaurant at the north end of Ames Street; and
- Rooftop (non-street level) Open Space design located to the north end of Ames Street, to be determined, to serve the residential component of the Project.

The following sections describe the proposed improvements associated with these areas.

1.3.2.1 Pedestrian Circulation Improvements

As part of the City's proposed improvements to Ames Street, the pedestrian sidewalk along the east side of Ames Street would be widened considerably, from its current width of 11-14 feet to approximately 15.5 feet. Roadway width changes would also require adjustments to sidewalks, accessible ramps, and traffic signalization at the intersections of Ames Street/Main Street and Ames Street/Broadway. Figure 1.18 illustrates the proposed pedestrian circulation through and around the Project Site as well as to adjacent buildings.

Permeability

The Project Site is well connected to existing pedestrian sidewalks along surrounding streets providing access to the proposed development. Pedestrian facilities within the Project Site will be designed to meet appropriate safety and accessibility standards. The alleyway between 5 Cambridge Center and the East Garage, to be re-named Pioneer Way, will accommodate pedestrians and provide a cut-through to Main Street. Pedestrians traveling from Broadway will also be able to circulate through the East Garage to access 5 Cambridge Center, the Marriot Hotel's lobby, and Main Street as well as MBTA Kendall/MIT along a signed shared use zone (Figure 1.18). At the entry point and inside the garage, overhead lighting will be paired with signage and pavement markings to provide the visual cues necessary for visitors to find their way and for drivers to use caution while sharing the path of travel with pedestrians.

Pioneer Way Design/Treatment

The proposed building will be flanked by two new open spaces that will complete the transformation of Ames Street into a pedestrian-friendly link between Kendall Square and East Cambridge and a vibrant addition to the neighborhood (described further below). Pioneer Way, which connects Ames Street to the rest of Cambridge Center, will be re-envisioned as a shared access way where pedestrians, bicycles, and vehicles co-exist in a controlled, safe environment. The existing East Garage loading dock and entrance will be relocated to Pioneer Way and will be used as exit only for monthly pass holders and the loading dock use will be controlled and managed by the Applicant to operate with minimal impact to pedestrians, as illustrated on Figure 1.19. Short- and long-term bicycle parking will be provided, as discussed further in Section 5, *Transportation and Parking*. Proposed streetscape treatment finishes for Pioneer Way are presented in Figures 1.20a-e. Public realm and streetscape improvements to Pioneer Way are described more fully under Section 1.3.2.3 below.

1.3.2.2 Streetscape and Landscape Improvements

Enhancing and promoting sustainable transportation is an important objective for the City of Cambridge and changes to Ames Street support Cambridge's policies to promote improved pedestrian and bicycle infrastructure within the City. In conjunction with the Project, the City of Cambridge will be reconfiguring Ames Street by reducing the pavement width of Ames Street while reinforcing bicycle and pedestrian accommodations. As currently planned, the existing 4-lane Ames Street would be reconfigured to support implementation of dedicated bicycle infrastructure along the corridor between Main Street and Broadway. Current plans being advanced by the City of Cambridge call for a buffered 2-way cycle track along the east side of Ames Street with on-street parking separating bicycle travel from vehicle travel. The proposed Ames Street geometric reconfiguration and streetscape improvements proposed as part of the Project are shown in Figure 1.21.

As a result of the disposition of a 20-foot-wide parcel of land along the eastern edge of Ames Street between Broadway and Main Street, the road edge (which is currently used as a sidewalk) will be modified in a way to provide for significant streetscape and public space improvements. New street lighting fixtures, frequently placed bicycle storage racks, and contemporary yet comfortable street furniture will make the street a more comfortable place to linger, shop, and dine.

1.3.2.3 Public Realm Improvements and Open Space

Approximately 12,000 square feet of publicly beneficial open space, in addition to the public sidewalk area, will be created as part of the Project. The programming of the open space, both passive and active, reflects the variety of uses within this dense urban area, as shown in Figure 1.22.

South Ames Open Space

Figure 1.23 shows the open space plan for the corner of Ames and Main Streets. Beginning at the southern end of Ames Street in the frontage currently occupied by Legal Sea Foods, plans provide for an expansion of the outdoor seating area, with planters separating dining patrons from the sidewalk. Refer to Figure 1.24 for a rendering of the proposed South Ames Public Open Space.

Pioneer Way Open Space

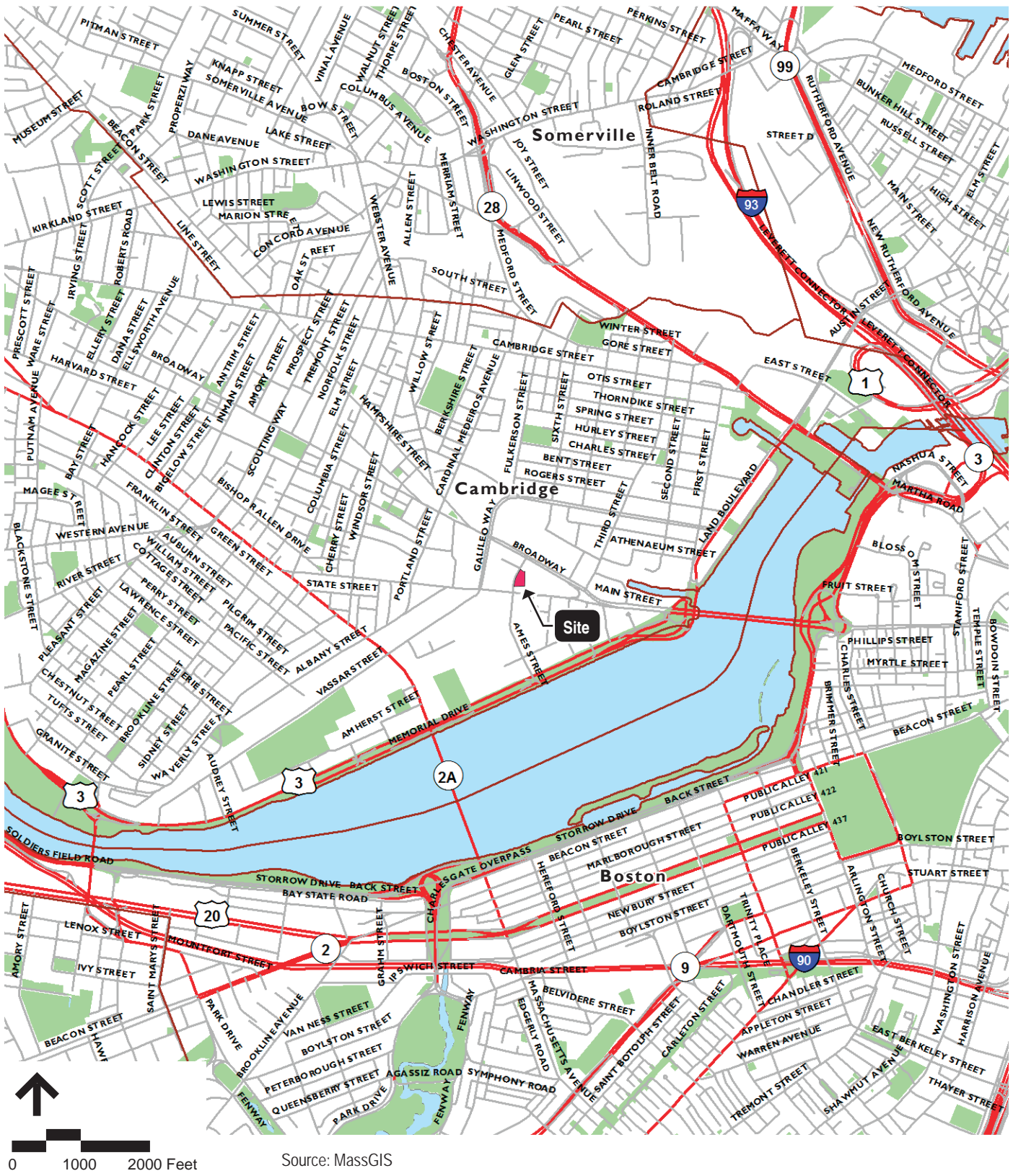
Moving north, this sidewalk-adjacent pedestrian space opens onto a small pocket park landscaped with low growing, contemporary plantings and the western entry to Pioneer Way—a shared use pedestrian/automotive passageway fronted with retail establishments, restaurants, and back-of-the house activities. Refer to Figure 1.25 for the proposed improvement plan for Pioneer Way. As illustrated in Figure 1.26, the proposal for Pioneer Way includes conceptual recommendations for overhead lighting fixtures, lighted bollards, decorative pavement, plantings, short- and long-term bicycle parking, and seating to help create a sense of pedestrian scale throughout this heavily-traveled thoroughway to the garage, public roof garden, and Main Street to the southeast. Figures 1.27a-c provide renderings of the proposed signage plan for Pioneer Way.

Streetscape & Storefront

The Project will improve and activate Ames Street with streetscape improvements and new ground-level retail. Figures 1.28a-c show views of the proposed Ames Street ground-floor retail storefronts.

North Ames Open Space

Further north of the new development footprint, the corner of Ames Street and Broadway is depicted as the location of an additional public pocket park, with a shade-tolerant landscape of low growing woodland plantings, statement benches, light fixtures and paving, which reflect the current of innovation in Kendall Square. Wrapping the corner of Broadway, the plans accommodate outdoor seating for Meadhall restaurant, to be separated from this park space by simple chains or ropes to adhere with local regulations on outdoor dining. Refer to Figure 1.29 for the proposed open space plan for the North Ames Public Open Space. Figure 1.30 illustrates what this public space might look like.

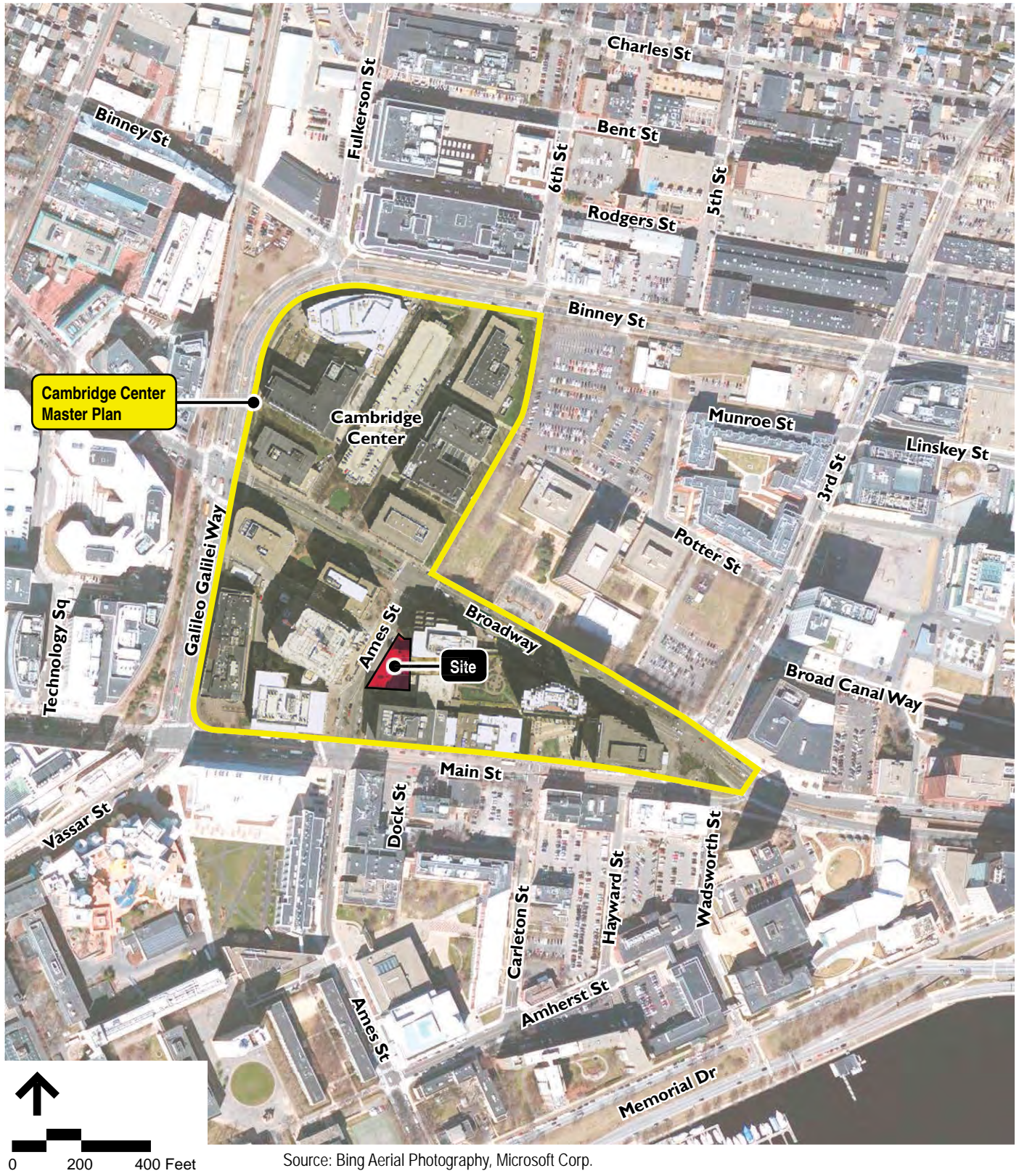


Vanasse Hangen Brustlin, Inc.

Site Location Map

Figure 1.1

Ames Street Residences
Cambridge, MA

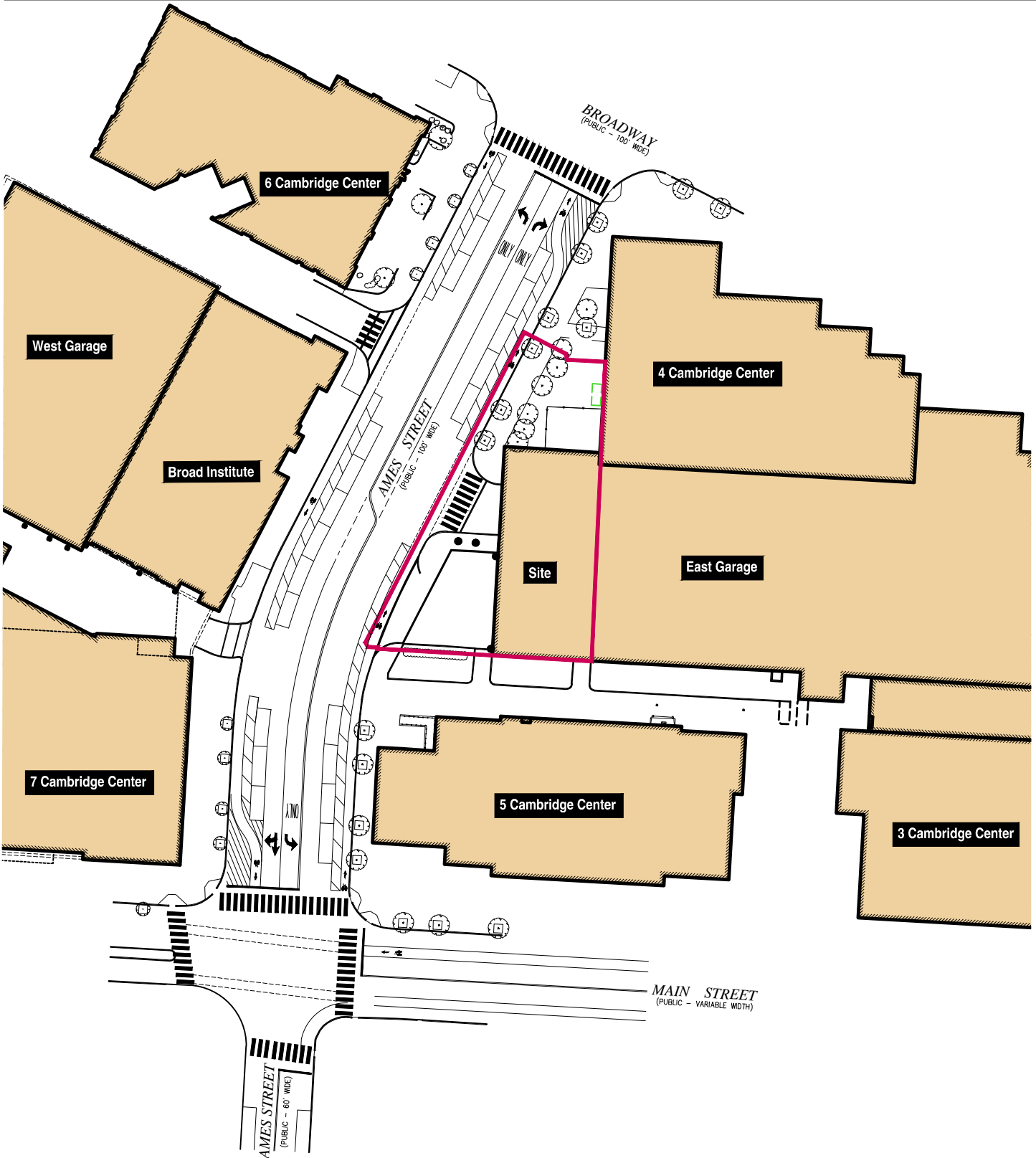


Vanasse Hangen Brustlin, Inc.

Site Context

Figure 1.2

Ames Street Residences
Cambridge, MA



Srouce: VHB, Inc.

Vanasse Hangen Brustlin, Inc.

Existing Conditions Site Plan

Figure 1.3



Ames Street Residences
Cambridge, MA





1. View across Ames Street



2. View from Marriott



3. View North on Ames Street

Vanasse Hangen Brustlin, Inc.

Figure 1.4
Existing Site Photographs

Ames Street Residences
Cambridge, Massachusetts



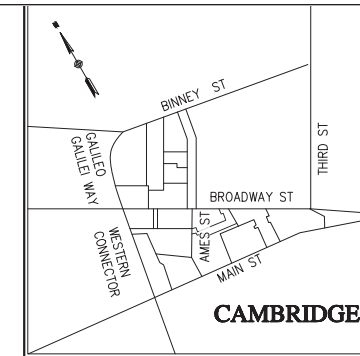
Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Proposed Development Plan

Figure 1.5

Ames Street Residences
Cambridge, Massachusetts



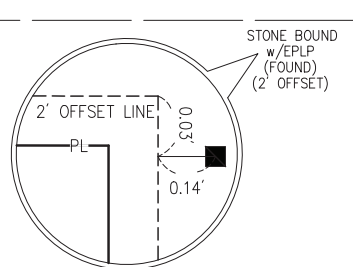
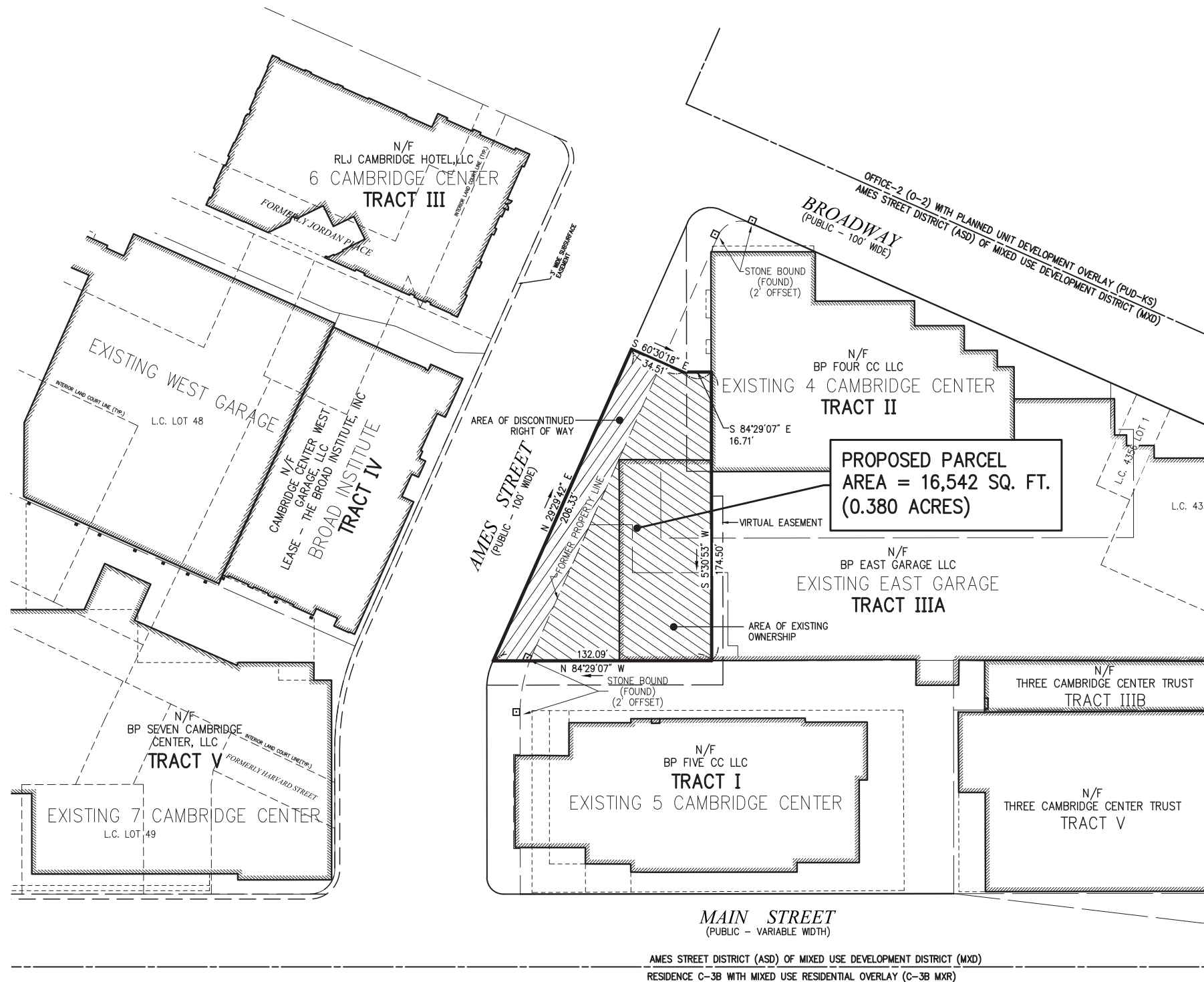
Locus Map
(NOT TO SCALE)

Plan References

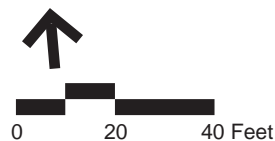
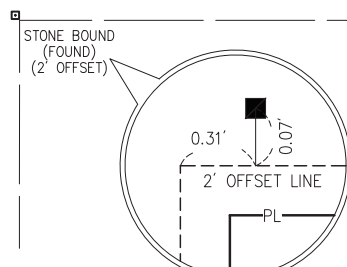
- 1) L.C.C. 30711 A-L
- 2) L.C.C. 4356 A-C
- 3) PLAN 298 OF 1977
- 4) PLAN 621 OF 1980
- 5) PLAN 1407 OF 1981
- 6) PLAN 1463 OF 1983
- 7) PLAN 1334 OF 1986 (4 SHEETS)
- 8) PLAN 155 OF 1986 (11 SHEETS)
- 9) PLAN 1316 OF 1987
- 10) PLAN 1183 OF 1997
- 11) PLANS 262 OF 1998
- 12) PLANS 435 OF 2005
- 13) PLAN 452 OF 2010

General Notes

- 1) THE PROPERTY LINES SHOWN ON THIS PLAN ARE BASED UPON AN ACTUAL FIELD SURVEY CONDUCTED BY VANASSE HANGEN BRUSTLIN, INC. IN OCTOBER, 2012 AND FROM DEEDS AND PLANS OF RECORD.
- 2) THE EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED UPON AN ACTUAL ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY VANASSE HANGEN BRUSTLIN, INC. IN OCTOBER, 2012.
- 3) LOCATIONS OF 4 & 5 CAMBRIDGE CENTER AND CAMBRIDGE CENTER EAST GARAGE SUBSURFACE CONCRETE FOUNDATION TAKEN FROM ELECTRONIC FILE (S-361-43A-EXCOND-EMAIL-2012-06-22.DWG) SUPPLIED BY BOSTON PROPERTIES IN JUNE 2012.
- 4) HORIZONTAL DATUM IS BASED ON PLAN 621 OF 1980.
- 5) THE PURPOSE OF THE PLAN IS TO SHOW THE LIMITS OF THE PROPOSED AMES STREET RESIDENTIAL PARCEL.



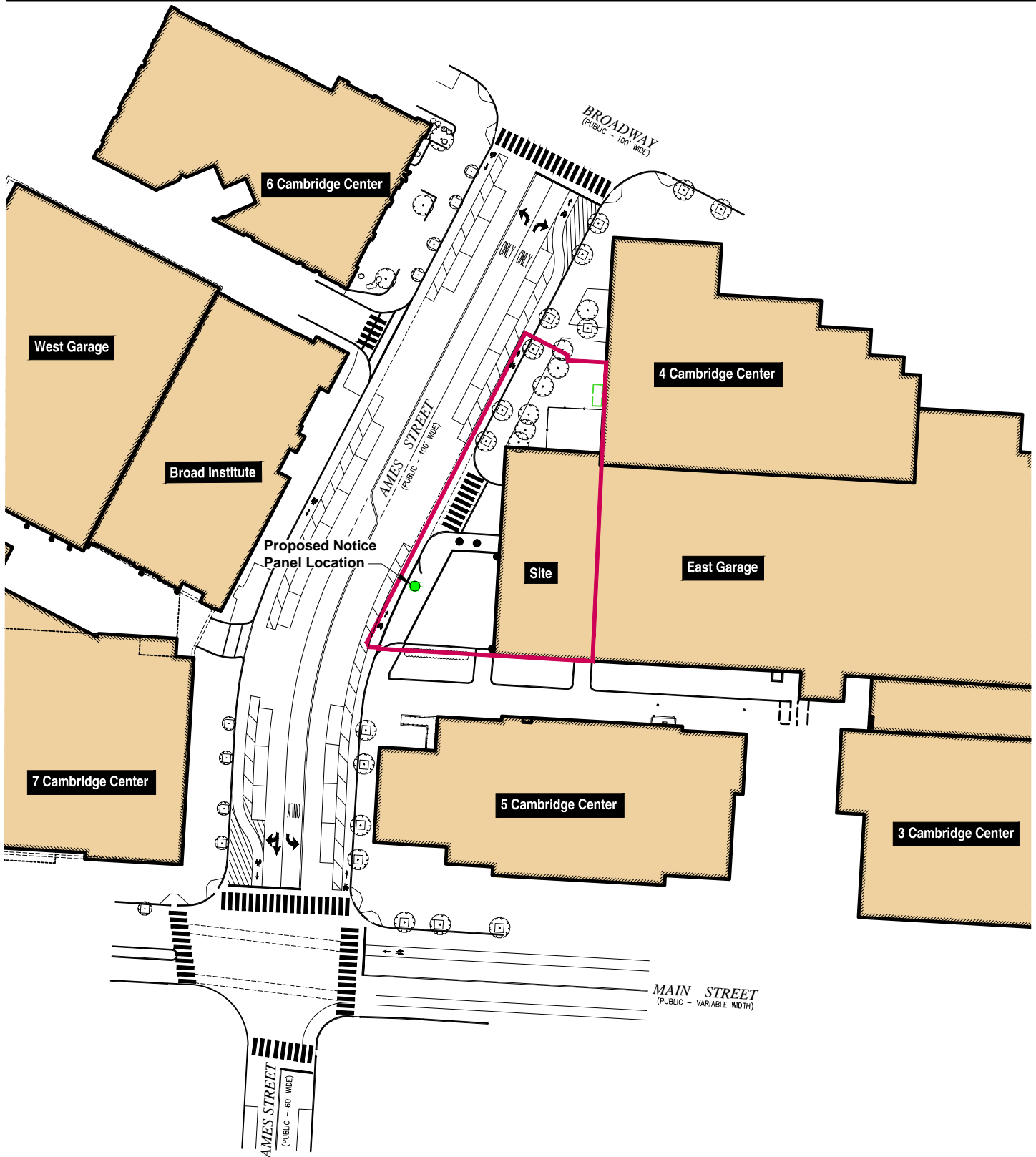
AMES STREET
(PUBLIC - 60' WIDE)



Vanasse Hangen Brustlin, Inc.

Figure 1.6
Preliminary Plot Plan

Ames Street Residences
Cambridge, Massachusetts



Srouce: VHB, Inc.

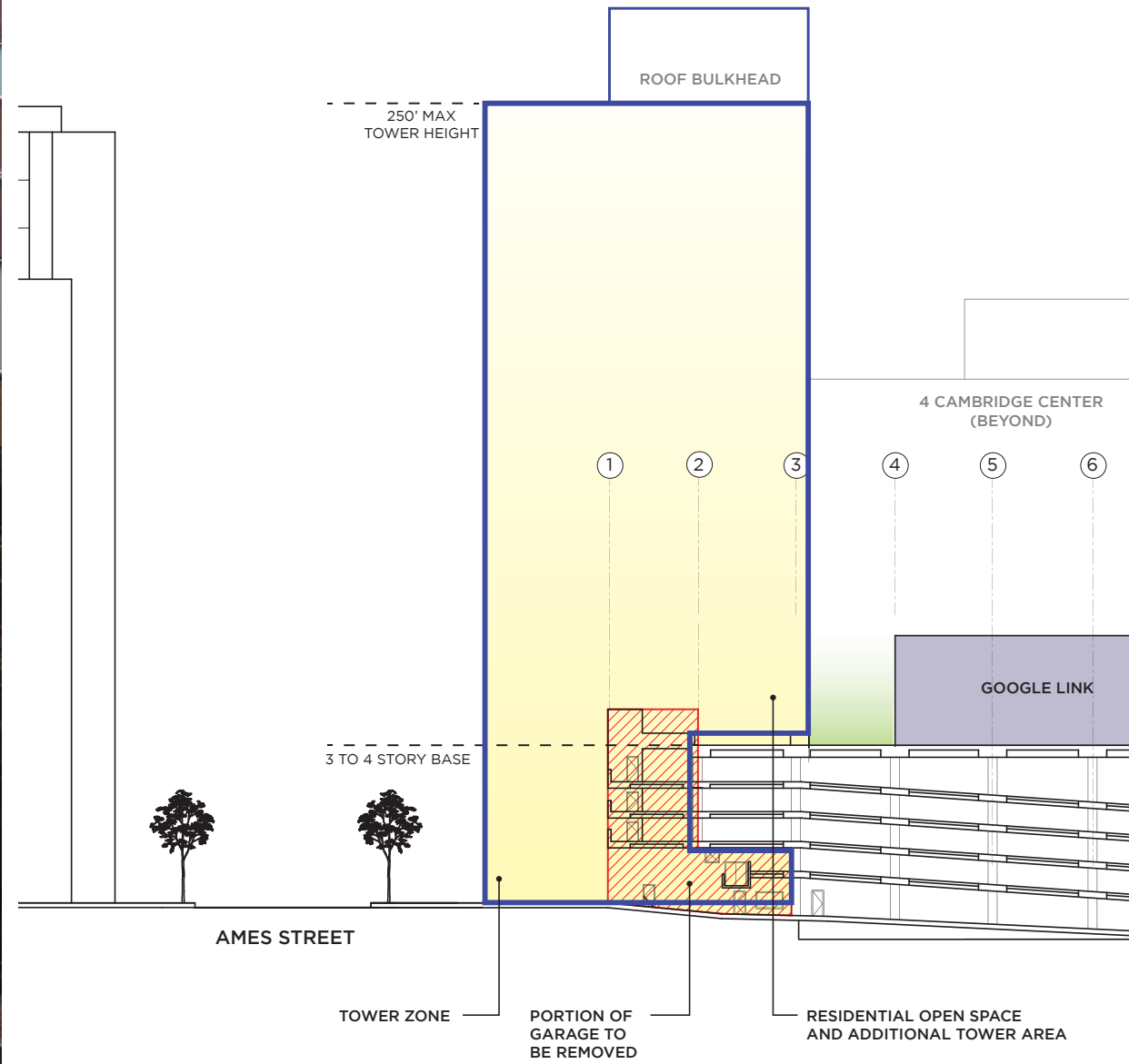
Vanasse Hangen Brustlin, Inc.

Proposed Notice Panel Location

Figure 1.7

Ames Street Residences
Cambridge, MA



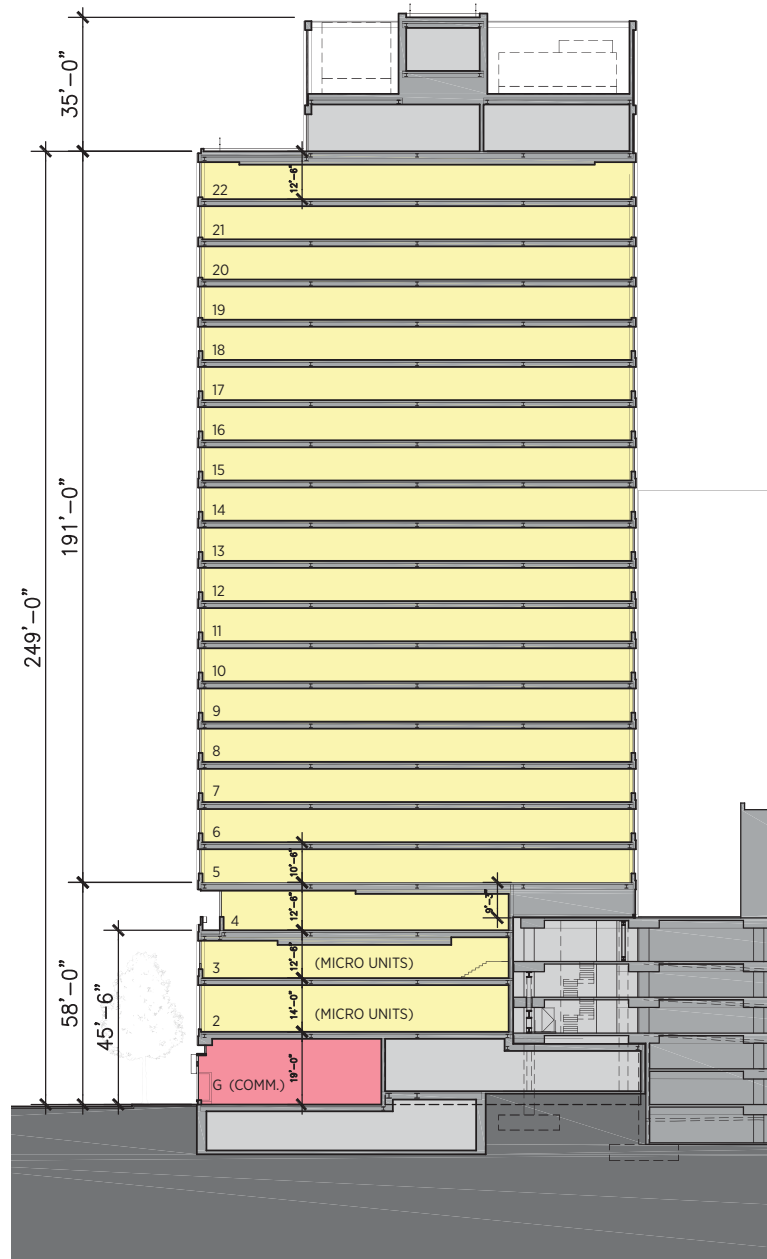
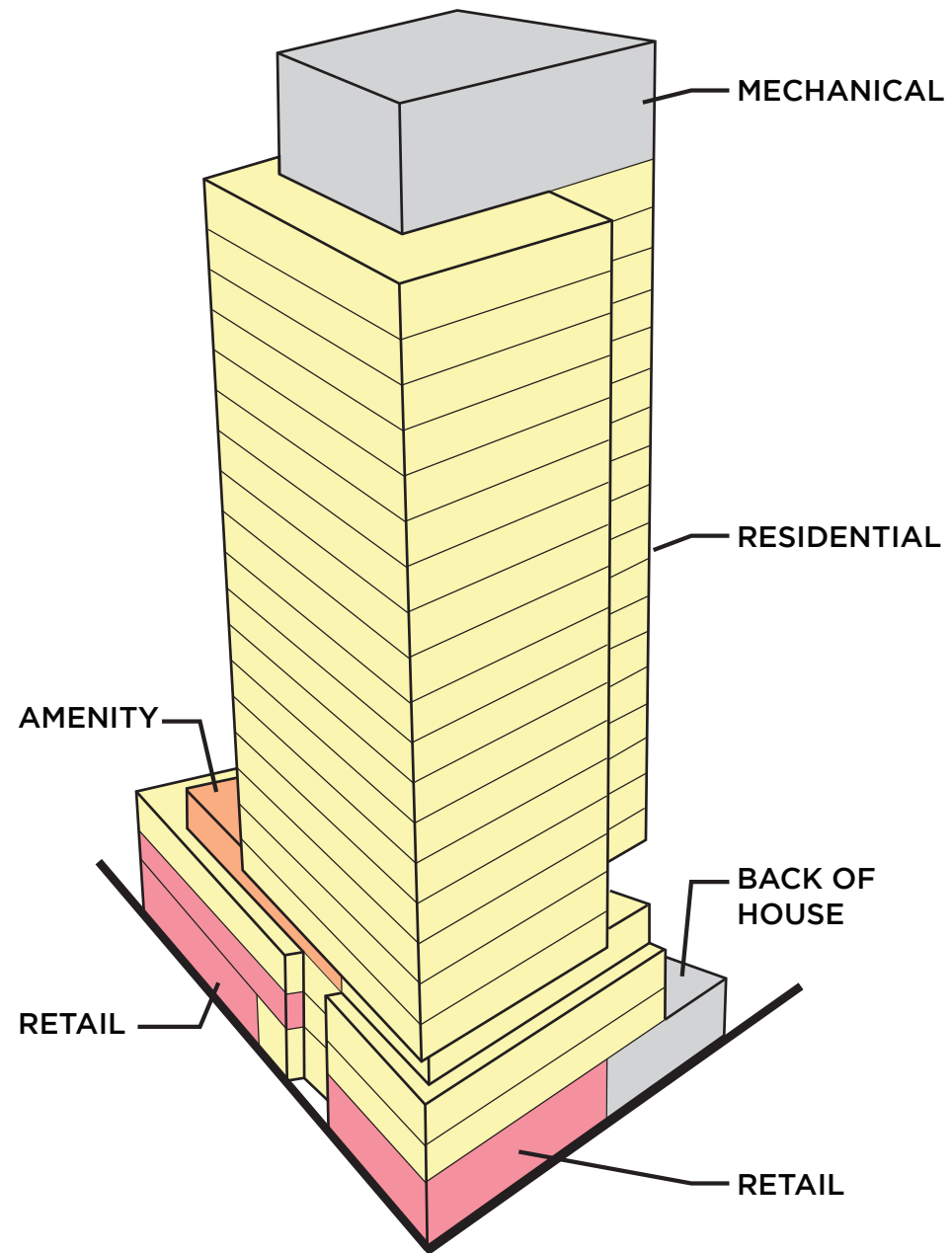


Source: FXFOWLE

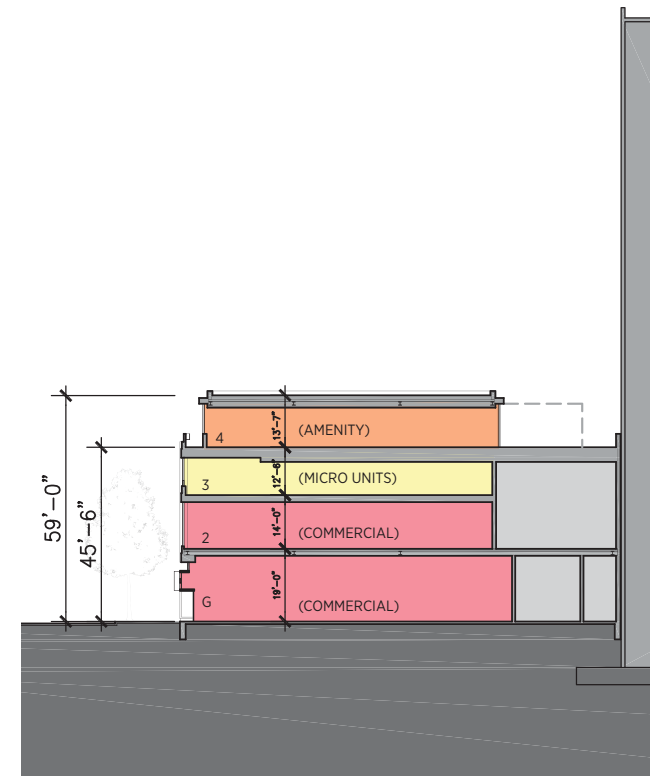
Vanasse Hangen Brustlin, Inc.

Figure 1.8
Site and Context

Ames Street Residences
Cambridge, Massachusetts



SECTION - TOWER



SECTION - PODIUM

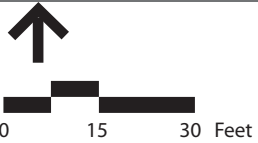
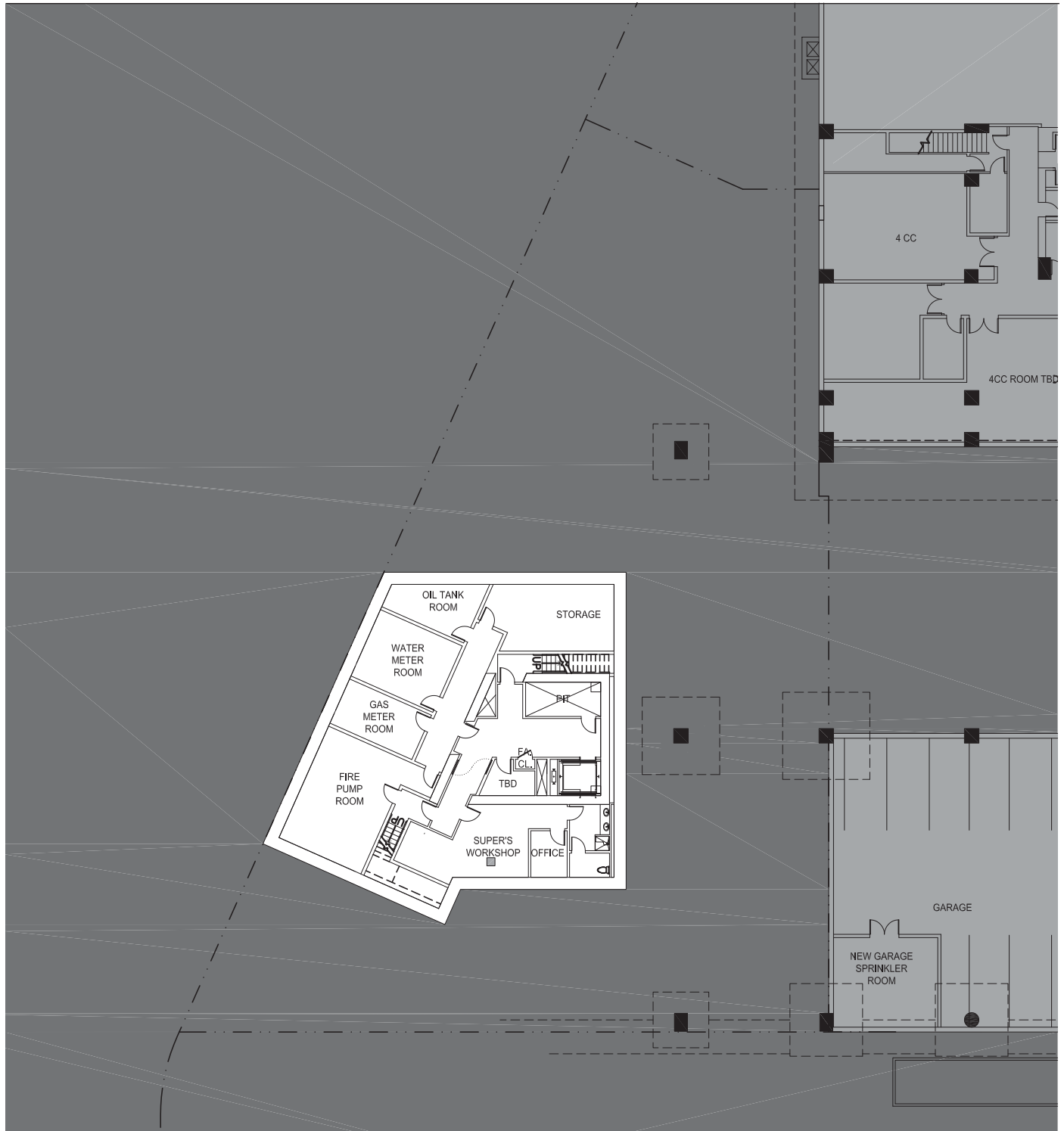


Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Figure 1.9
Program and Section

Ames Street Residences
Cambridge, Massachusetts



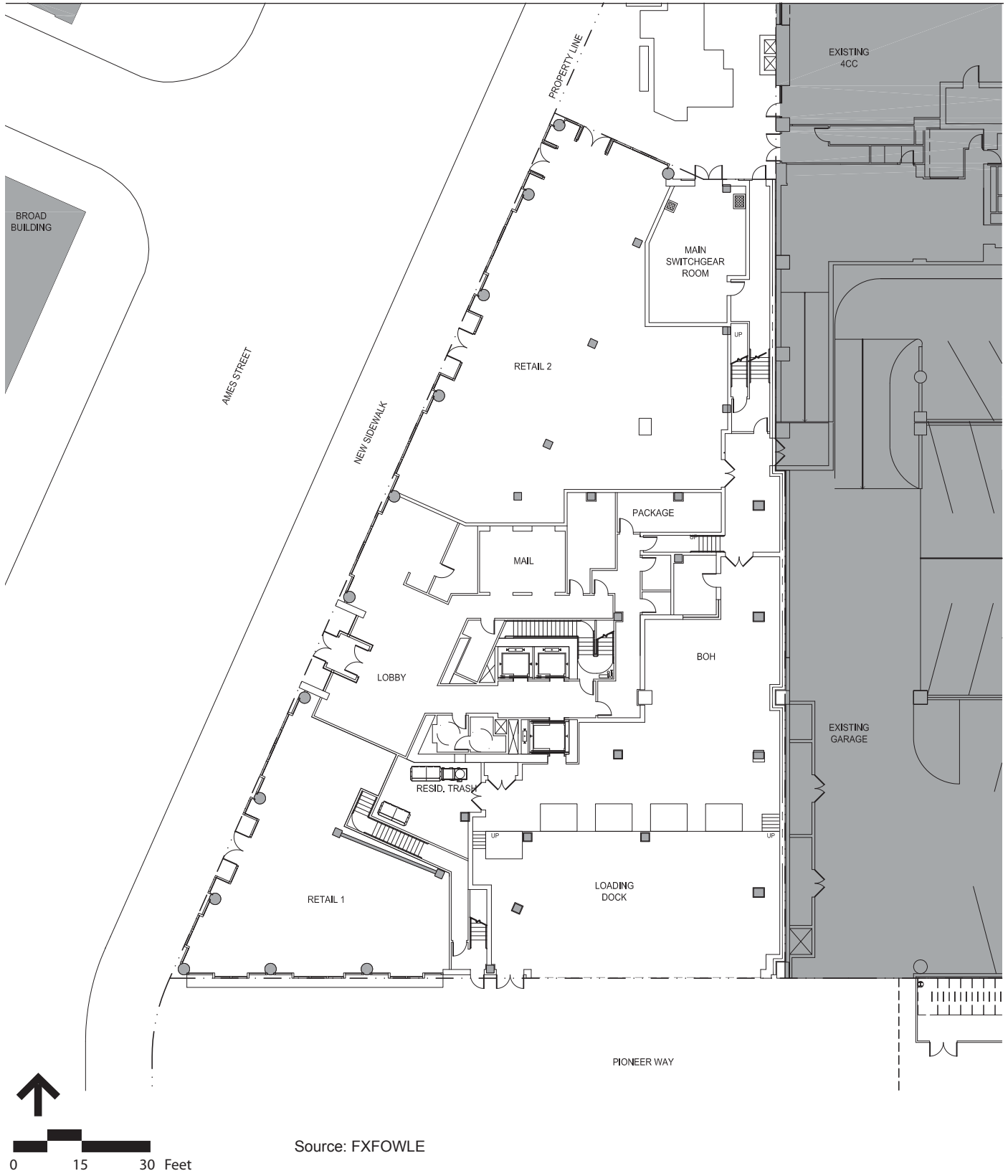
Source: FXFOWLE

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Cellar Floor Plan

Figure 1.10a

Ames Street Residences
Cambridge, Massachusetts



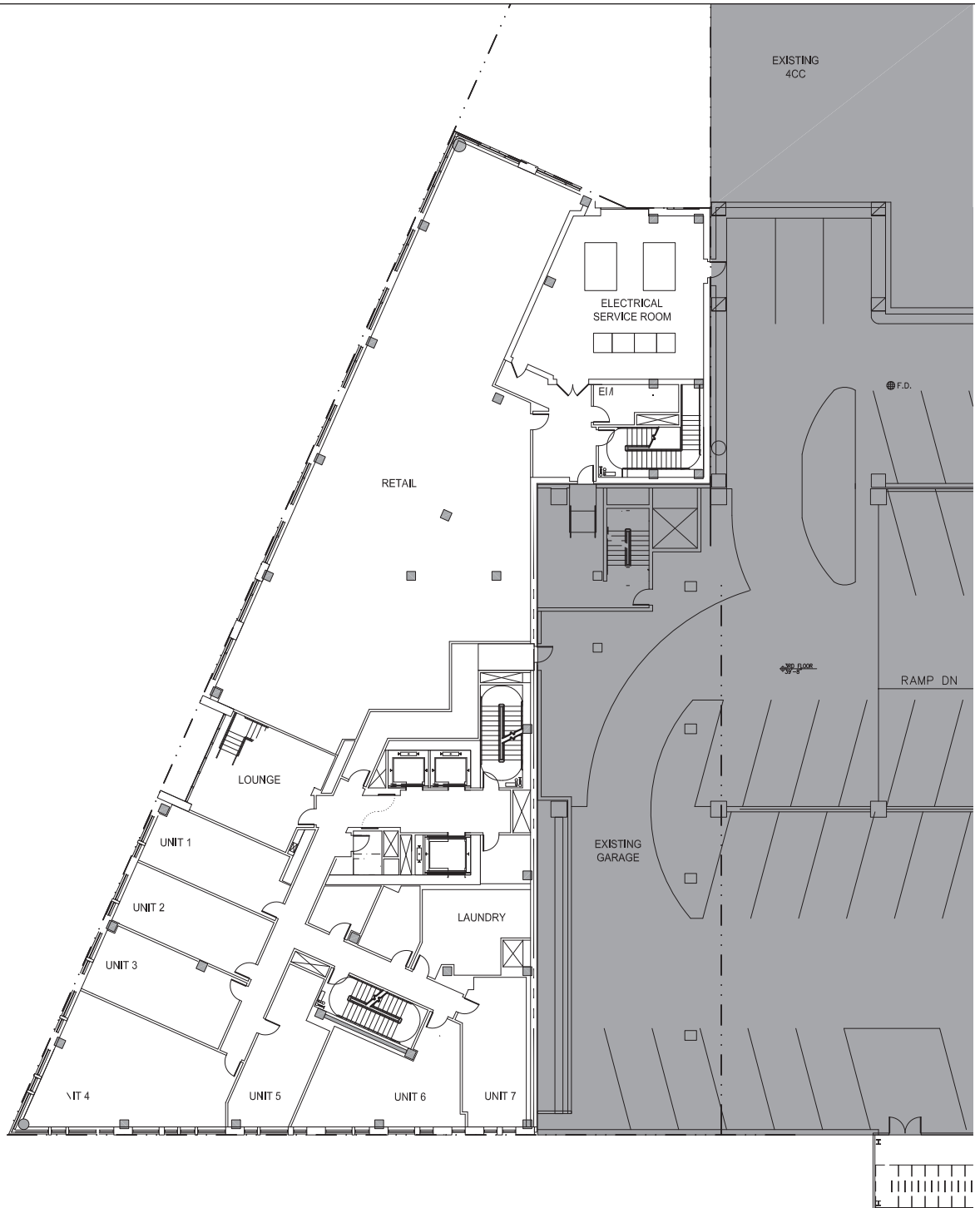
Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Ground Floor Plan

Figure 1.10b

Ames Street Residences
Cambridge, Massachusetts



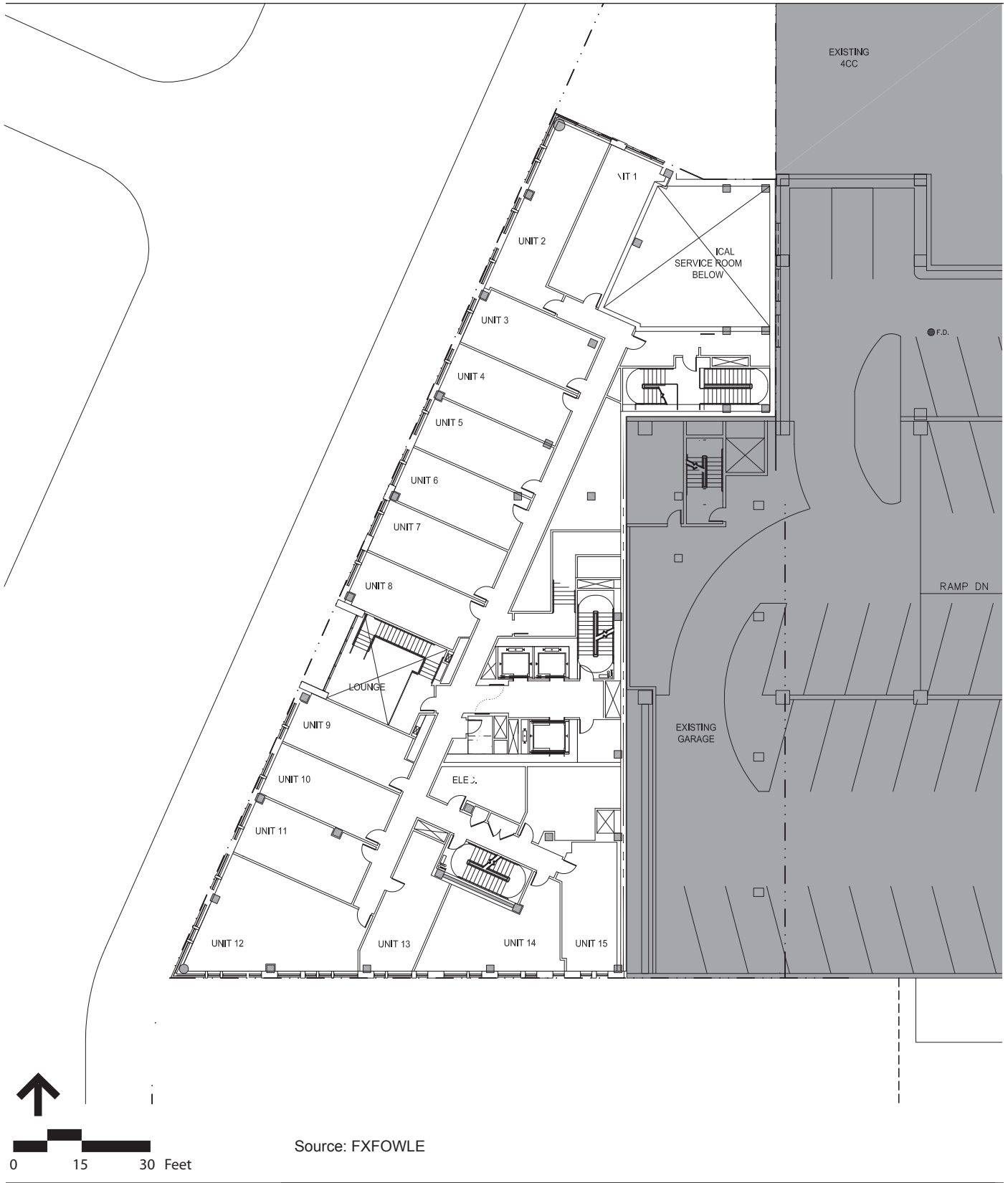
Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Second Floor Retail Plan

Figure 1.10c

Ames Street Residences
Cambridge, Massachusetts



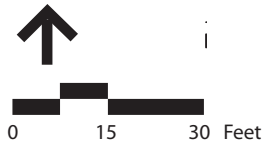
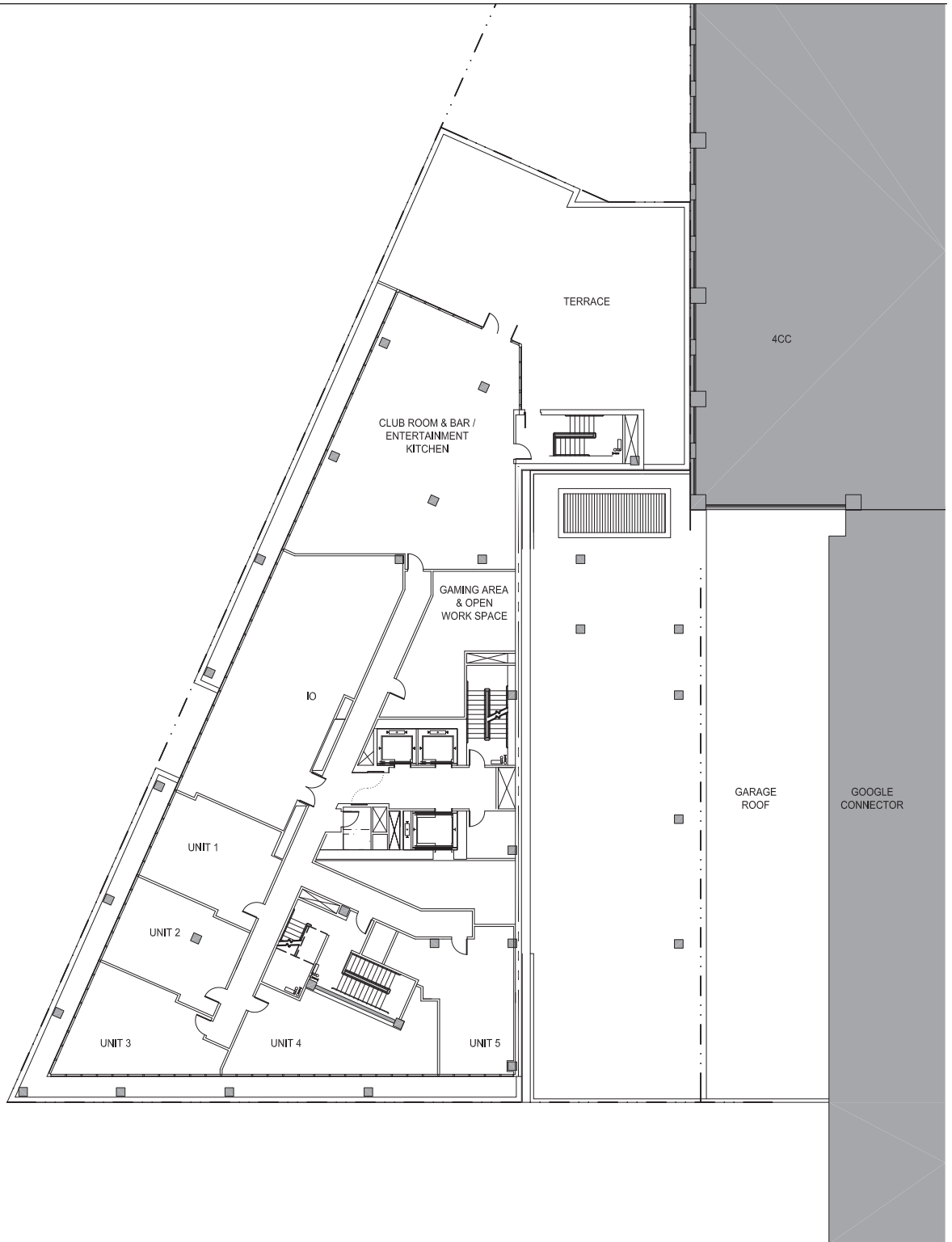
Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Third and Second Potential Floor Plan

Figure 1.10d

Ames Street Residences
Cambridge, Massachusetts



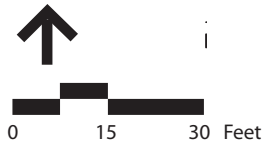
Source: FXFOWLE

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Fourth Floor Plan

Figure 1.10e

Ames Street Residences
Cambridge, Massachusetts



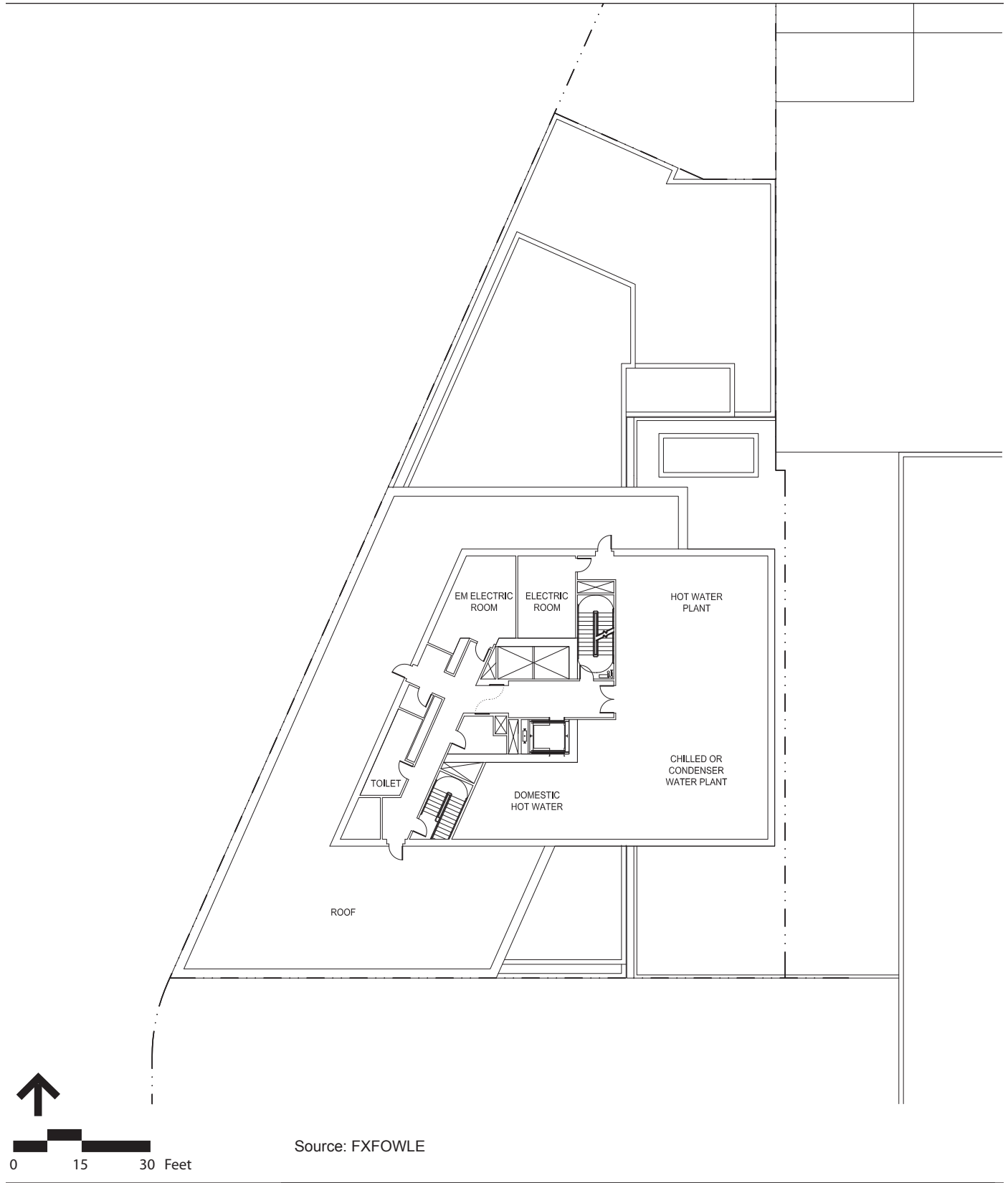
Source: FXFWLE

Vanasse Hangen Brustlin, Inc.

Potential Tower Floor Plan

Figure 1.10f

Ames Street Residences
Cambridge, Massachusetts



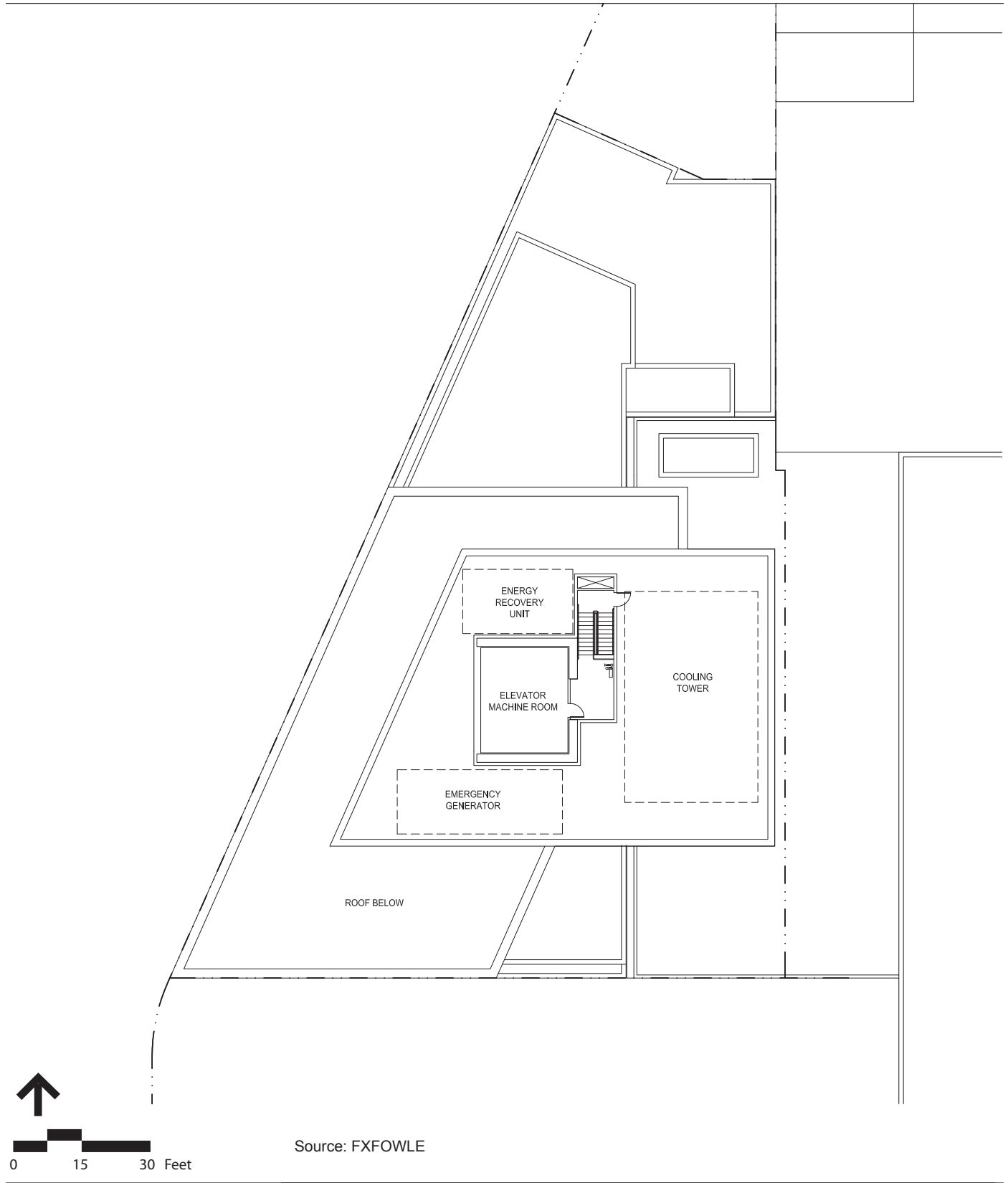
Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Roof Terrace Plan

Figure 1.10g

Ames Street Residences
Cambridge, Massachusetts



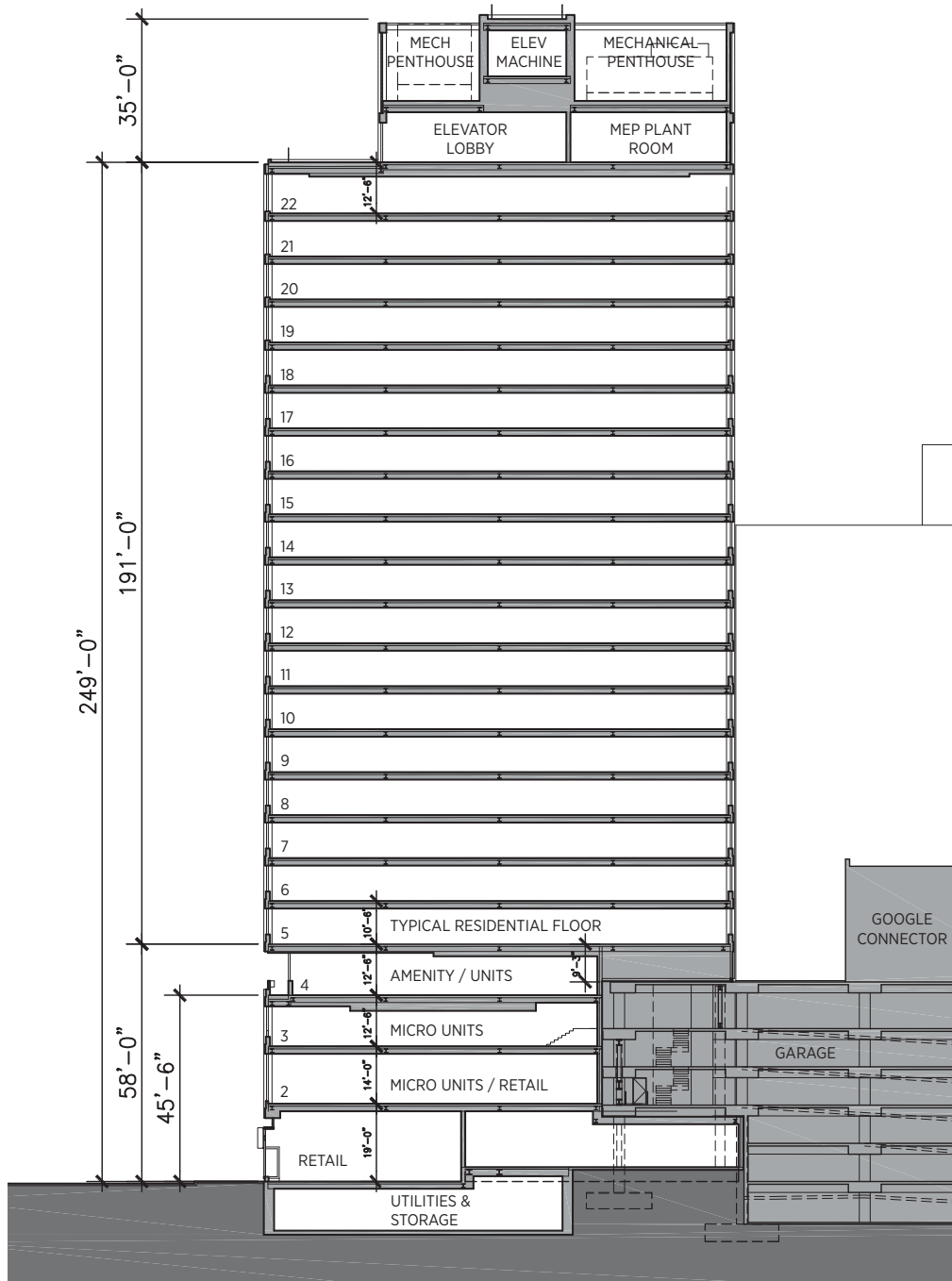
Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Mechanical Penthouse Plan

Figure 1.10h

Ames Street Residences
Cambridge, Massachusetts



Source: FXFWLE

Vanasse Hangen Brustlin, Inc.

Vanasse Hangen Brustlin, Inc.

Building Section

Figure 1.11

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Building Elevation - South

Figure 1.12a

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Building Elevation - West

Figure 1.12b

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Building Elevation - North

Figure 1.12c

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Building Elevation - East

Figure 1.12d

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Facade Concept Overall View

Figure 1.13a

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Street View Looking North on Ames St

Figure 1.13b

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Street View Looking South on Ames St

Figure 1.13c

Ames Street Residences
Cambridge, Massachusetts



Vanasse Hangen Brustlin, Inc.

Street View Looking West on Main St

Figure 1.13d

Ames Street Residences
Cambridge, Massachusetts

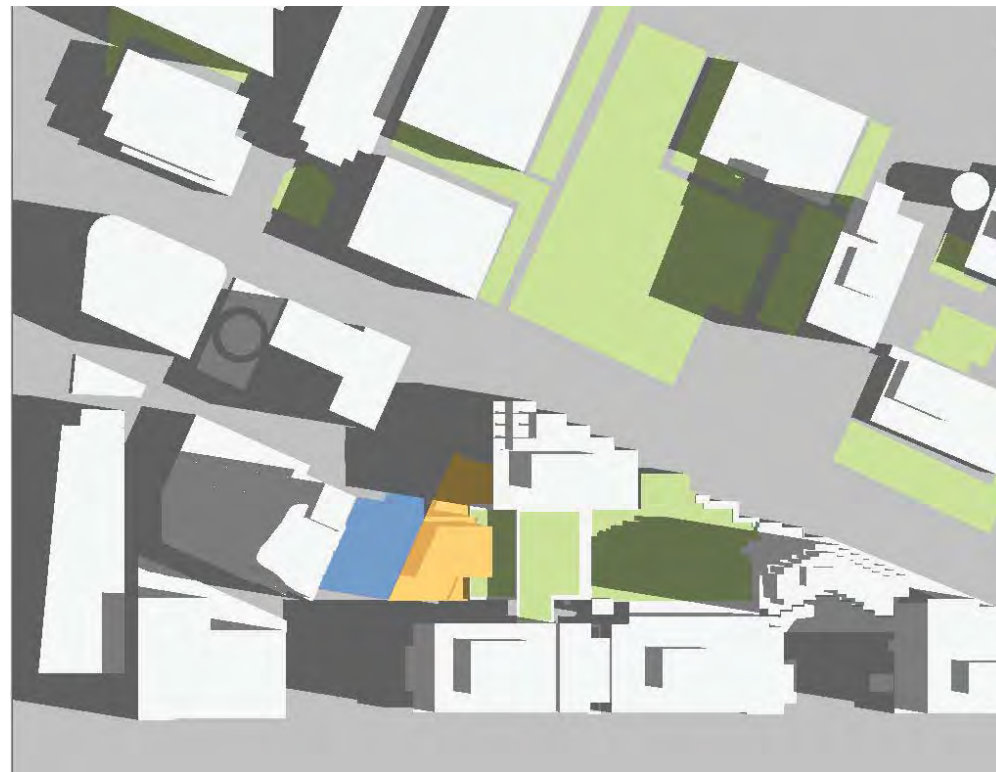


1. Precast Concrete - light neutral colors, 2-3 shades
* Materials under consideration



2. Precast Concrete - texture variation

Existing Shadows
New Shadows
New Building



June 21, 9 AM

June 21, 12 PM

June 21, 3 PM

Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Figure 1.12a
Shadow Study - Summer Solstice
(June 21)

Ames Street Residences
Cambridge, Massachusetts

Existing Shadows
New Shadows
New Building



March & September 21, 9 AM



March & September 21, 12 PM



March & September 21, 3 PM

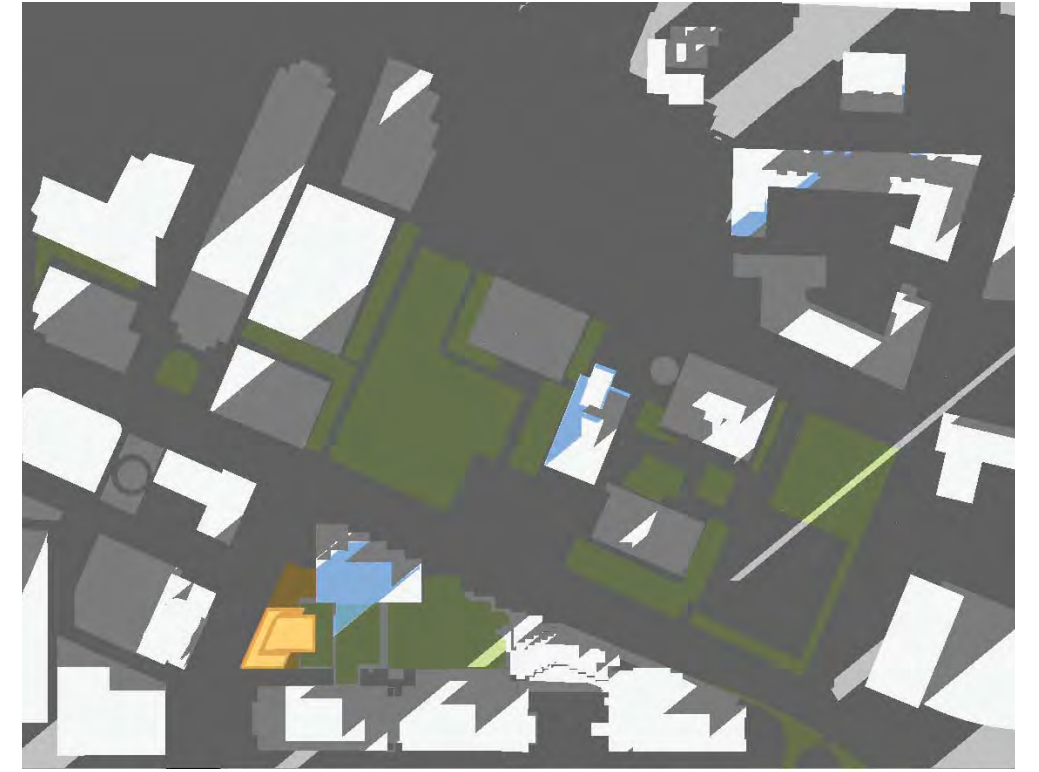
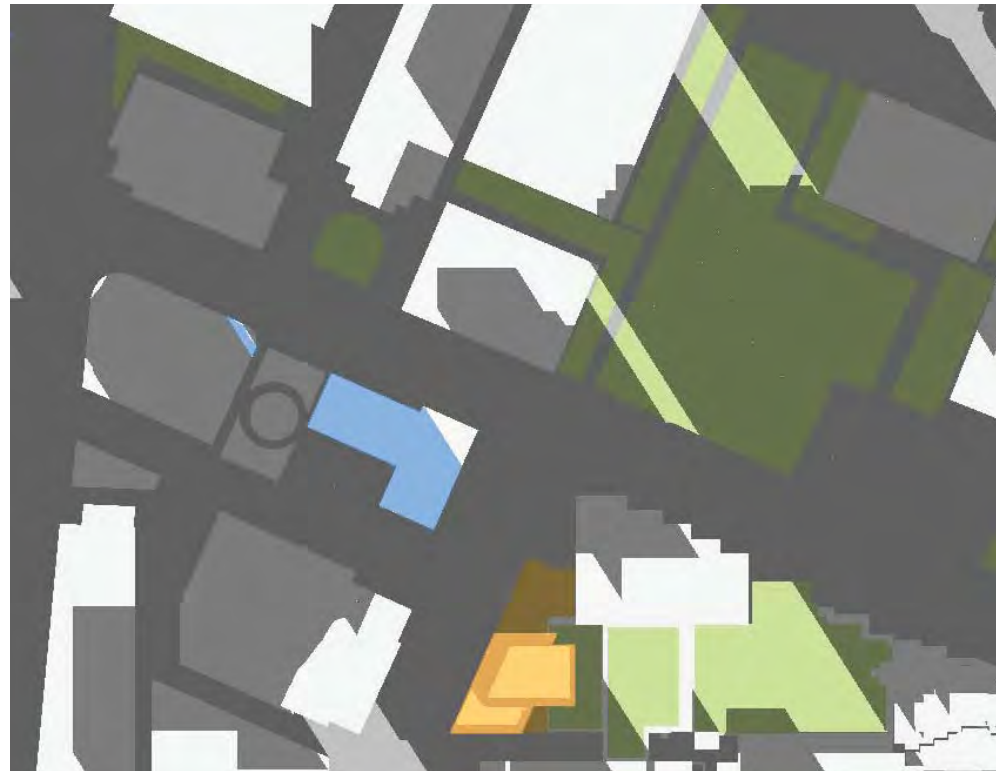
Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Figure 1.13b
Shadow Study - Equinox
(March 21 & September 21)

Ames Street Residences
Cambridge, Massachusetts

Existing Shadows
New Shadows
New Building



December 21, 9 AM

December 21, 12 PM

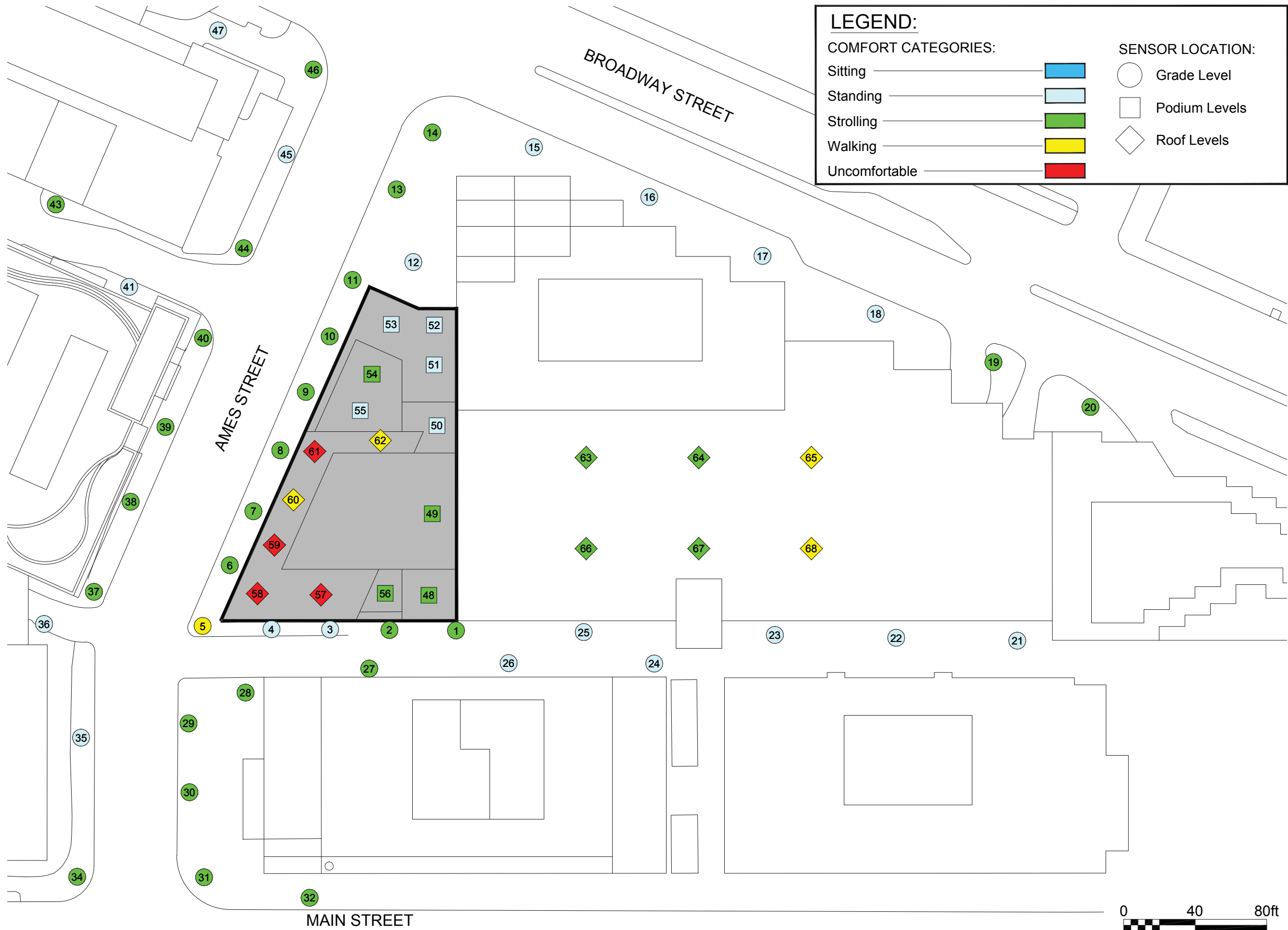
December 21, 3 PM

Source: FXFOWLE

Vanasse Hangen Brustlin, Inc.

Figure 1.12c
Shadow Study - Winter Solstice
(December 21)

Ames Street Residences
Cambridge, Massachusetts



Source: Rowan Williams Davies & Irwin Inc.

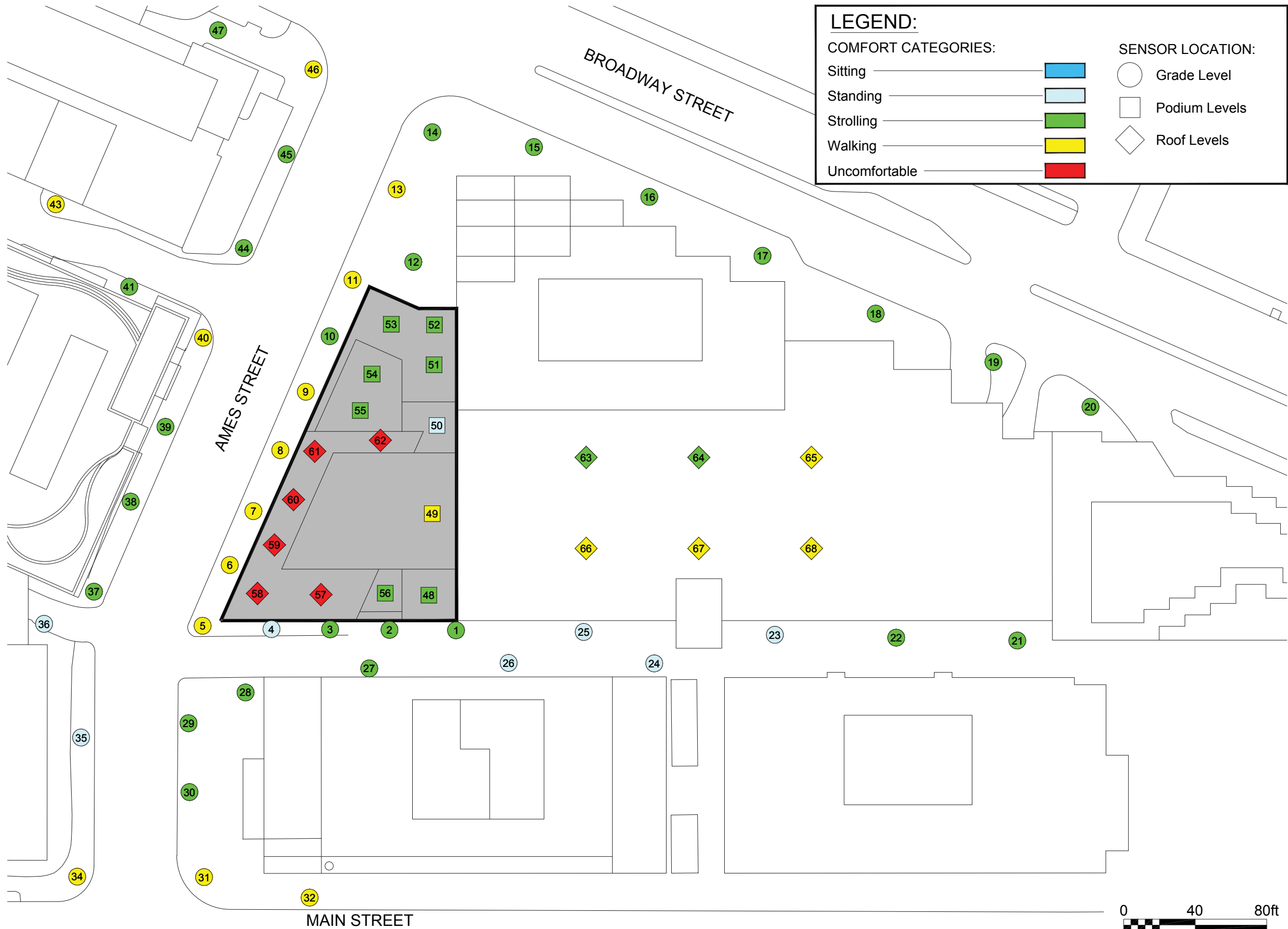
Vanasse Hangen Brustlin, Inc.

Figure 1.16a

Pedestrian Wind Study

Summer

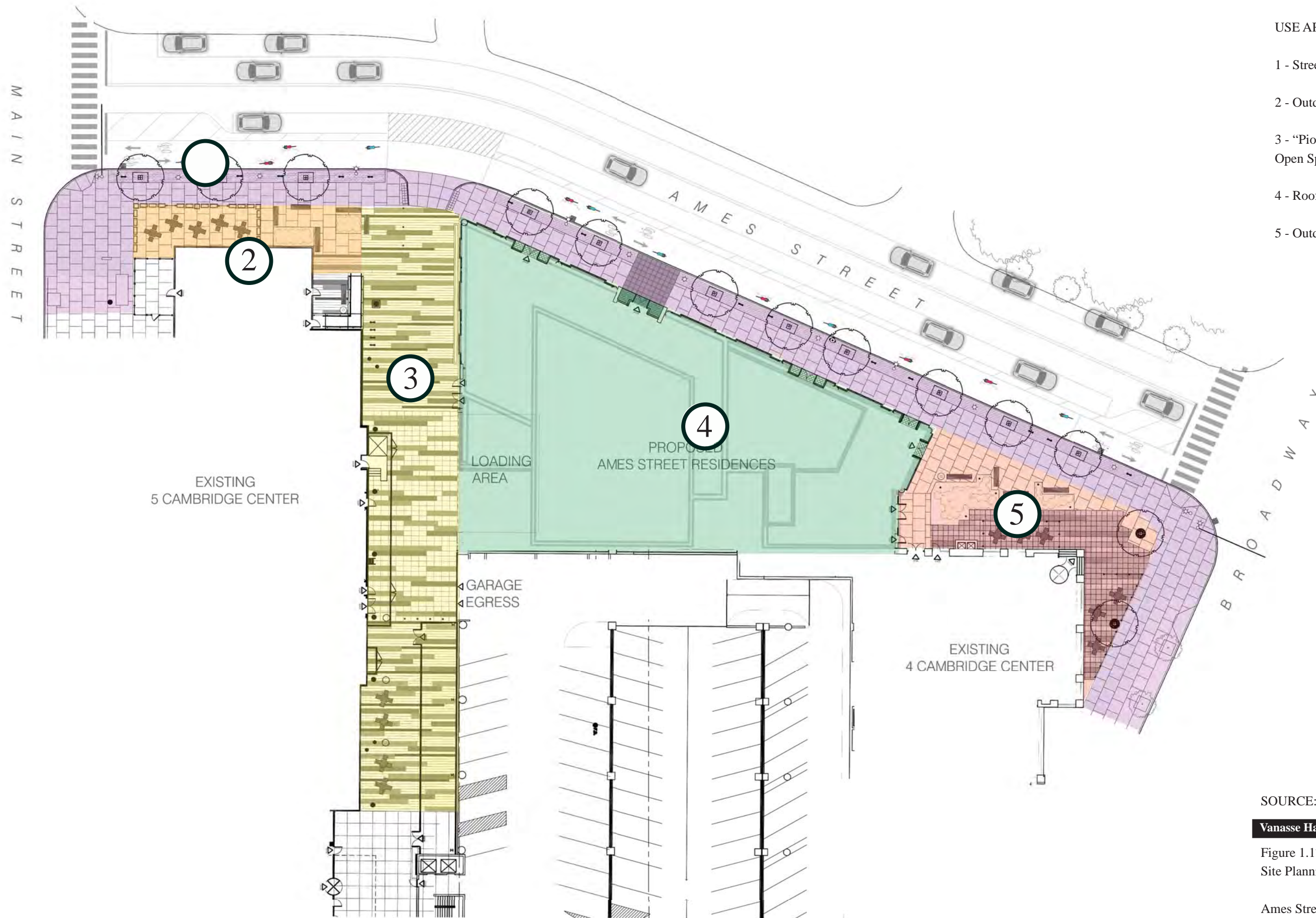
Ames Street Residences
Cambridge, Massachusetts



Source: Rowan Williams Davies & Irwin Inc.

Vanasse Hangen Brustlin, Inc.

Figure 1.16b
Pedestrian Wind Study
Winter
Ames Street Residences
Cambridge, Massachusetts



USE AREAS:

- 1 - Streetscape
- 2 - Outdoor Seating/Open Space
- 3 - "Pioneer Way" Shared Use Path/
Open Space
- 4 - Roof Amenity Space
- 5 - Outdoor Seating/Open Space

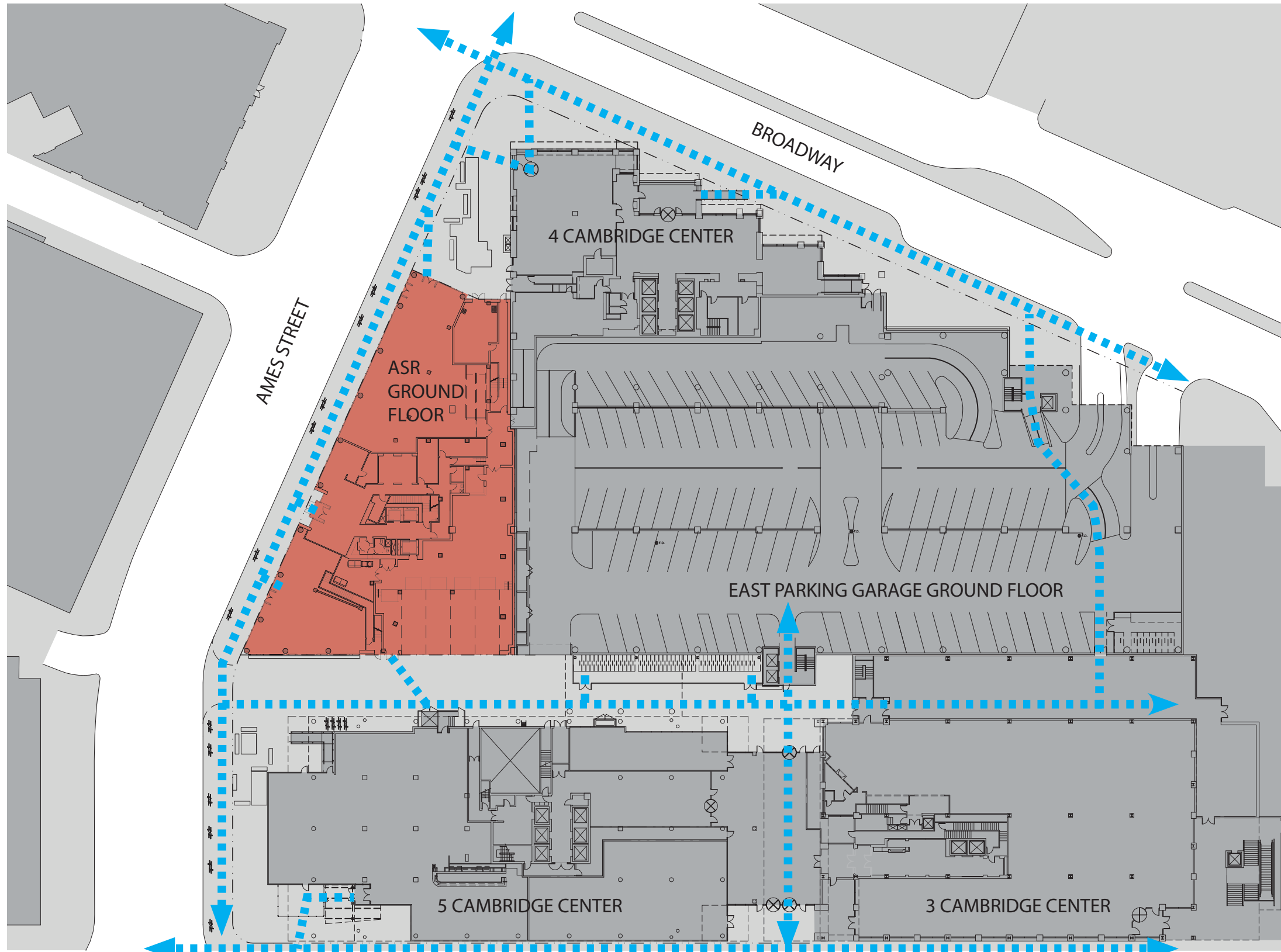
SOURCE: CBA Landscape Architects

Vanasse Hangen Brustlin, Inc.

Figure 1.17
Site Planning and Landscape

Ames Street Residences
Cambridge, MA

AMES STREET | SITE USE ZONES



Proposed Project 
Pedestrian Circulation 

Vanasse Hangen Brustlin, Inc.

Figure 1.18
Pedestrian Circulation

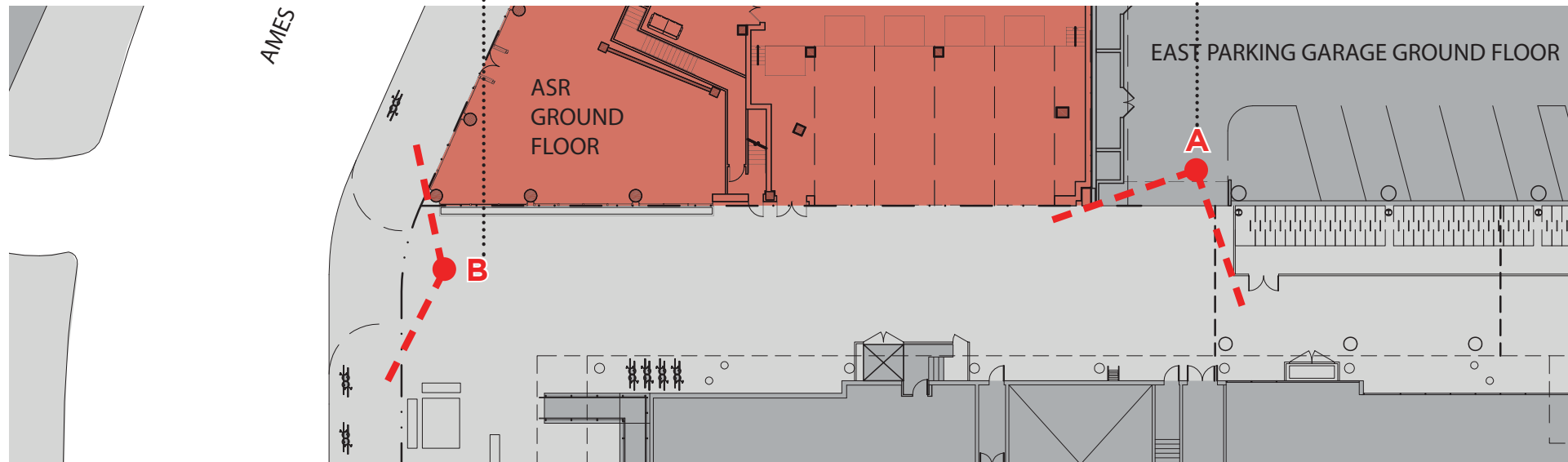
Ames Street Residences
Cambridge, Massachusetts



B. VIEW OF AMES ST FROM PIONEER WAY EXIT



A. VIEW OF PIONEER WAY FROM GARAGE EXIT



Vanasse Hangen Brustlin, Inc.

Figure 1.19
Pioneer Way Vehicular Sight Lines

Ames Street Residences
Cambridge, Massachusetts