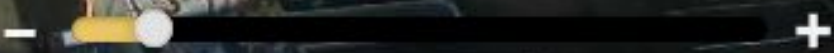
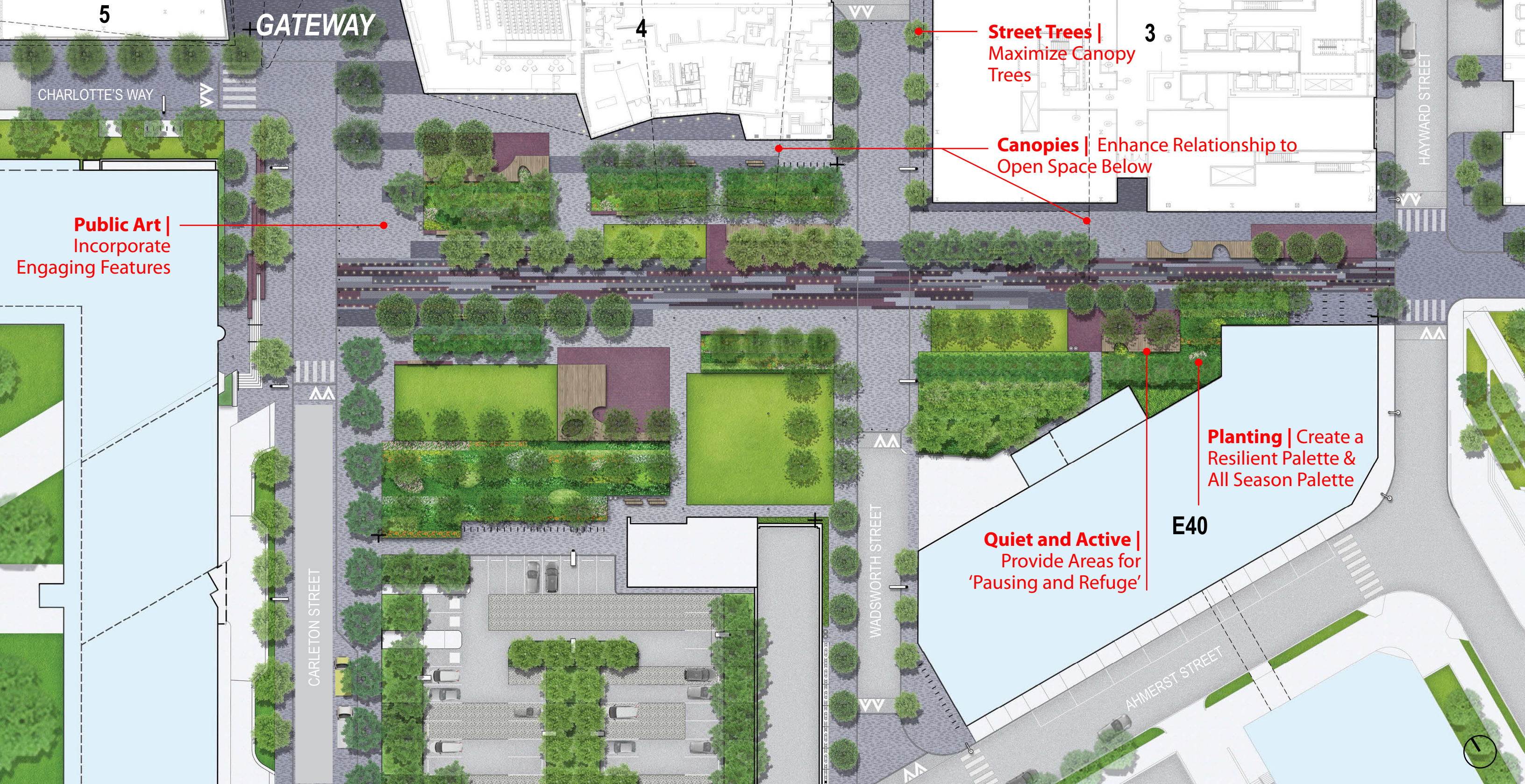




MIT KENDALL SQUARE | OPEN SPACE

22 May 2020





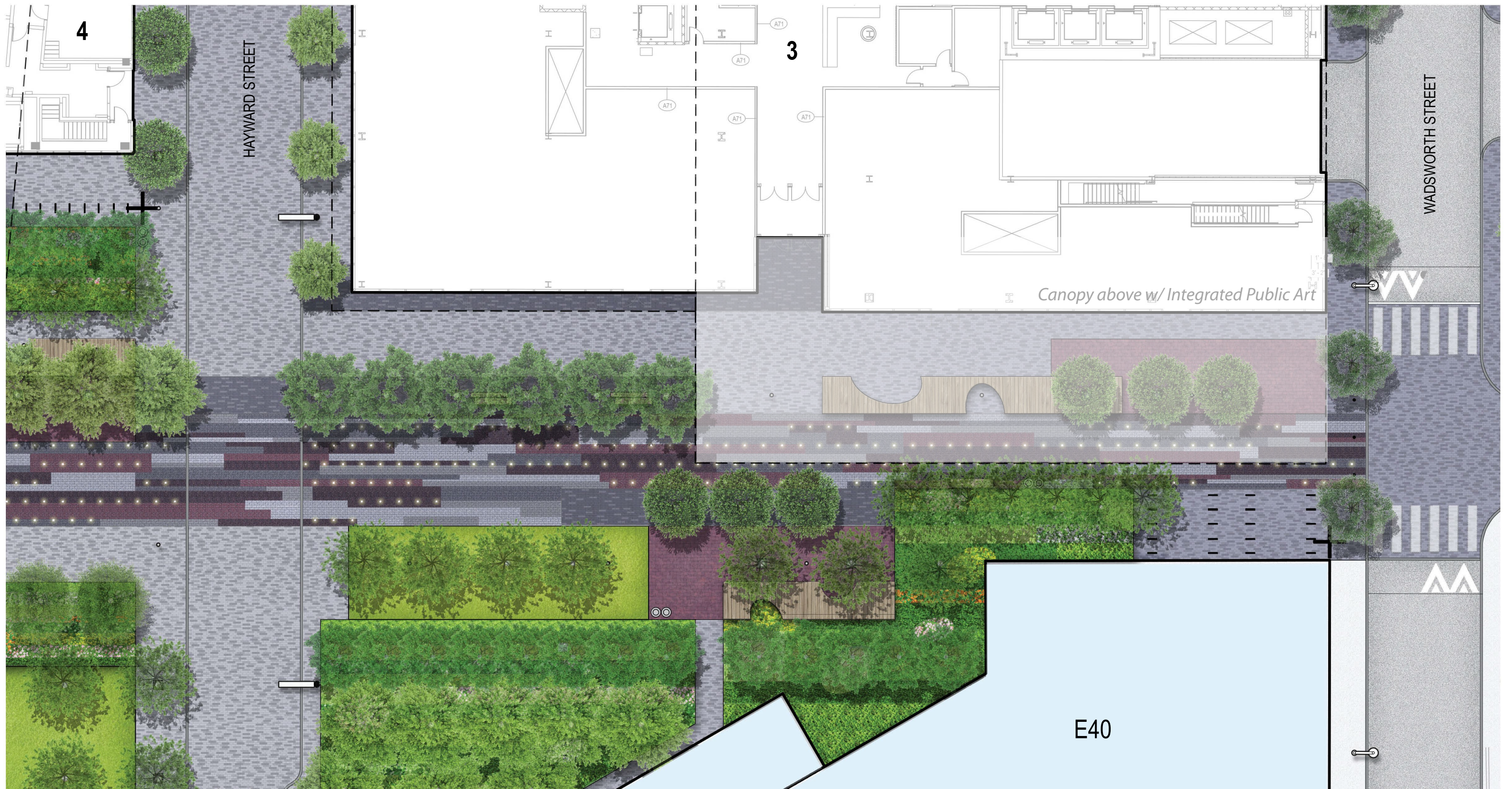
MIT / KENDALL SQUARE OPEN SPACE

MIT is excited for the Kendall Square Open Space to become part of the network of Cambridge open spaces. The benefits of the collaboration with city staff and feedback from the Planning Board have been incorporated into the design and we are pleased to share how this process has benefited the final design.

The following items identify MIT Kendall Square Open Space features, and comments received from City of Cambridge Planning Board during approval of the project, which significantly informed the final design.

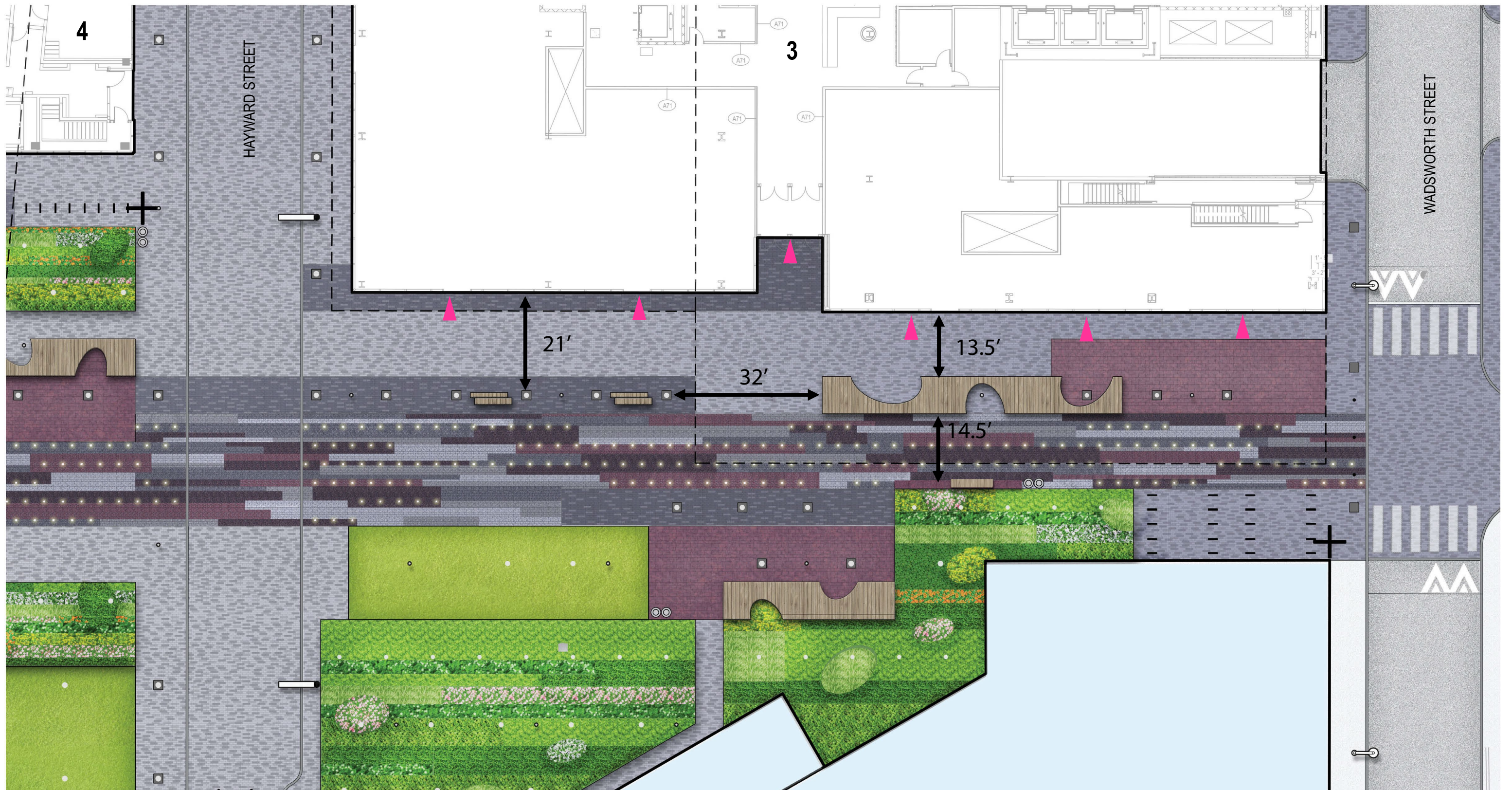
Items marked by an asterisk (*) respond to requests for clarification from city staff.

- 1. Building 3 Open Space** – *Enhance Relationship to Canopy*
- 2. Bike Storage*** – *Confirm Building 3 Storage*
- 3. Bike Access** – *Ensure Integrated Network*
- 4. Pedestrian Light Fixtures*** – *Confirm Heights*
- 5. Feature Lighting** – *Provide Dynamic Programming*
- 6. Fixed Seating** – *Offer Diverse Options*
- 7. Play** – *Incorporate Creative Opportunities*
- 8. Skate Deterrent Notches*** – *Confirm Necessary*
- 9. Paver Selection*** – *Include Warm Tones*
- 10. Gateway / Main Street Paving** – *Clarify Transition*
- 11. Gateway Trees*** – *Clarify Revised Tree Count*
- 12. Tree Count** – *Confirm Project Caliper Count*
- 13. Garage Ramp** – *Confirm Safe Barrier*



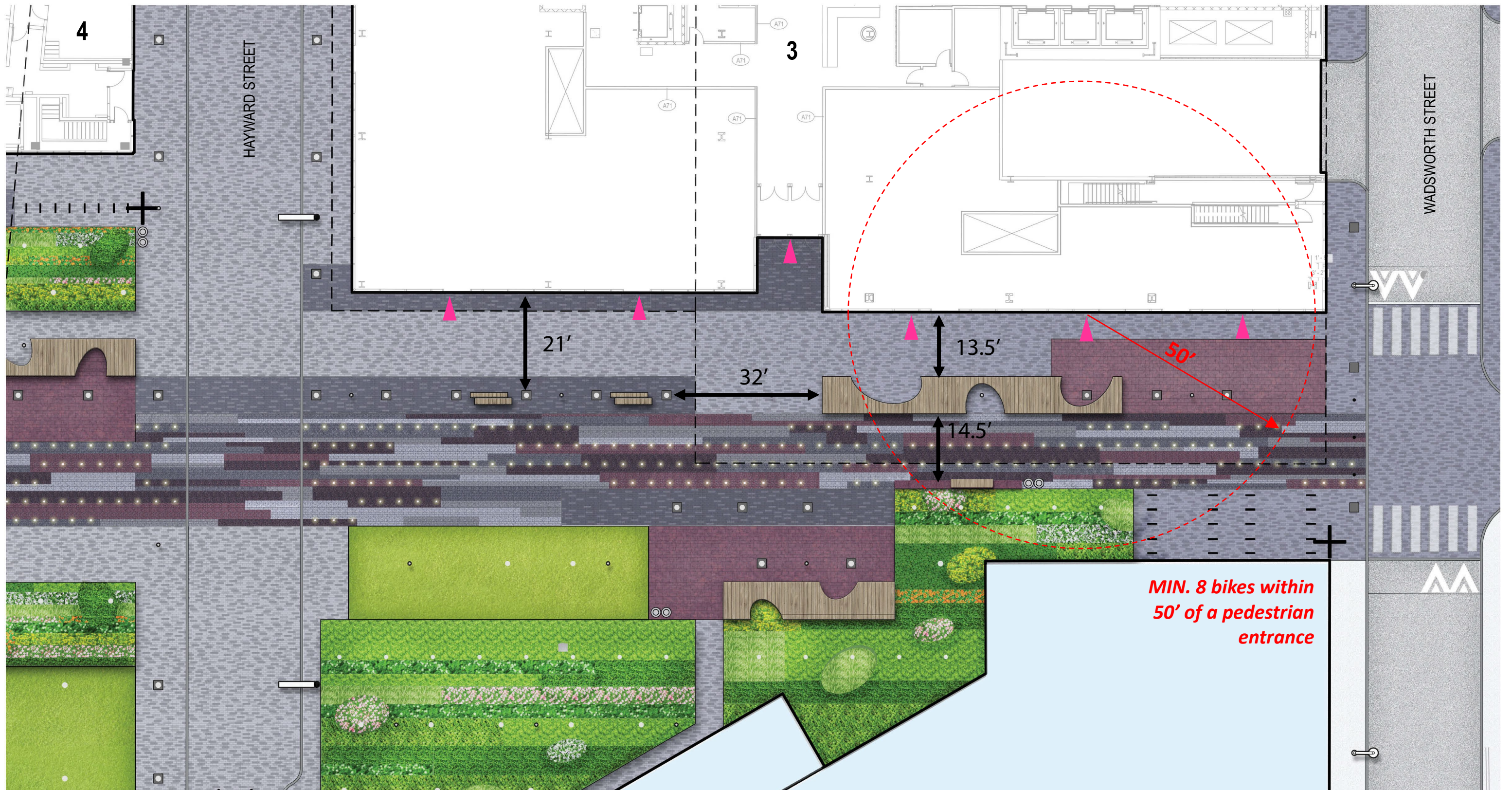
1. Building 3 Open Space – Enhance Relationship to Canopy

In response to Planning Board feedback, design of the open space adjacent to Building 3 developed to integrate public art in the building canopy above, and create a broader, more linear connection from Hayward Street to Wadsworth Street.



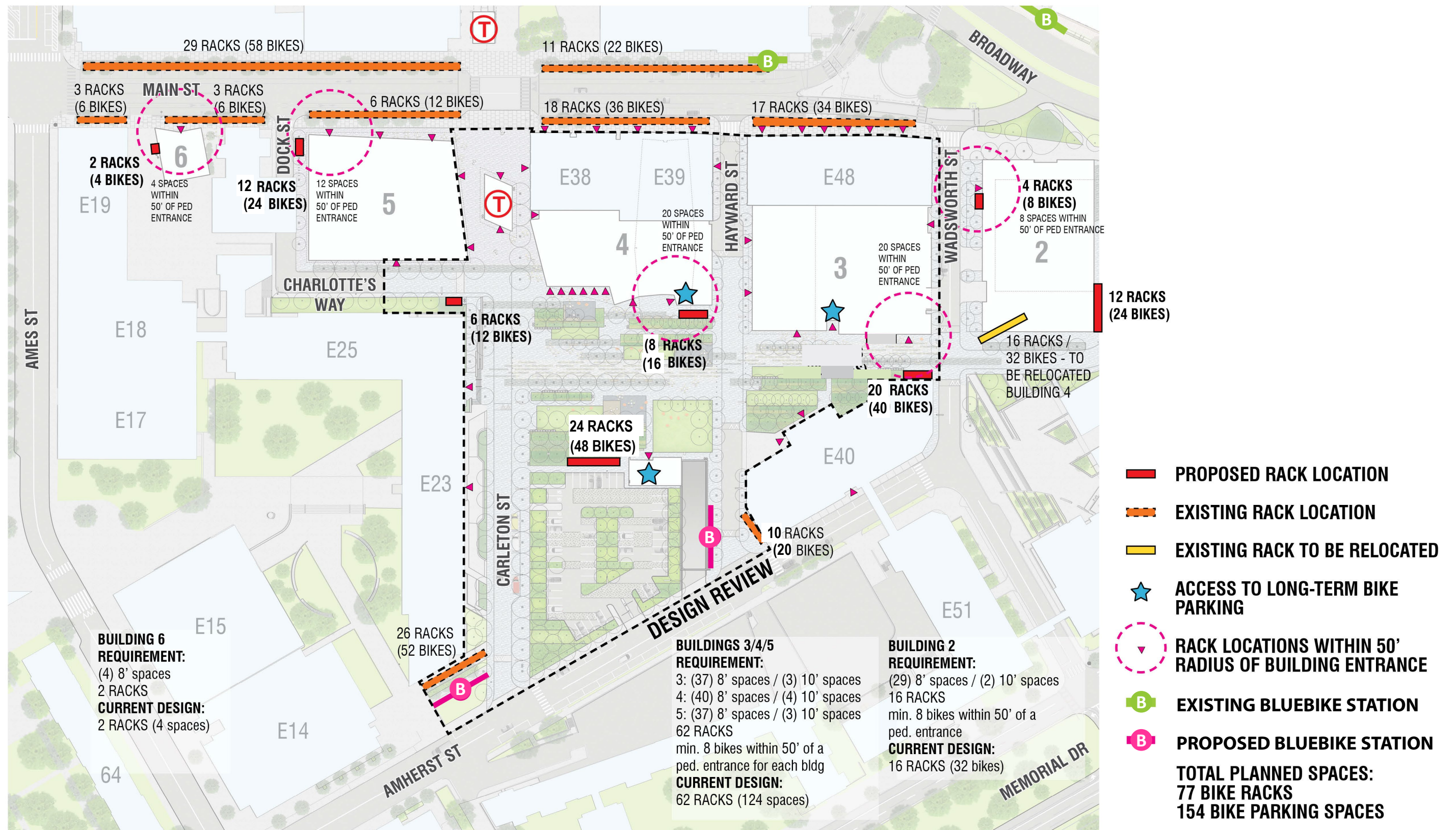
1. Building 3 Open Space – Enhance Relationship to Canopy

Adjustments in the open space to engage this feature include an additional platform below for gathering and viewing; a broader spill out zone along the south façade; and a shift and consolidation of bike parking north of Building E40 and away from the building face.



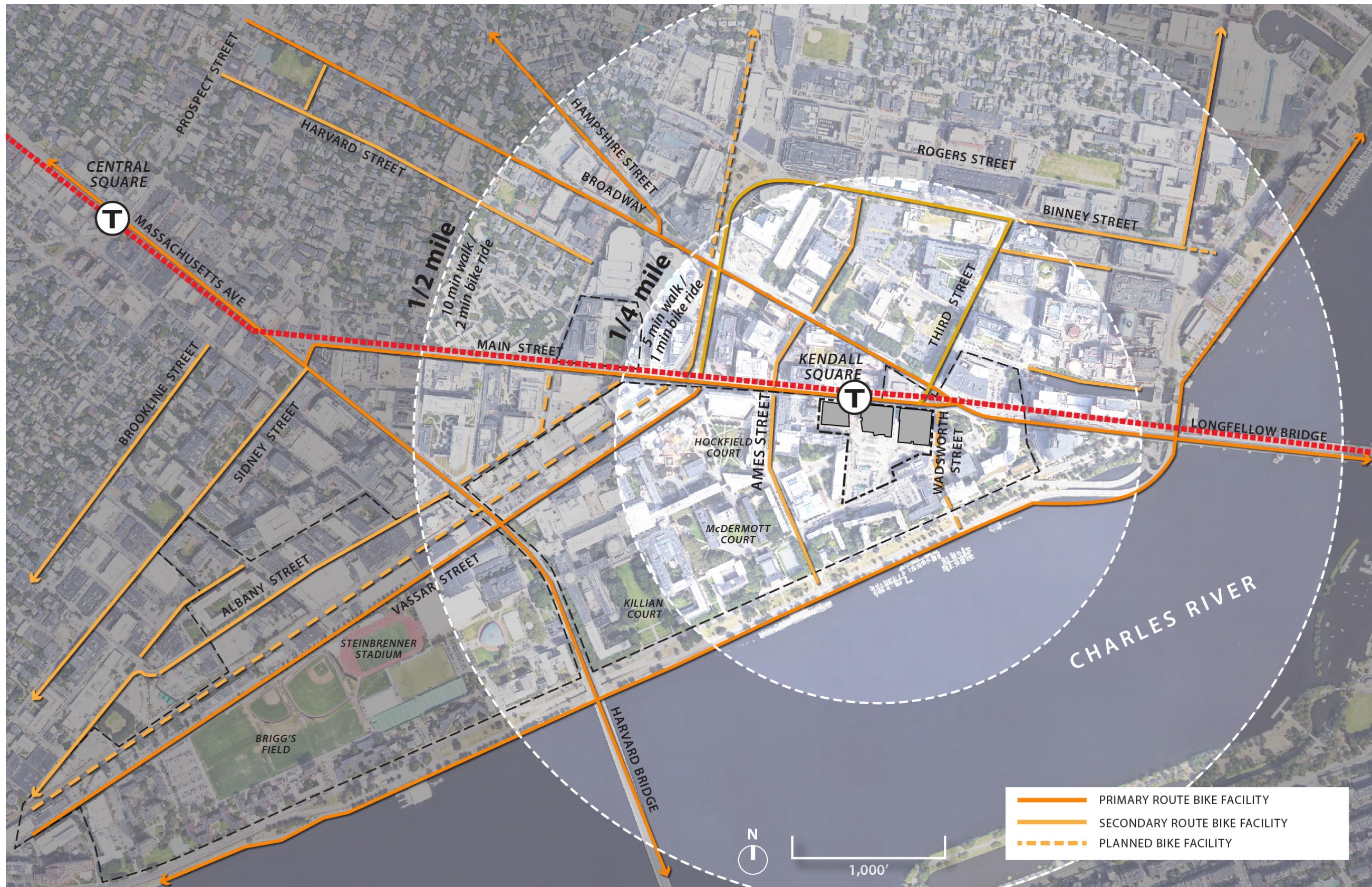
2. Bike Storage – Confirm Building 3 Storage

Consistent with the original plan, there are 8 bike spaces within 50' of a pedestrian entrance to Building 3.



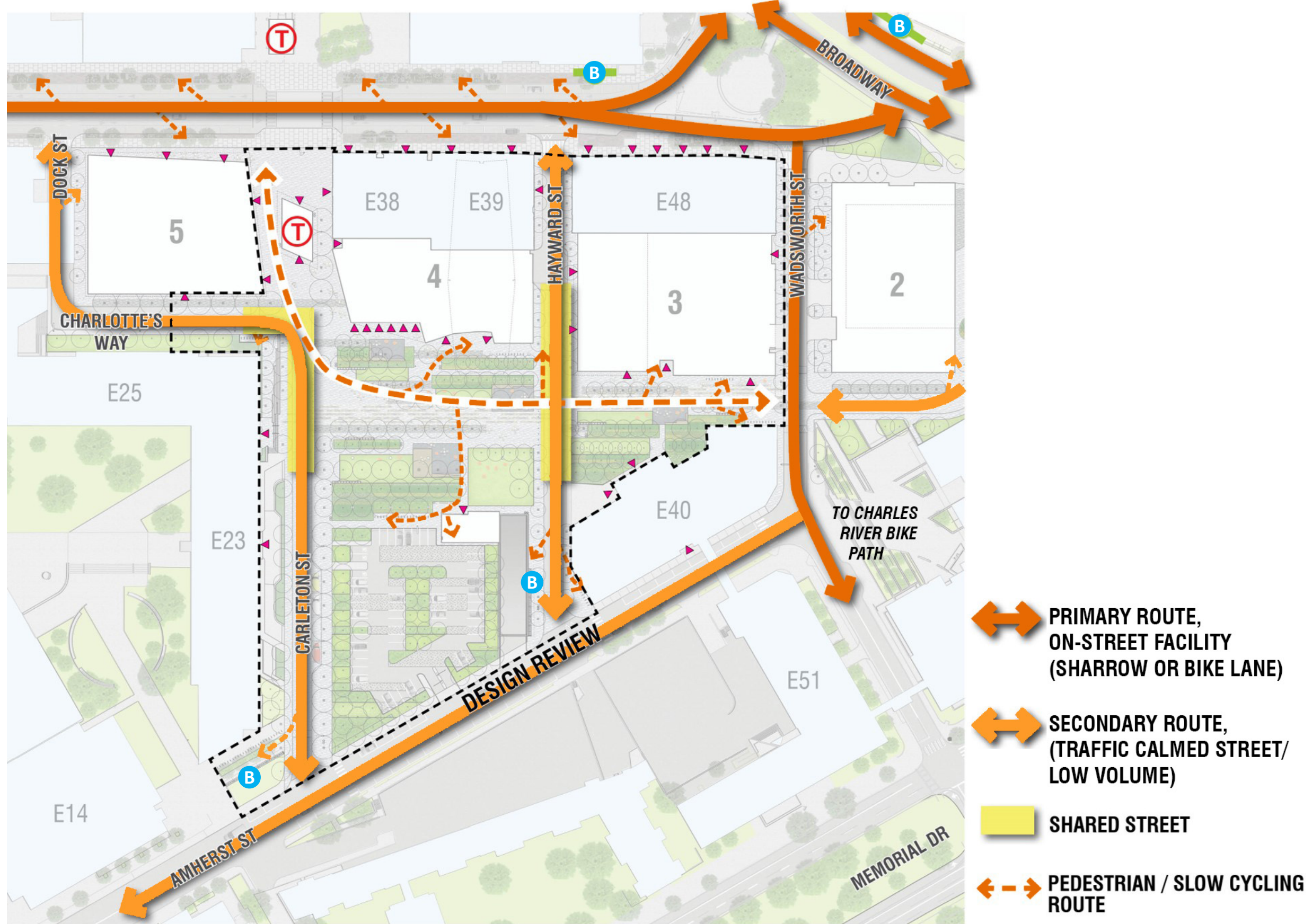
2. Bike Storage – Confirm Building 3 Storage

Bike parking facilities are distributed across the site – including exterior bike racks in proximity to building entrances as well as garage bike parking, with access via a bike elevator in the garage headhouse.



3. Bike Access – Ensure Integrated Network

A comprehensive network of existing and anticipated bike route facilities serve the project area, supplemented by a new 2-way cycle track on Ames Street and sharrows on Wadsworth Street.



3. Bike Access – Ensure Integrated Network

Bikes are served by ample on-street routes and are permitted to move through the central open space, which will be a 'slow cycle' zone.

CARLETON ST

+/- 30' Open Space Connection

Shared Use Pedestrian & Slow Cycling

HAYWARD ST

WADSWORTH ST



3. Bike Access – *Ensure Integrated Network*


A broad central east-west open space connection extends the 'Infinite Corridor' inside MIT, into the exterior – creating a civic promenade defined by enhanced paving, feature lighting, flush curbs and bollards at street crossings, and active programming. These features emphasize the pedestrian-oriented character of the space, while allowing for efficient access for cyclists and integration with on-street bike networks.

● SINGLE-HEAD PEDESTRIAN



16'

G4
Selux Exelia



■ STREET



25'

G1
Santa + Cole Rama

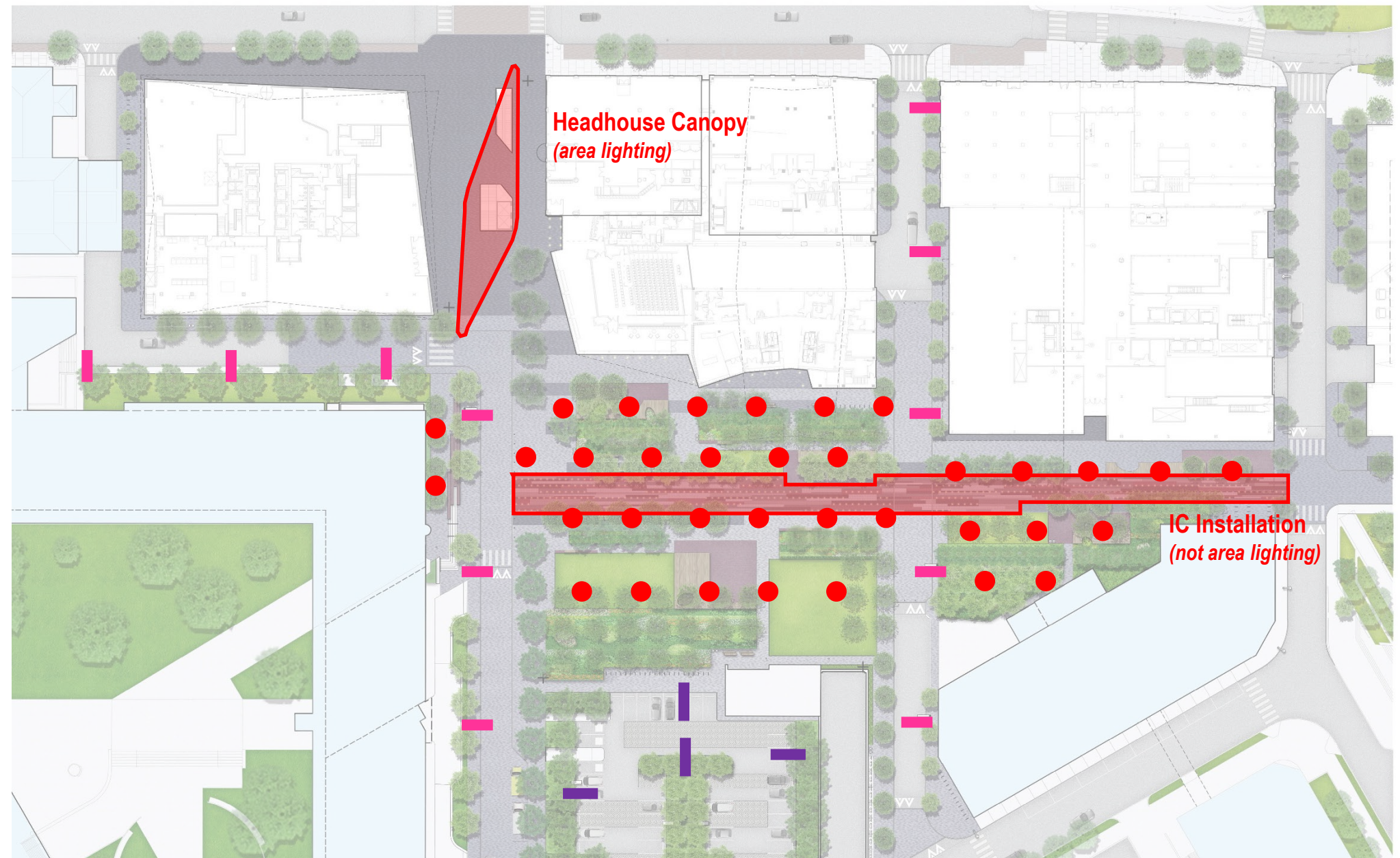


■ PARKING



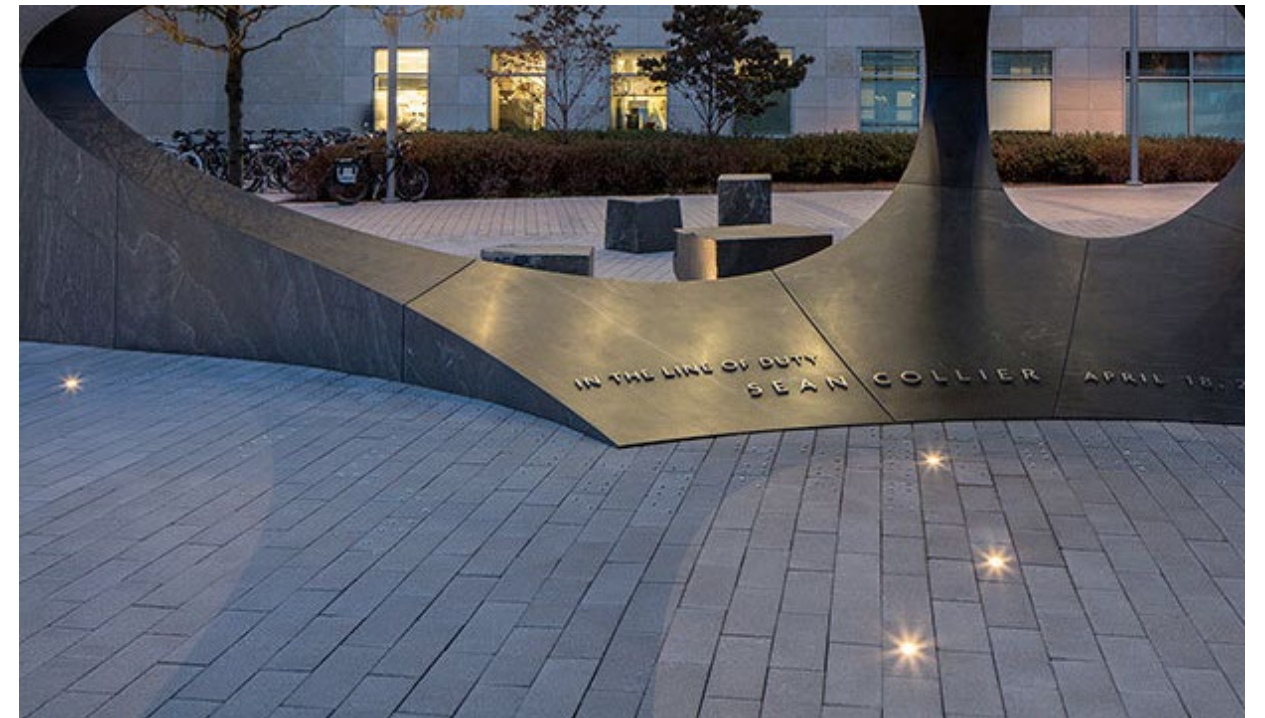
25'

G3
Bega 99 595

4. Pedestrian Light Fixtures – Confirm Heights

Site lighting prioritizes uniformity, with low glare and low contrast, provided by discrete LED full cut-off fixtures. Lighting includes 25' poles on the streets and parking lot, with simple 16' pedestrian poles through the core open space. A simple approach to overall illumination emphasizes the impact of feature lighting: Infinite Corridor lighting installation, headhouse and building canopies, custom platforms, and seatwalls.



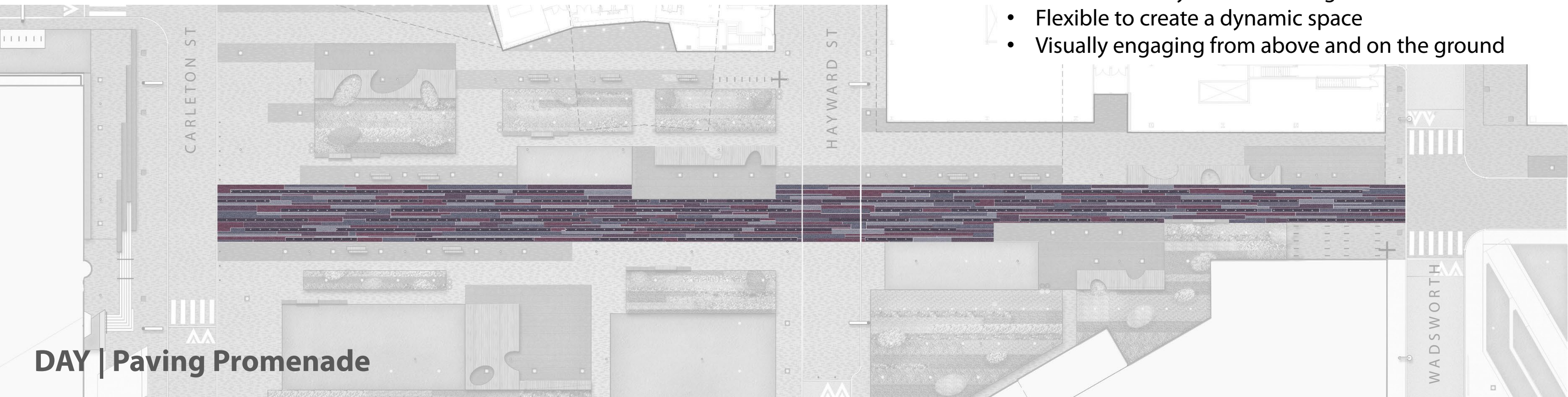
Collier Memorial (MIT)



5. Feature Lighting – *Provide Dynamic Programming*

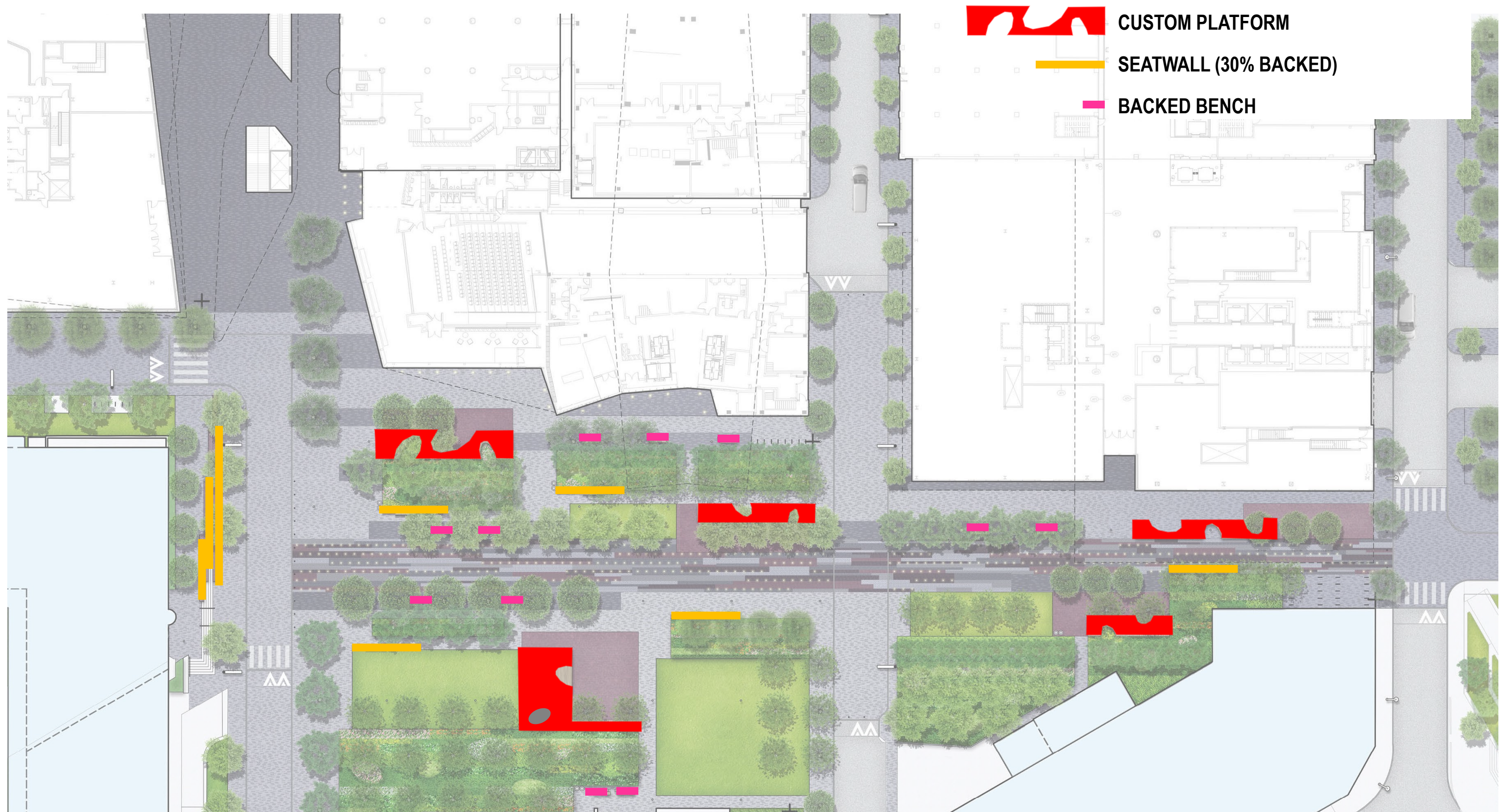
The feature lighting installation is key to placemaking at Kendall Square – serving as a civic promenade in paving and light, extending MIT’s Infinite Corridor from Carleton Street to Wadsworth Street. Composed of 500 individually controllable light fixtures, this feature can be flexibly programmed to create a dynamic and evolving destination, which is vibrant and engaging on the ground as well as when viewed from above.

- 500 individually controllable light fixtures
- Flexible to create a dynamic space
- Visually engaging from above and on the ground



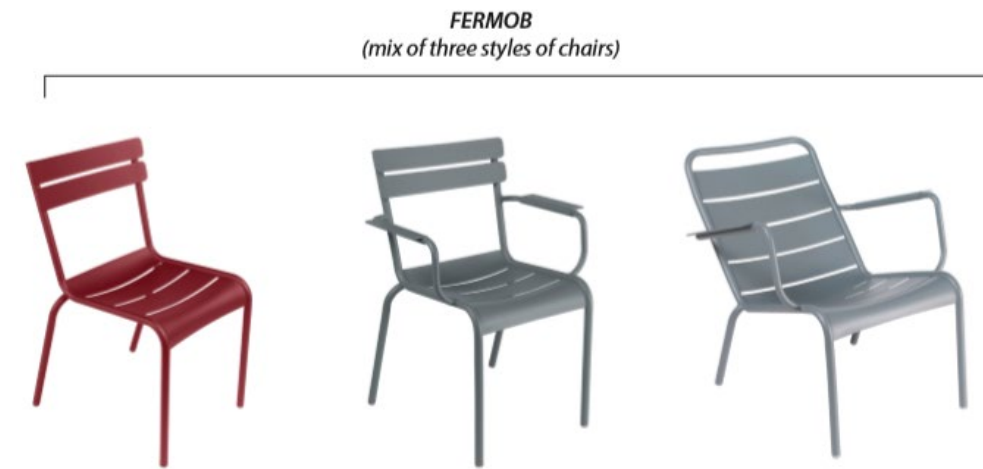
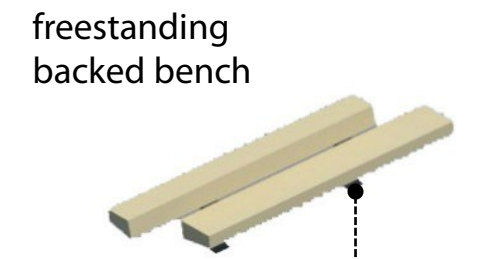
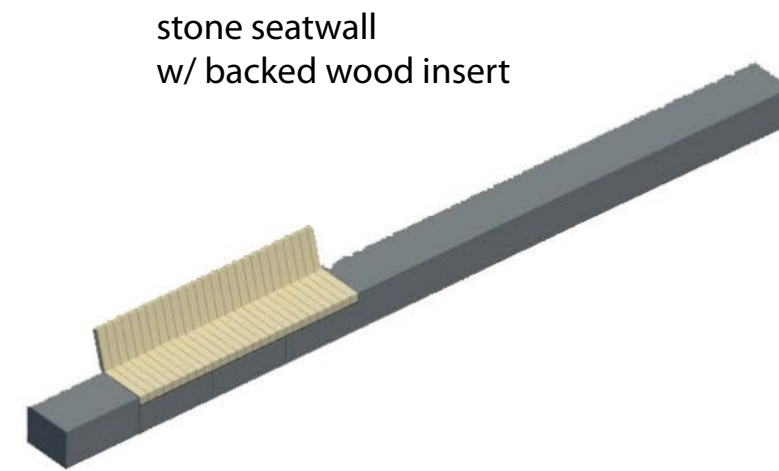
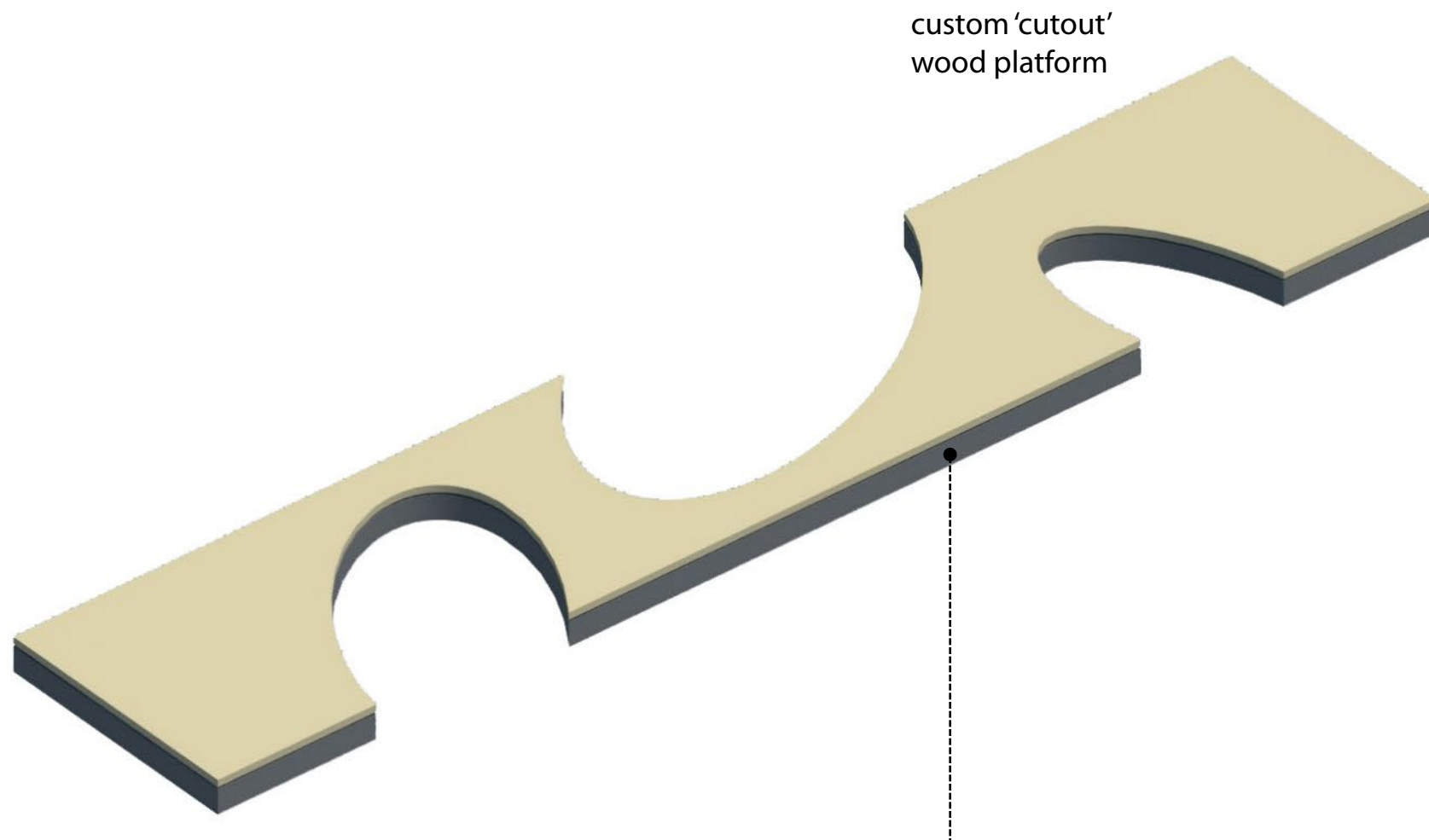
5. Feature Lighting – *Provide Dynamic Programming*

(See animation provided as separate file.)



6. Fixed Seating – Offer Diverse Options

Seating is distributed across the site, including options that are comfortable for everyone including backed and backless selections. Seating includes freestanding backed benches; stone seat walls with backed wood inserts; stone terraces; custom wood platforms with cutouts; and moveable chairs.



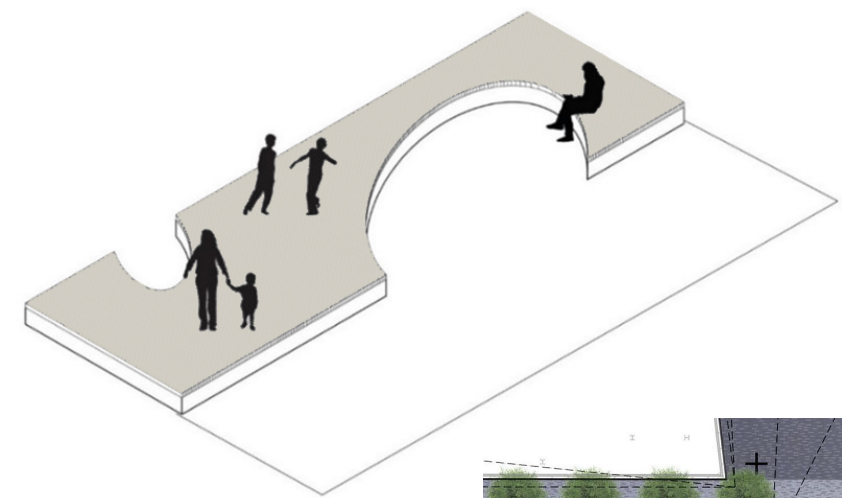
6. Fixed Seating – Offer Diverse Options

The diverse mix of seating notably includes custom 'cutout' platforms – which evolved through an appreciation of the site's range of programmatic uses, facilitating quiet and intimate conversations or small classes, to impromptu stages for display or events. The freestanding bench is unusual and playful – while also comfortable, composed of 2 long and distinctive timber-style forms that slip against each other. Moveable chairs throughout the space, all with backs and many with armrests, will further accommodate flexible use in coordination with movable tables and umbrellas.



7. Play – Incorporate Creative Opportunities

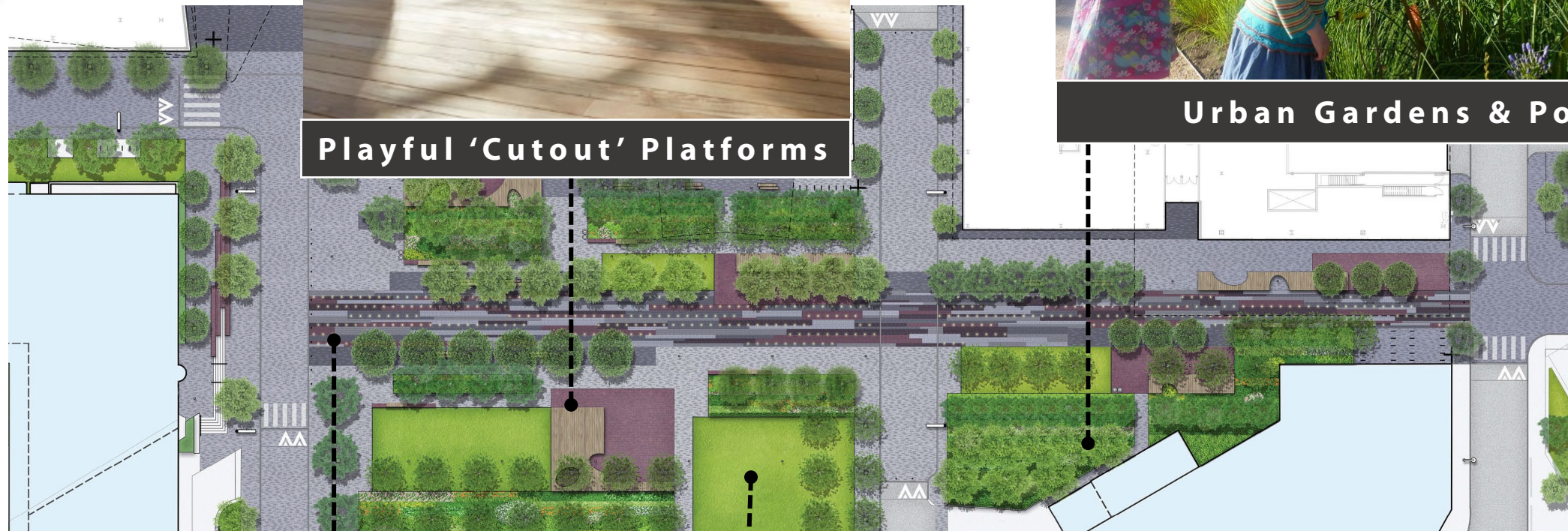
The Kendall Open Space will be an important addition to East Cambridge’s larger public open space and park network – complementing diverse opportunities for children’s play (i.e. traditional fixed equipment), active recreation (i.e. sports fields, kayaking), and actively programmed spaces (i.e. ice rink).



Playful 'Cutout' Platforms



Urban Gardens & Pop Up Installations



Lighting Feature



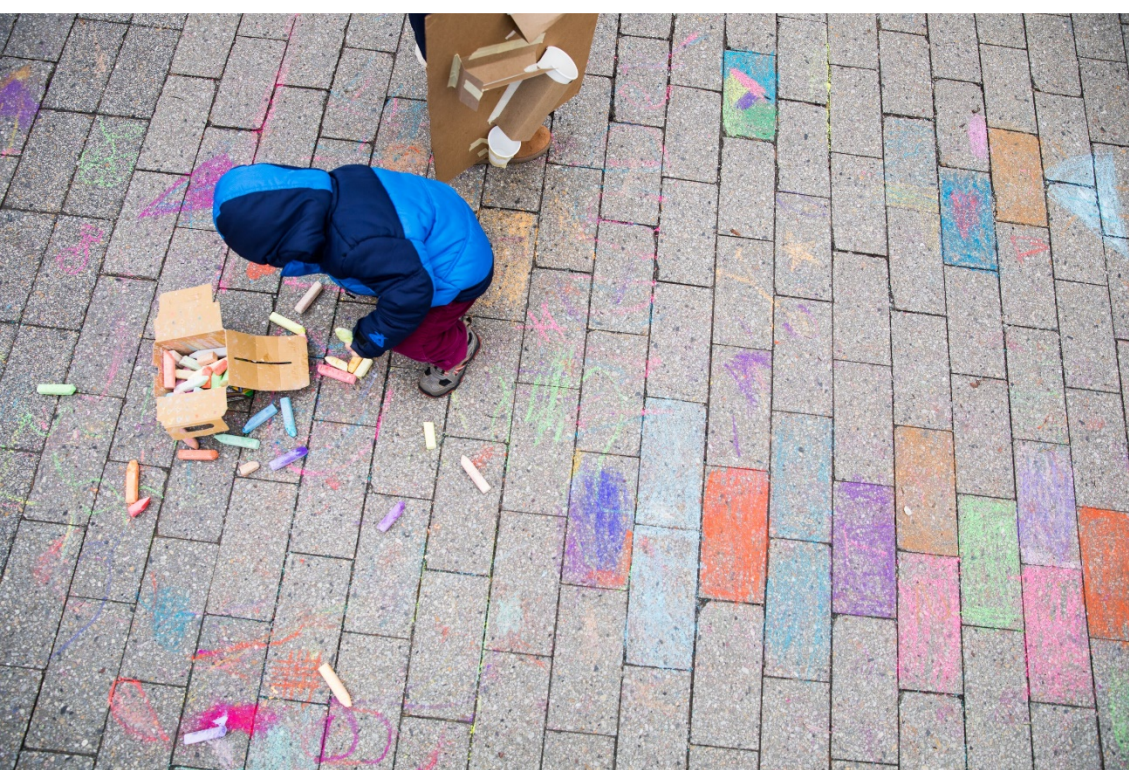
Open Lawns & Scheduled Events / Activities



7. Play – Incorporate Creative Opportunities

Playful 'cutout' platforms offer engaging fixed features, for everyday enjoyment – such as impromptu performances, picnic lunch, and children's play. The iconic Infinite Corridor lighting feature will create dynamic 'performances', offering a unique destination for children and families. Urban gardens and open lawns support informal and pop up children's programming, as well as regularly scheduled events such as movies or festivals.

MIT WINTER FAMILY DAY 2020



CREDIT: JAKE BELCHER

7. Play – Incorporate Creative Opportunities

Innovative and evolving activation is already being led by MIT's Office of Open Space Programming, and will include scheduled and pop up activities for all ages. Pilots are already going on across campus, including MIT Winter Family Day, which emphasizes the broad objective to bring MIT from 'inside to outside'.

Carts + “self serve” materials

In the open spaces, we plan to distribute materials that people can use on their own to enjoy the spaces. This could include books (for a range of ages), board and lawn games, hula hoops, puzzles, yo yos, coloring books and sketching materials, jump ropes, etc.



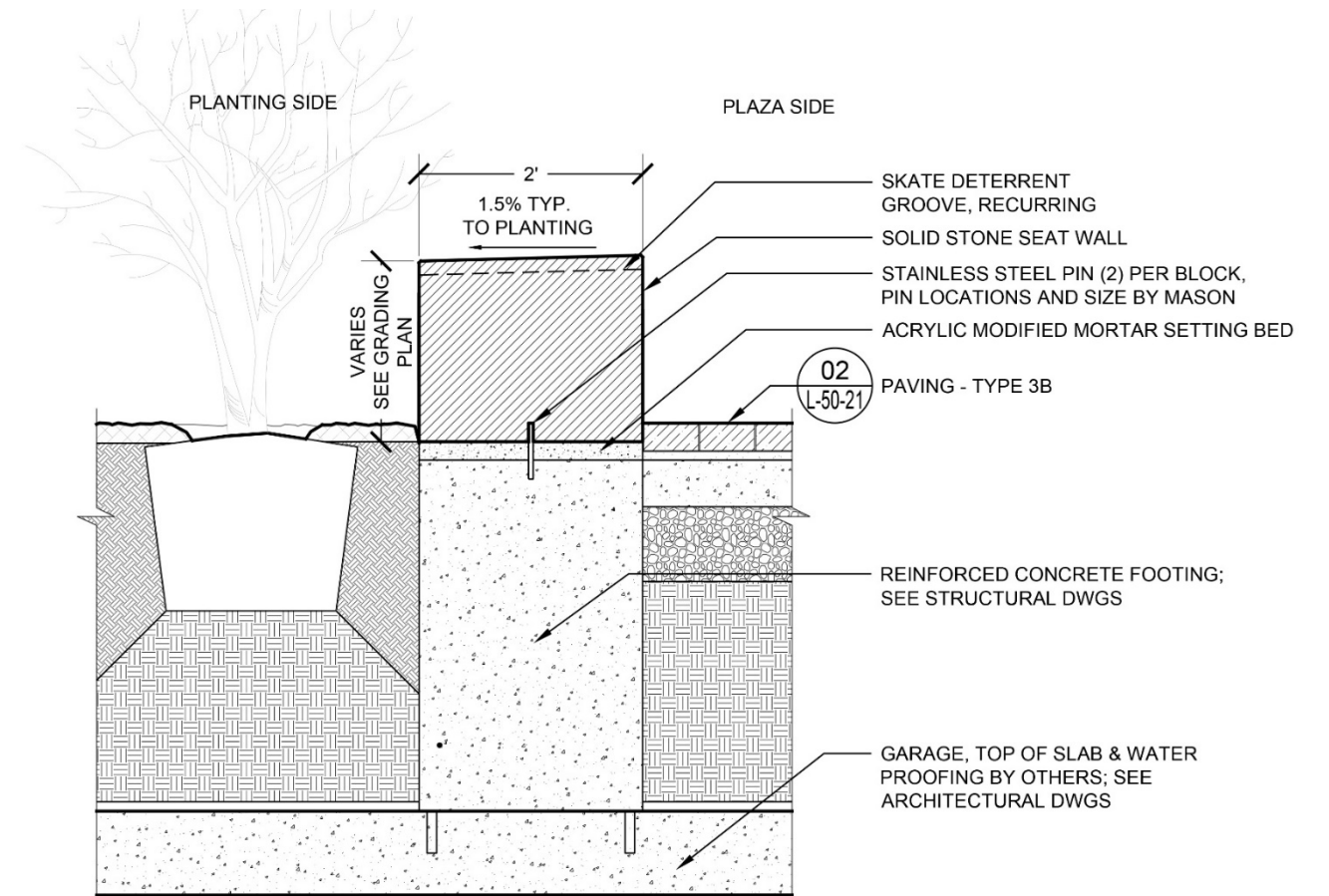
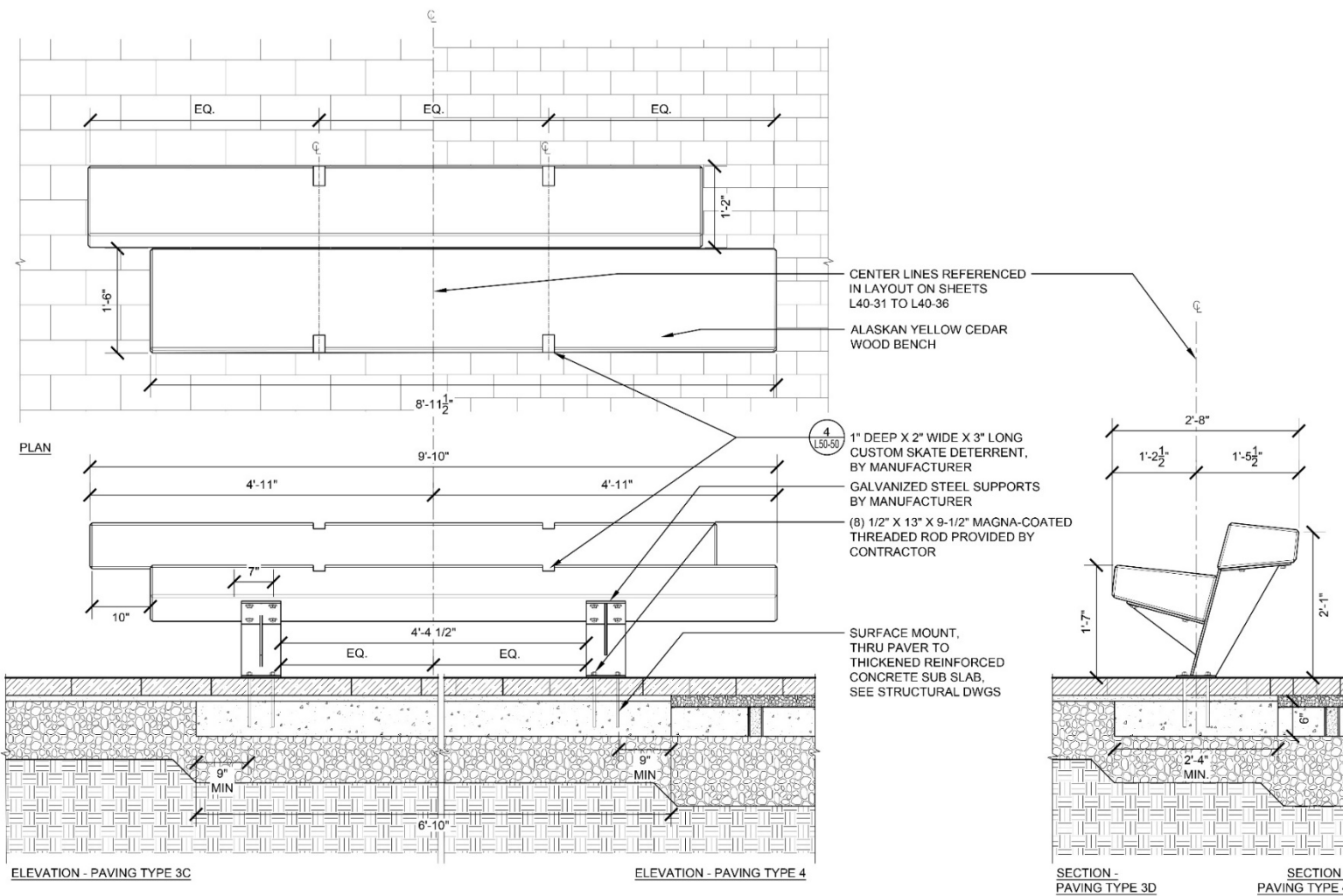
Bryant Park, New York



The Uni Project

7. Play – Incorporate Creative Opportunities

MIT's Office of Open Space Programming anticipates that program will evolve. Above all, this is a public open space that serves as a platform for creative and collaborative play linking all ages together.



8. Skate Deterrents – Confirm Necessary

Skate deterrents are detailed as recessed grooves in the seatwalls and freestanding benches. Integrated, discrete design will avoid damage or future retrofits.



1_CORRIDOR PAVER MIX

Note: B#s correspond to bands shown on paving layout drawings on sheets L50-24 to L50-28; corresponding paving letter identifier (ex: Paver A: B9 1442) for each band are included there.



B4
Paver B - B9 1041, Tudor Finish

B5
Paver C - Charcoal, Tudor Finish

B3
Paver G - B9 3270, Tudor Finish

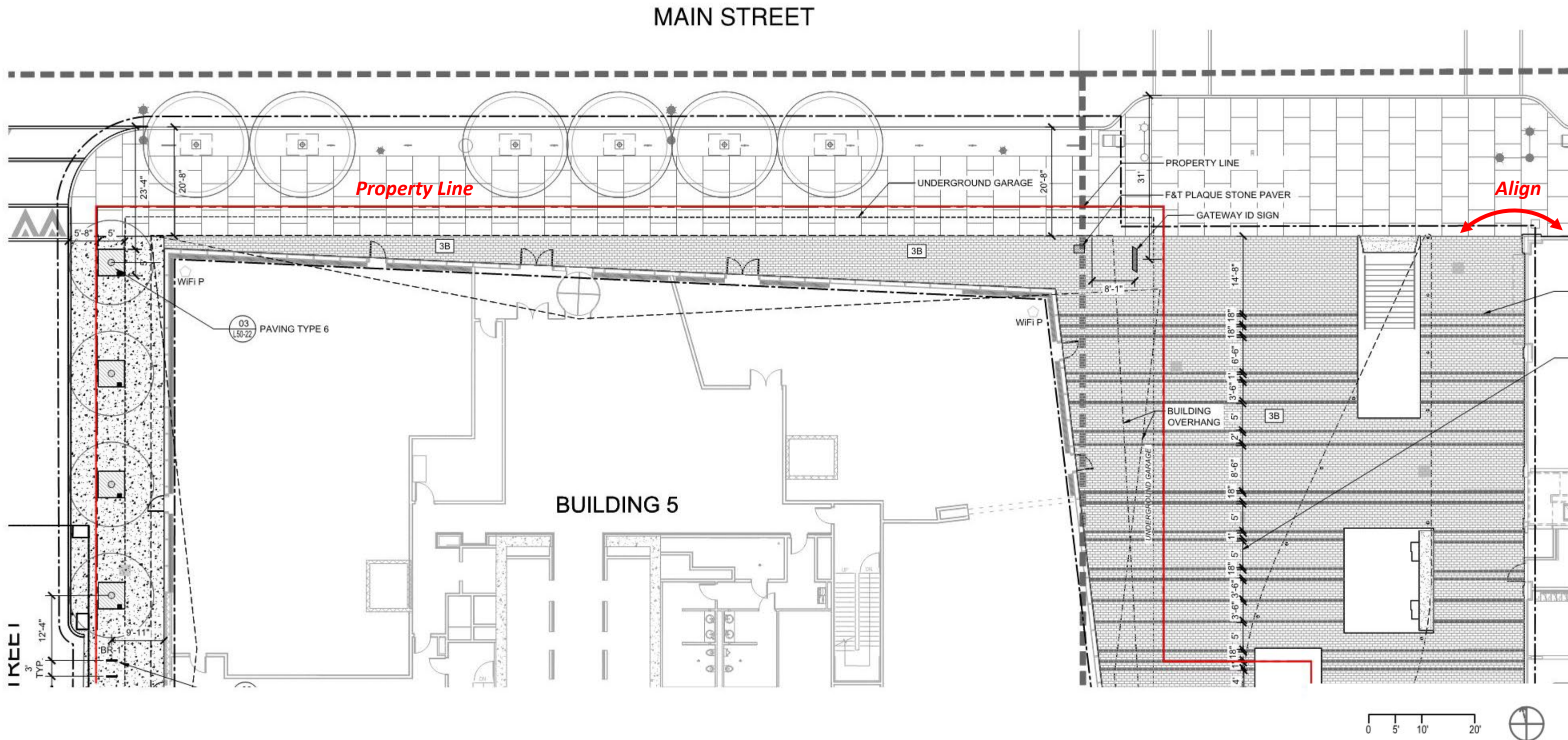
B2
Paver F - B9 3518, Tudor Finish

B5
Paver C - Charcoal, Tudor Finish

B1
Paver E - B9 1256, Tudor Finish

9. Paver Selection – *Include Warm Tones*

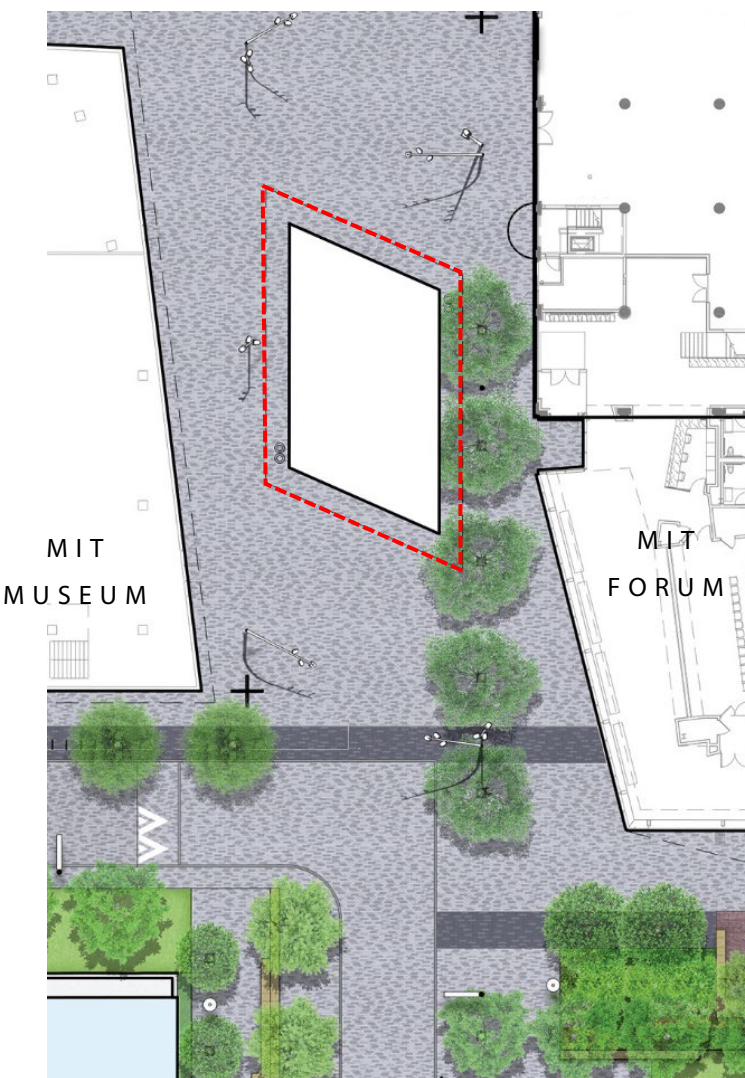
Numerous paving mock ups were created to make sure that the project will achieve the inclusion of warm colors, including warm gray, tan, maroon, and red. Close collaboration with the manufacturer established appropriate paver aggregates and admixtures to ensure a product that will resist fading and enable future sourcing by MIT as necessary.



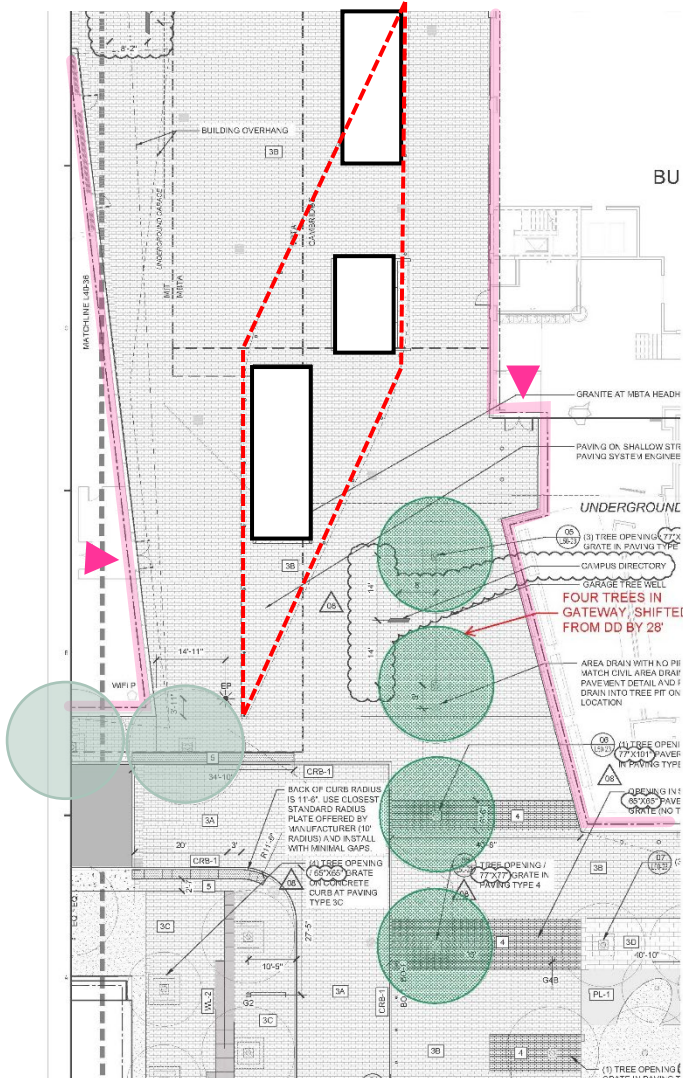
10. Gateway / Main Street Paving – Clarify Transition

The project maintains the continuity and precedence of the Main Street public realm (scored concrete and distinctive furnishing strip). The paving interface has been modified to address Planning Board comments regarding the paving material transition: instead of notching up and running along the property line as previously shown, the project’s paving material is aligned with the edge of Building 4, marking a crisp transition from Main Street to the ‘Gateway’. Additionally, paving at the Gateway has is no longer monolithic. Contrasting paving bands break up the ground plane – responding to the architecture of the headhouse and canopy above, but also importantly mediating the scale from the Main Street edge into the broad central open space.

2017 Headhouse Concept



Current Headhouse Design



RWDI Wind Engineer Update (February 7, 2020)

Based on the updated design of the MBTA station, RWDI expects similar wind conditions to those presented in the report dated January 11, 2017 for the MIT SOMA development. It should also be noted, since RWDI's pedestrian wind assessment for the MIT SOMA development, that several additional developments have been approved for construction in the vicinity of the site including the 325 Main Street development on the north side of Main Street across from Building 5 of the MIT SOMA project.

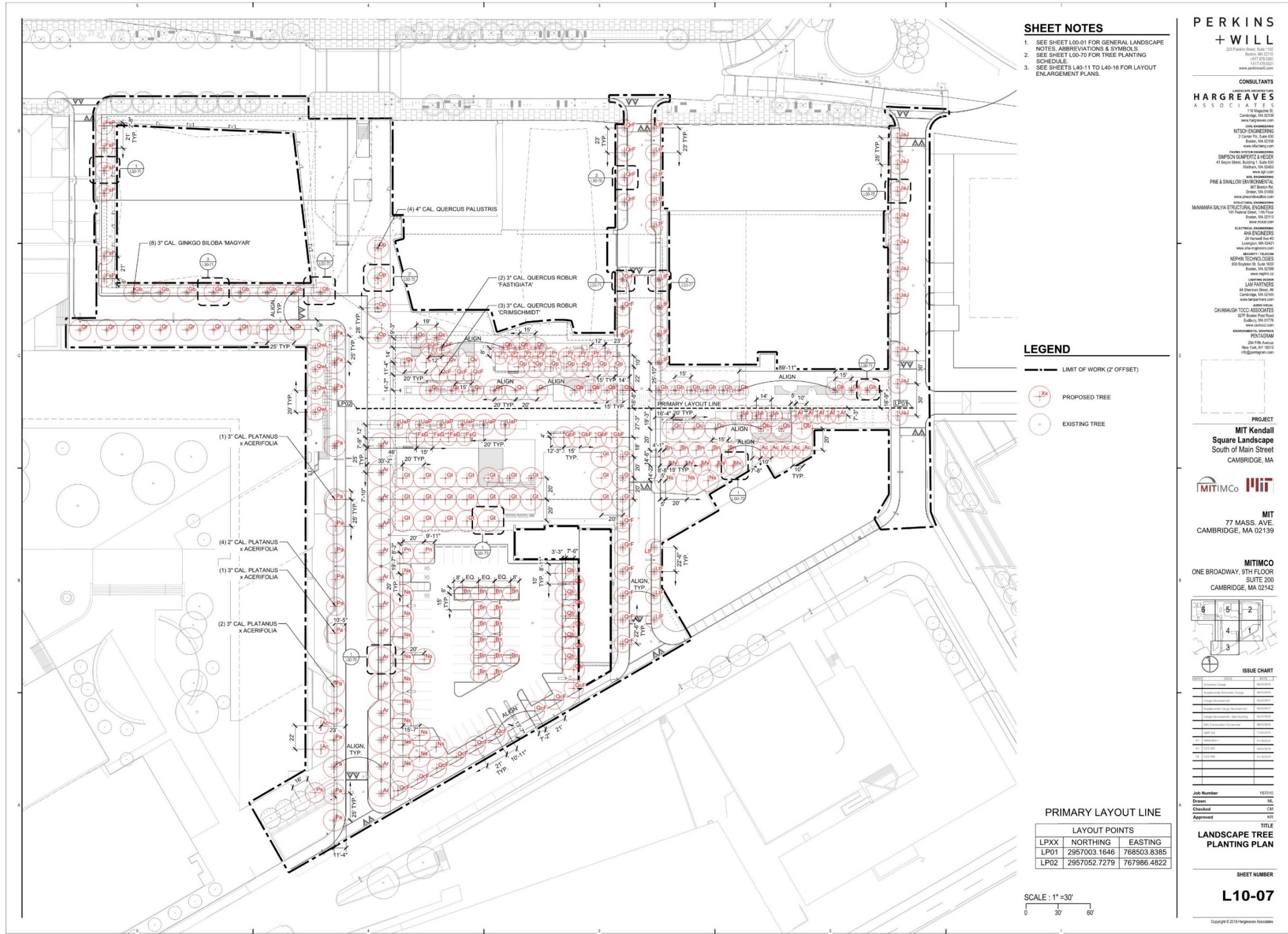
RWDI more recently conducted a detailed wind assessment of this development with the findings summarized in a report dated August 7, 2018. Based on this assessment, the 325 Main Street development is not expected to adversely affect wind conditions at MIT SOMA development along Broadway Street and at the MBTA Headhouse. In fact, as predominant winds in Cambridge occur frequently from the northerly/northwesterly directions, the proposed 325 Main Street development is expected to result in more favorable wind conditions in the vicinity of the MBTA station and may negate the requirement for wind mitigation at the northeast corner of the Site 5 building as wind conditions are expected to be comfortable for the intended use of this area.

11. Gateway Trees – Clarify Revised Tree Count

The trees in the 'Gateway' have changed to accommodate the final design of the MBTA Headhouse. By shifting the trees, connections have opened up between the MIT Forum and the MIT Museum. The trees are consolidated into a single trench to avoid extensive underground MBTA and garage structures and utilities. A review of the wind study by the wind study engineer shows no change to wind conditions as a result of the tree relocations and notes a general improvement in the Gateway as a function of the new MBTA Headhouse and the adjacent development at 325 Main Street.

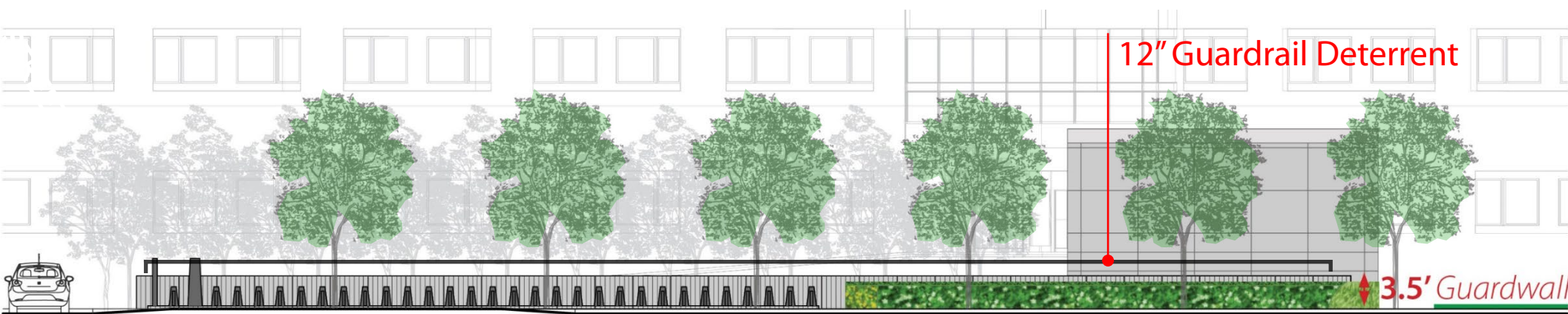
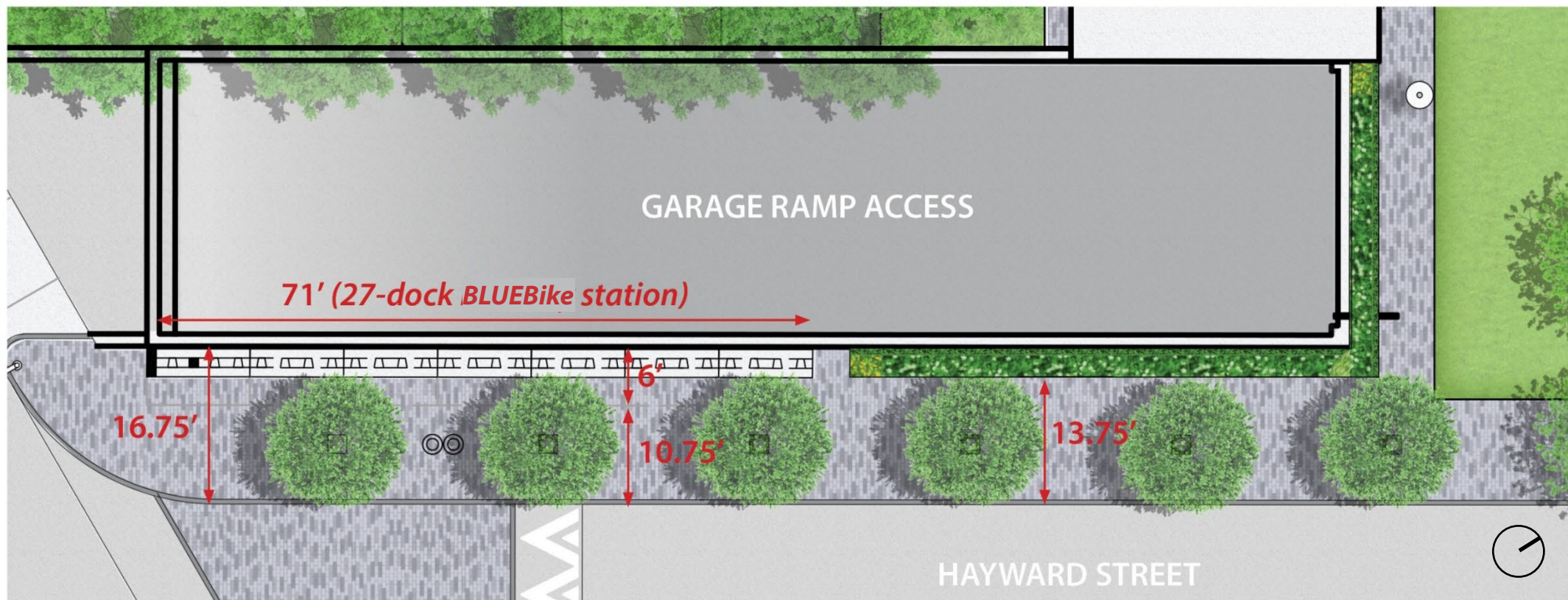


Tree tagging *Betula nigra* 'Heritage' (River Birch), Boyd and Boyd Nursery, January 2020



12. Tree Count – Confirm Project Caliper Count

Tree selection and caliper count has been closely tracked to ensure that the project remains consistent with the approved open space design and compliant with tree replacement requirements. The final design includes 270 new trees.



13. Garage Ramp – Confirm Safe Barrier

A 42" tall concrete guardwall is located along the Amherst Street garage ramp. A BLUEBike station and woody, evergreen vegetation separate the guardwall from sidewalks along Hayward Street. The addition of a guardrail as suggested by city staff on top of the ramp guardwall will further prevent sitting or propping objects on the wall. We are currently investigating options, including a rail constructed of flat steel members, in order to achieve a visually-unobtrusive feature in the public realm.

