

3.3 PEDESTRIAN ACCESS AND CIRCULATION

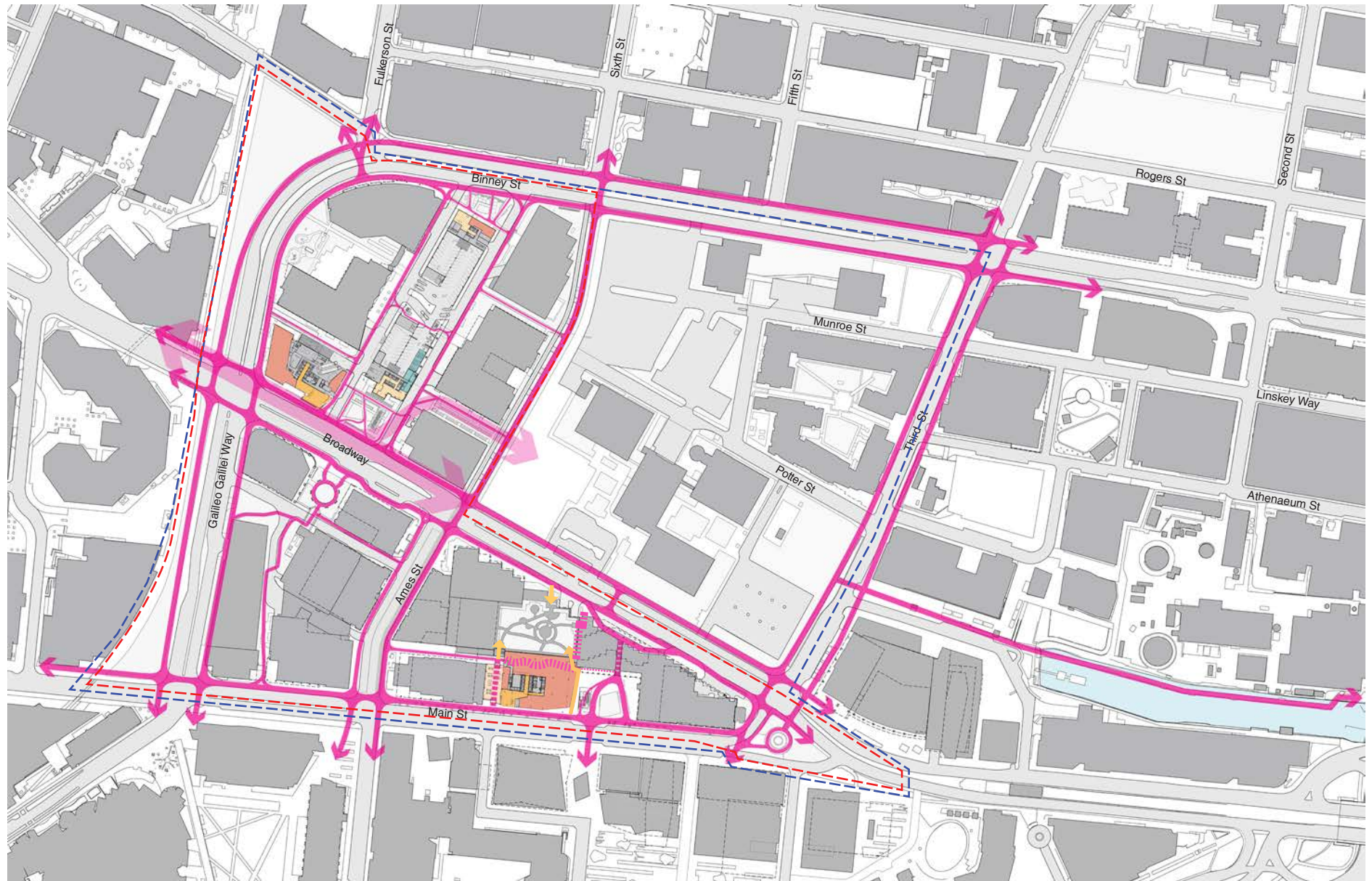
The proposed enhancements to the pedestrian network and open spaces between Broadway and Binney Street are planned to logically extend to adjacent areas in East Cambridge. Broadway Park is the northernmost in a sequence of open spaces extending southward to Danny Lewin Park and further southward to Main Street. To reinforce the connectivity of these spaces, a mid-block crosswalk should be considered from the southeast corner of Broadway Park to the south side of Broadway.

The proposed improvements to the Sixth Street Connector for pedestrians and bicyclists are an extension of pedestrian and bicycle paths on Ames Street to the south and Sixth Street to the north.

With the expanded Commercial Building A, along with new active uses at the ground floor that front Broadway, the Broadway streetscape should have a positive impact on east west pedestrian use. The new expanded streetscape design at Commercial Building A will accommodate this new pedestrian volume. This east west pedestrian route along the north side of Broadway could potentially be further enhanced in the future, if and when 105 Broadway redevelops, which could include an expanded streetscape zone and active ground floor uses. Further eastward, the future redevelopment of the Volpe site could continue this activated street edge on the north side of Broadway.

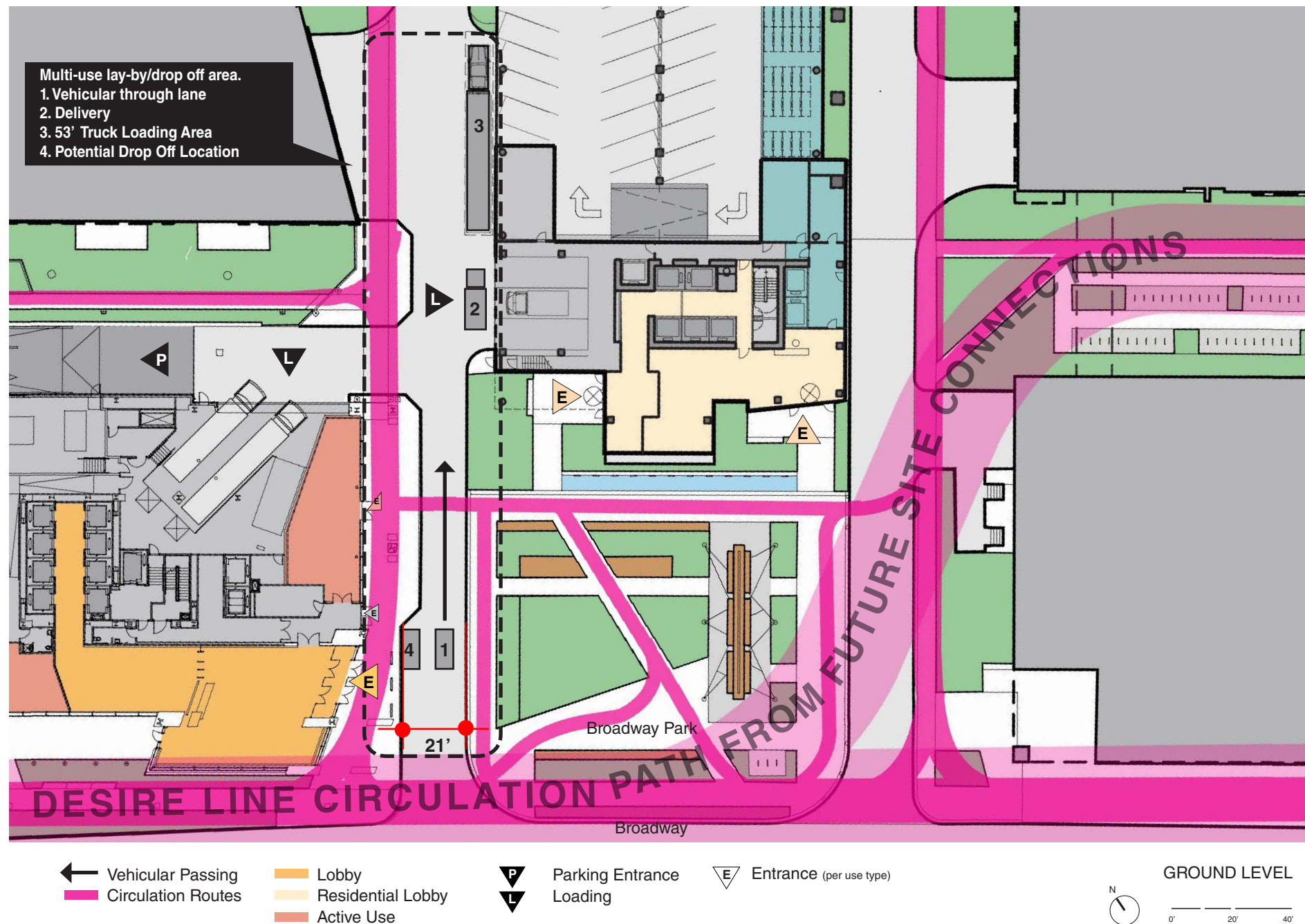
The redeveloped 325 Main Street building will create a new, publicly-accessible and highly visible vertical connection from Kendall Plaza to the Kendall Square Rooftop Garden, facilitating access and encouraging increased public enjoyment of these open spaces. In addition, the existing connection from Ames Street to Kendall Plaza (via Pioneer Way and the Commercial Building B ground floor) will be reimagined to create a dynamic and active pedestrian path connected to vibrant retailers.

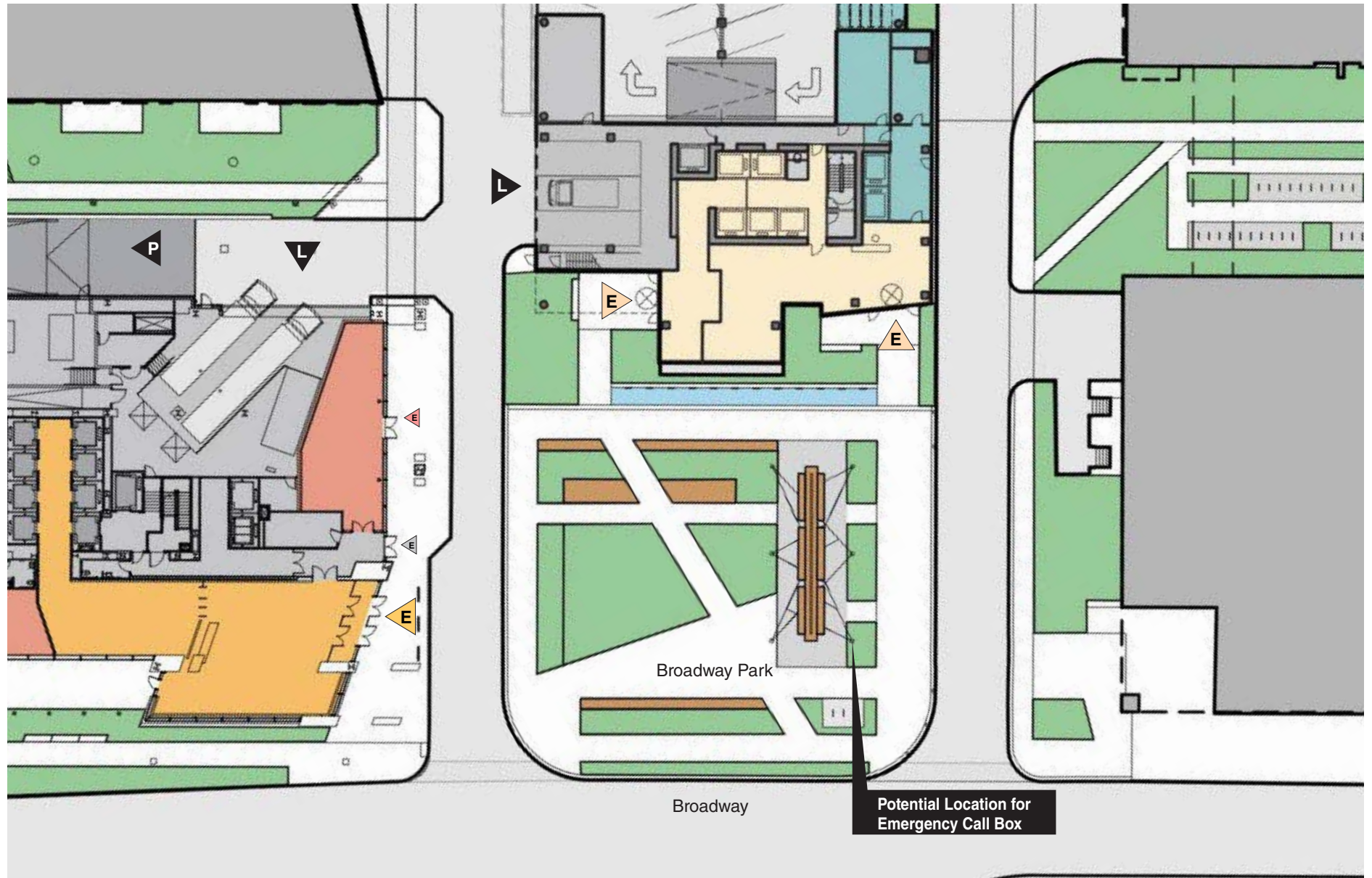
The redevelopment of the Volpe site opens up additional opportunities to break down the scale of the Volpe superblock and extend a network of paths through the site that would logically connect to the enhanced pedestrian connectors to the west in the MXD. While it is difficult to speculate on how this site may get redeveloped, it is possible that the East West Connectors could provide a series of logical pedestrian connections that would facilitate the integration of the Volpe site to the MXD District and East Cambridge.



(See Section 5 Fig 5.2A 5.2B 5.4)

- | | | | |
|-----------------------------------|----------------------------|-------------------|--------------------|
| Internal Circulation Route | Circulation Route | Orange Lobby | --- MXD Boundary |
| Potential Circulation Route | Vertical Circulation | Orange Active Use | --- KSURP Boundary |





- Lobby
- Residential Lobby
- Active Use

- P Parking Entrance
- L Loading

- E Entrance (per use type)



GROUND LEVEL

0' 20' 40'

3.4 STREETSCAPE / LANDSCAPE IMPROVEMENTS

STREETSCAPES

COMMERCIAL BUILDING A - STREETSCAPE ON BROADWAY AND GALILEO GALILEI WAY

The design of the Commercial Building A streetscape along Broadway and Galileo Galilei Way has been developed to receive the design of Broadway Park. The planting zones along Broadway are aligned in front of Commercial Building A and Broadway Park to extend continuity of pedestrian walking zones as well as planting along Broadway. Short term bicycle parking will be located along the Broadway streetscape framed with low planting.

The eastern facade of Commercial Building A is splayed to open up the corner along Broadway at the street leading to the Blue Garage. The concrete unit pavers of Broadway Park extend to meet the eastern facade of Commercial Building A, thereby extending the park westward to position the entry and active use at Commercial Building A as the western edge of Broadway Park.

BLUE GARAGE EAST AND WEST SERVICE STREETS

The existing service streets flanking the Blue Garage have rather narrow sidewalks on the opposite side of each street from the garage, which are constrained by existing buildings, planting and loading areas. There are however opportunities at the north and south ends of these streets, adjacent to the proposed buildings, to expand pedestrian space. There are also some selected opportunities to widen the sidewalk or enhance the planting along these streets beyond the zone of new buildings. The sidewalks along these streets are interrupted by several service drives and parking garage entries which cross the pedestrian paths. The paving of the sidewalks should extend over the driveways to clearly define pedestrian circulation.

COMMERCIAL BUILDING B - STREETSCAPE ON MAIN STREET

The existing streetscape at 325 Main Street consists of sidewalks, street trees, seating, bike racks, and other street furniture along Main Street to the South and the MBTA Red Line Outbound Headhouse and some limited retail frontage to the West. The new active ground and second floor retail uses along with the new connector from Kendall Plaza to the Kendall Square Rooftop Garden will contribute to both the visual and physical activity of the streetscape, create multi-level public open space, and further activate the existing Kendall Plaza. With the Project, the street edge and existing plantings along Main Street will be revitalized, but without material proposed changes to the character of the existing streetscape, which was recently reimagined and reconstructed by the City of Cambridge. (per DPW)

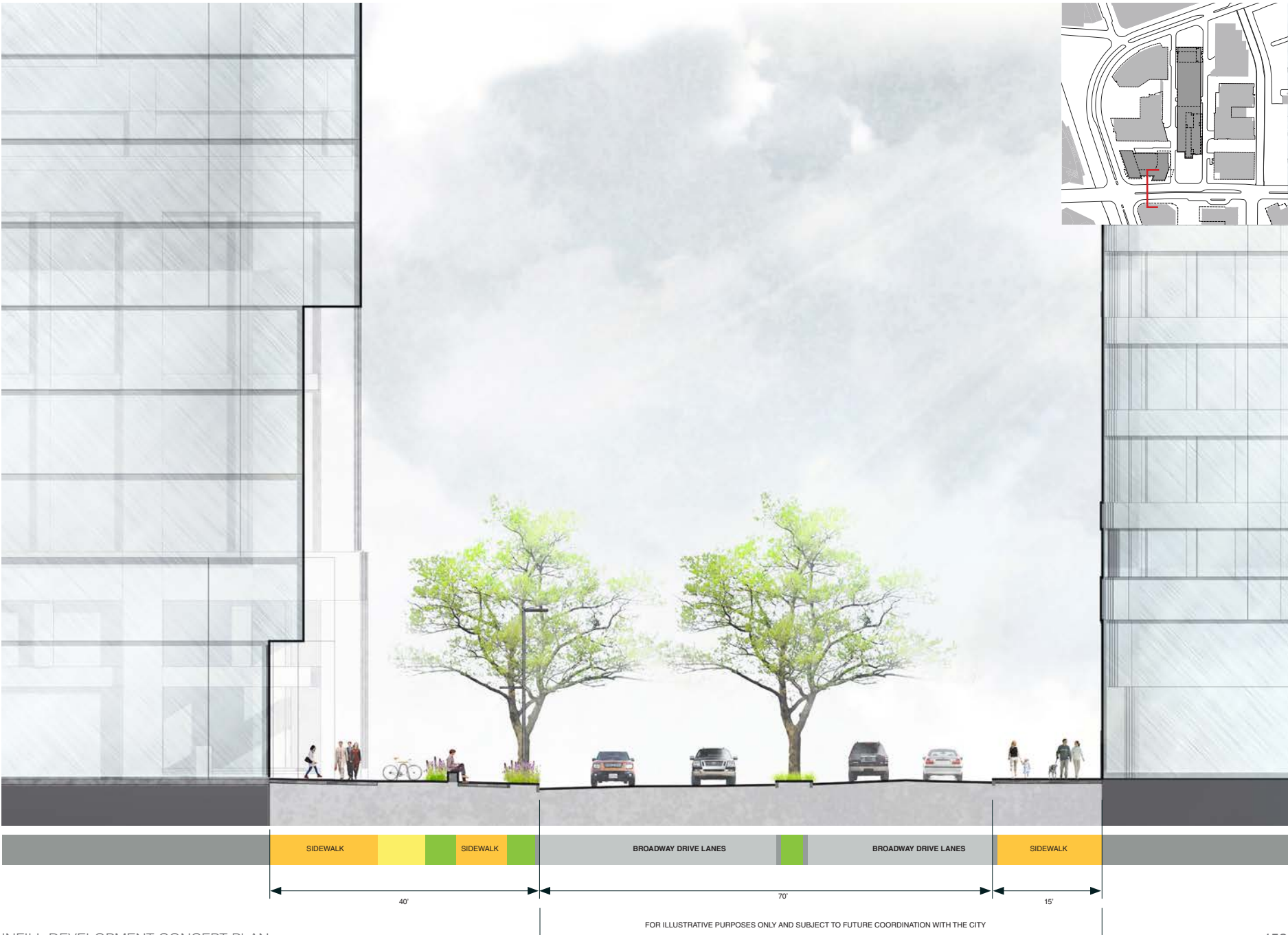
BROADWAY PARK



BROADWAY AT 105 BROADWAY



145 BROADWAY ALONG BROADWAY

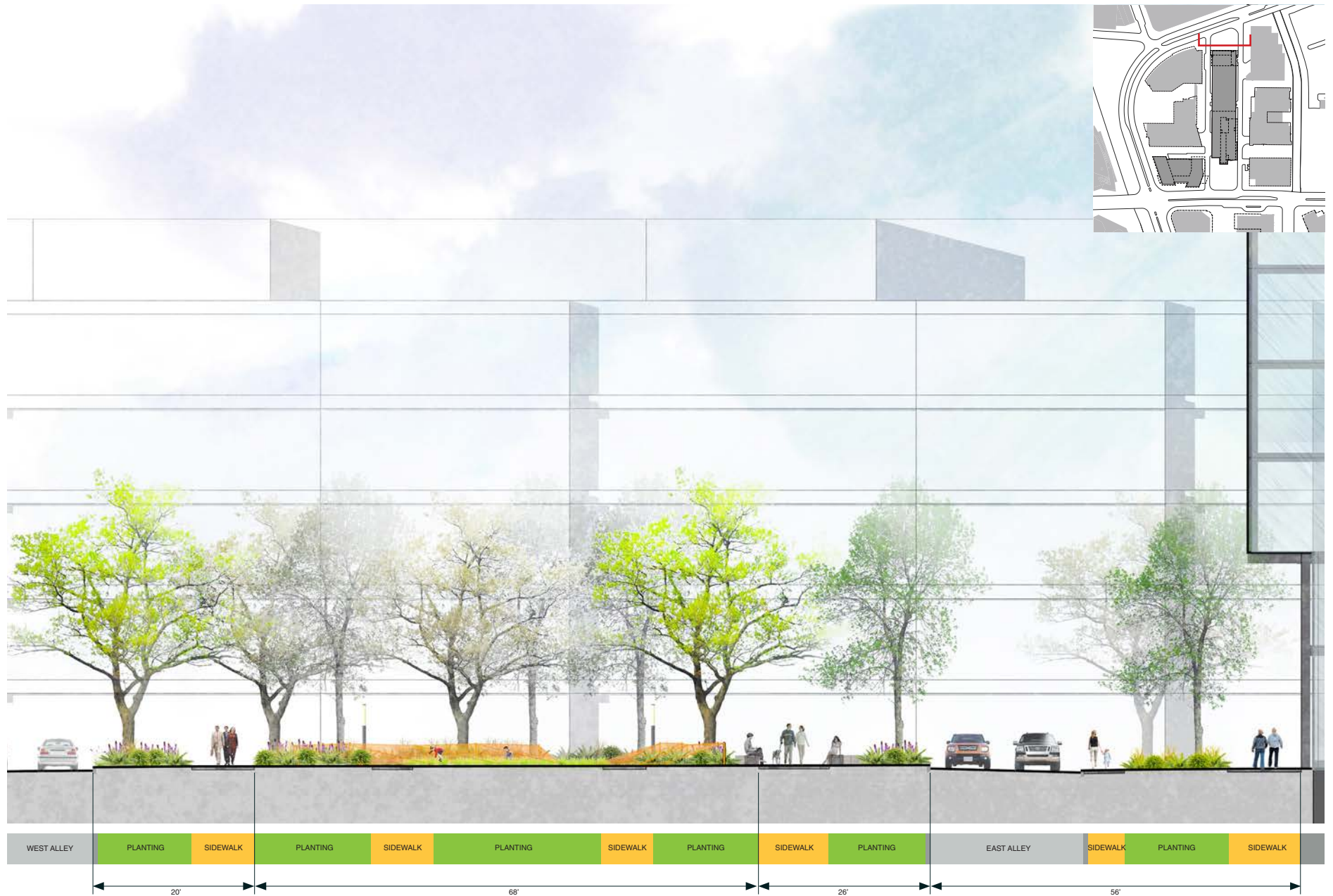


3.4 STREETSCAPE / LANDSCAPE IMPROVEMENTS

BINNEY PARK AND BINNEY STREET



BINNEY PARK AND SERVICE STREETS



6TH STREET CONNECTOR AND 12CC



6TH STREET CONNECTOR AND 105 BROADWAY



3.5 WAYFINDING

KENDALL SQUARE IDENTITY BRANDING AND WAYFINDING

The Kendall Square area is in the midst of implementing a new civic wayfinding system, intended to clarify navigation around the area and to enhance its identity as a vibrant, innovative community. This effort, led by the Kendall Square Association (KSA) in partnership with the CRA, is a welcome addition to the community, which has traditionally lacked a comprehensive, district-wide system. Simultaneously, other signage projects, in various stages of completion, create new visual layers and visual complexity. Notably the Biogen campus is revising building and amenity identification, with new freestanding signs, directionals, and building graphics (See image B - Biogen Omloop). Surrounding properties, collectively known as Kendall Center, are likewise in the process of revising building identity, tenant signage, and directories. Visible elements, such as large-scale parking structure graphics, bring more visual stimulation. (See image A - Blue garage)

In this context, the Concept Plan Amendment will continue to be sensitive to existing and ongoing efforts. As the project develops, it will align with the visual language and messaging of district-wide wayfinding, while enabling individual buildings and tenants to express their identity. The Concept Plan is an opportunity to not only align with, but also to enhance, district-scale wayfinding. Taking visual cues from the KSA system, the Project can welcome visitors to public spaces clearly marking parks and privately-owned park space (POPS) and enliven the 6th Avenue Connector with environmental graphics. There are additional opportunities for storytelling and interpretive elements that introduce pedestrians to the unique culture of the Kendall Square community while maintaining a sense of continuity within the district. (See Image C-Lawn On D)



A. BLUE GARAGE PLACEMAKING AND IDENTIFICATION

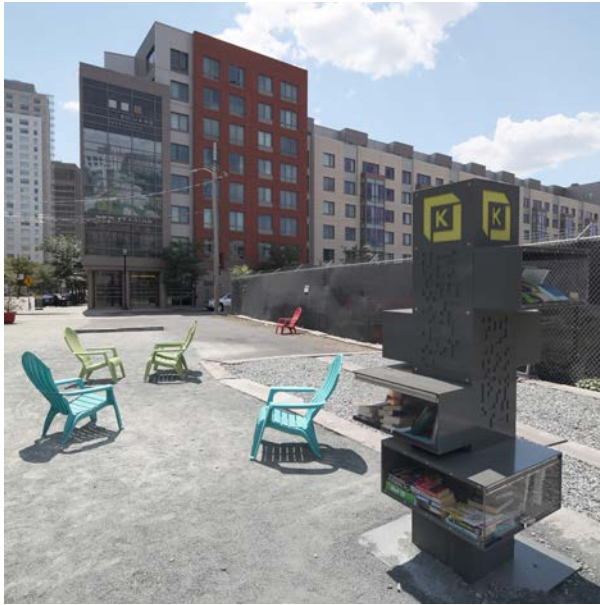


B. BIOGEN OMLOOP



C. LAWN ON D

BRANDING AND WAYFINDING EXAMPLES AROUND THE MXD / KSURP AREA



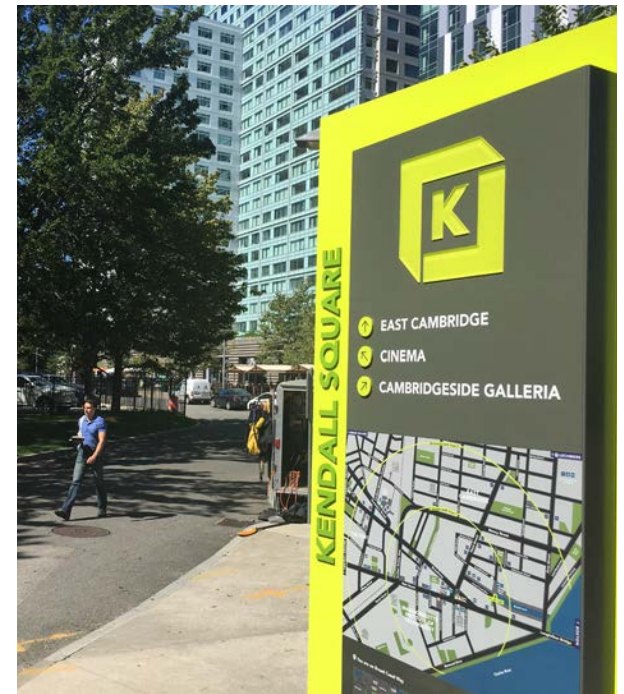
3.5 WAYFINDING

KENDALL SQUARE IDENTITY BRANDING AND WAYFINDING

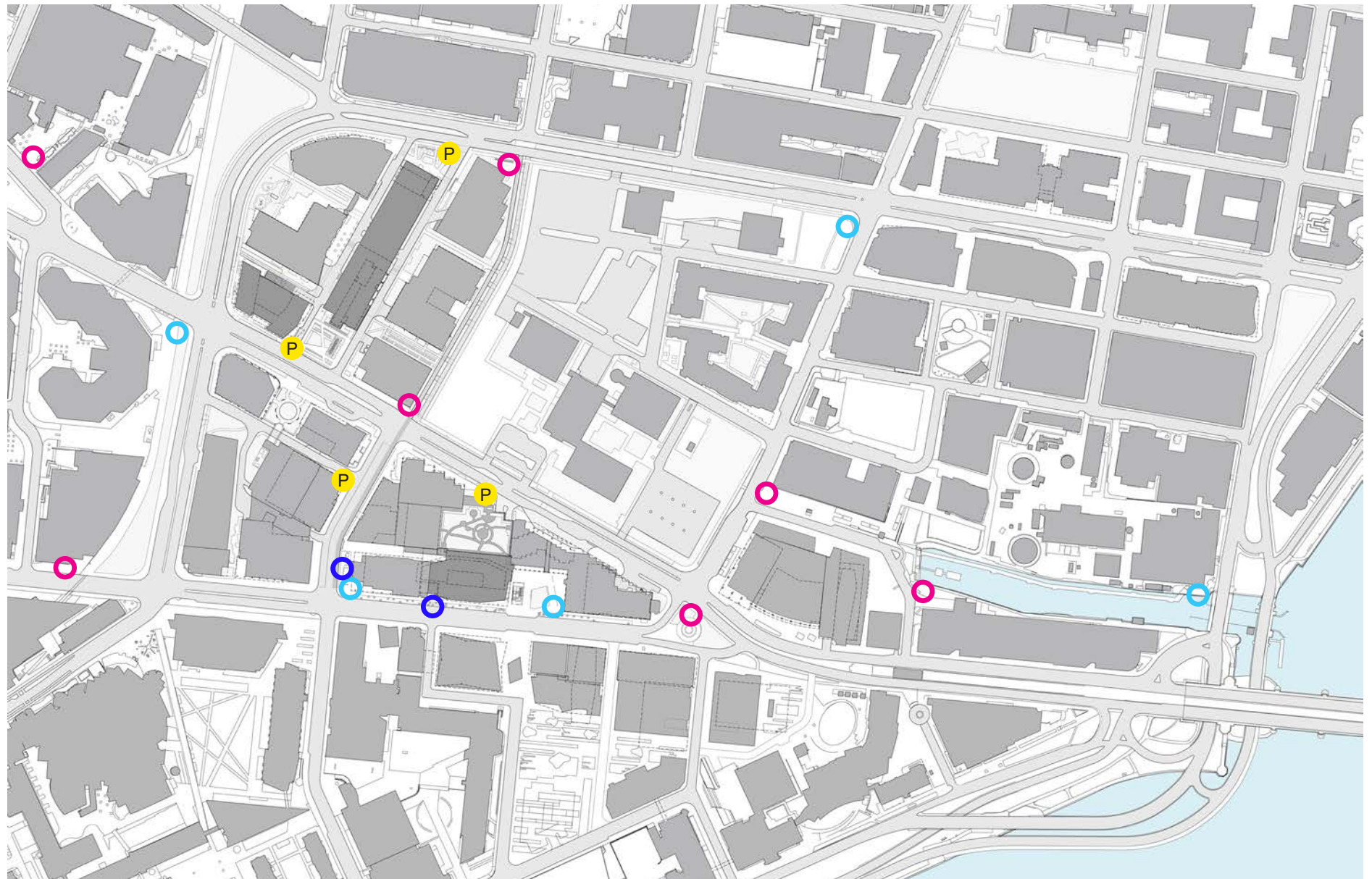
Figure 3.11 represents an inventory of proposed and existing wayfinding signage in the district. This will provide the basis for recommendations to enhance, remove or consolidate signage. Any new signage will be sensitive to existing visual and urban cues - from streetscape elements to building signs.

An established set of visual guidelines, along with a toolkit, will encourage and enable building tenants to maintain consistency throughout the system. As tenants implement components of the system, the guidelines will govern the overall aesthetic, including both stylistic and material aspects, such as the Kendall Square Association signage (See image A - KSA District Signage). Such a system may also incorporate requirements for individual tenants to maintain and update relevant components, ensuring that the system remains current and functional.

This system is meant to function within established review and approval processes, with oversight from the CRA and KSA. Its intent is to enhance current wayfinding and contribute to a strong, coherent sense of place in Kendall Square.



A. KSA DISTRICT SIGNAGE



- Pilot Kiosk Locations ○ Freestanding Directory Locations
- Potential Kiosk Locations P Public Parking Sign

3.6 TREE MITIGATION AND PROTECTION PLAN

Assessment Overview

The assessment of existing trees on the project site- MXD Parcels 2 and 4, the adjacent Loughrey Walkway (also known as 6th Street Connector), was conducted by Barlett Tree Experts. Barlett assessed the conditions of the said trees based on the species, their growing conditions, and the current constraints impacting the trees. The following points were used in considering the conditions and the future viability of the trees on the site:

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

Additional information regarding diameter at breast height (DBH) of trees are referenced in Figures 3.15A-B.

Loughrey Walkway (6th Street Connector)

The red oaks (*Quercus rubra*) along this portion of the site were assessed to be in good condition. The intended materials of Sasaki's design for the walkway (primarily concrete pavers with sand joints and pervious asphalt systems) would allow for proper water penetration and gas exchange, while minimizing negative impacts on the existing root structure and system, beneficial to the long-term lifespan of the trees. Additional measures to be taken to ensure the long-term health of the trees along the walkway will be as follows:

1. Maintain a minimum of 10-foot radius of uncovered, natural soil around each tree.
2. Allow for an expanded soil zone for the existing oak trees by raising the sidewalk to the height of the existing curb.

Additional information regarding the management of the trees within the 6th Street Connector are located in Figures 3.12A, 3.15A and 3.16A.

Broadway

The little-leaf lindens (*Tilia cordata*) along Broadway were identified to be in poor condition due to their limited root zone and soil compaction.

Broadway Park

The Japanese Elms (*Zelkova Serrata*) within the existing Broadway Park, in front of the North Garage, were evaluated to be in fair condition, though several of the trees have become constrained due to canopy competition amongst other existing Japanese elm in the area.

Easement C (Existing Tract II)

The birch trees (*Betula*) north of Commercial Building A were evaluated to be in poor condition. Due to birch trees being an early successional tree species, the trees have lived past their life expectancy.

Blue Garage

The Red Maples (*Acer rubrum*) along the North Garage were evaluated to be in poor condition, suffering from limited root zone and soil compaction. Due to the red maple trees being an early successional tree species, these trees have lived past their life expectancy.

Main Street

The American Elms (*Ulmus americana*) along Main Street were recently planted as part of a streetscape renovation. Installed tree support systems appear to be supporting the new trees successfully, but trees are still being established. These trees will be removed and relocated permanently at the beginning of construction and replaced in kind with new trees at the end of construction with similar sized American Elms including the same tree support system, structural soil and irrigation.

Proposed Trees – General Strategy

Trees being placed in the proposed landscape will be positioned and located for optimal growing conditions. Larger tree spacing between trees, maximum soil volumes and depth will be employed as part of the design solution. At constrained soil conditions, structural soil will be deemed suitable for use.

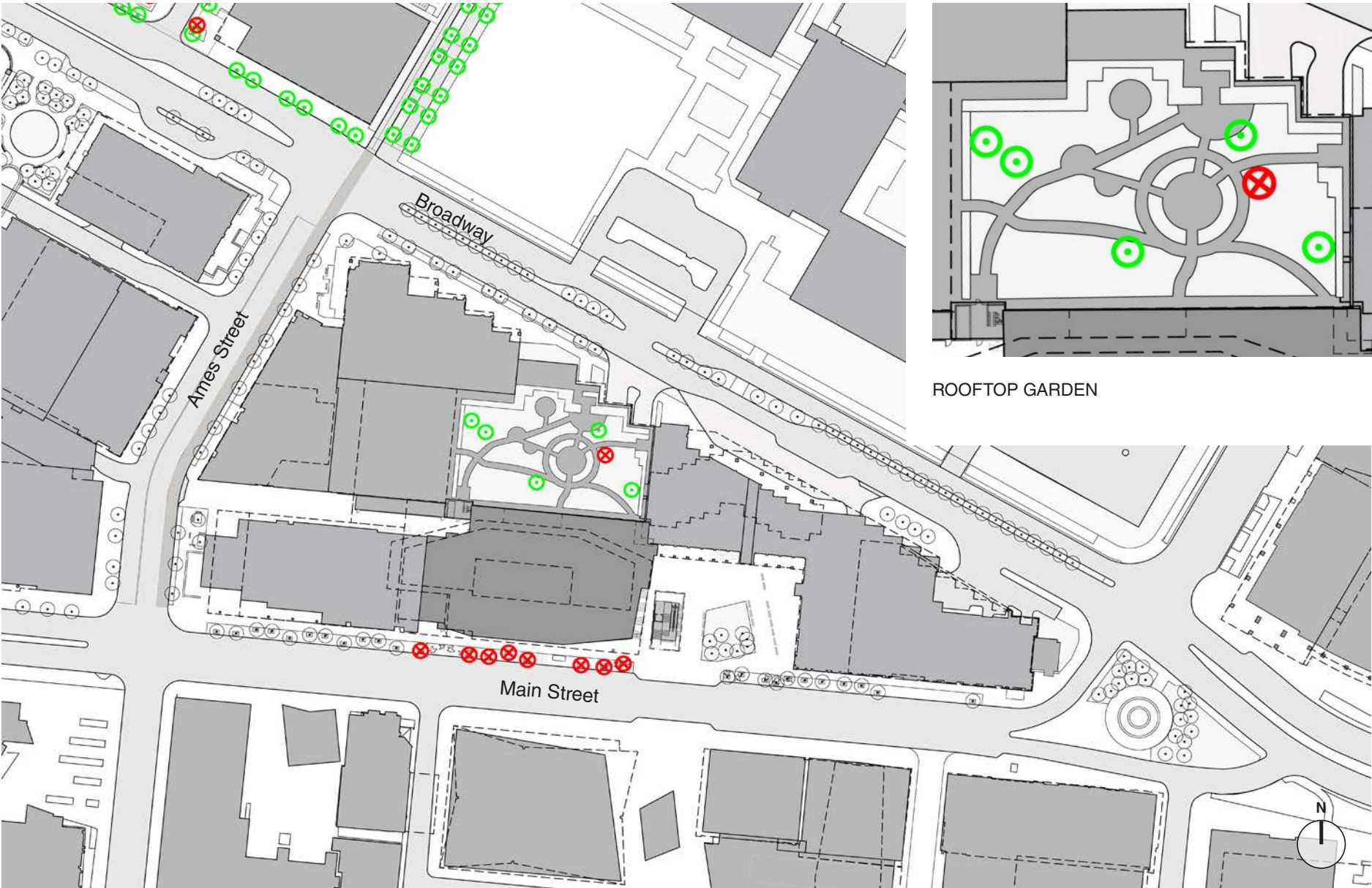
3.6 TREE MITIGATION AND PROTECTION PLAN

TREE PROTECTION PLAN

FIGURE 3.12A



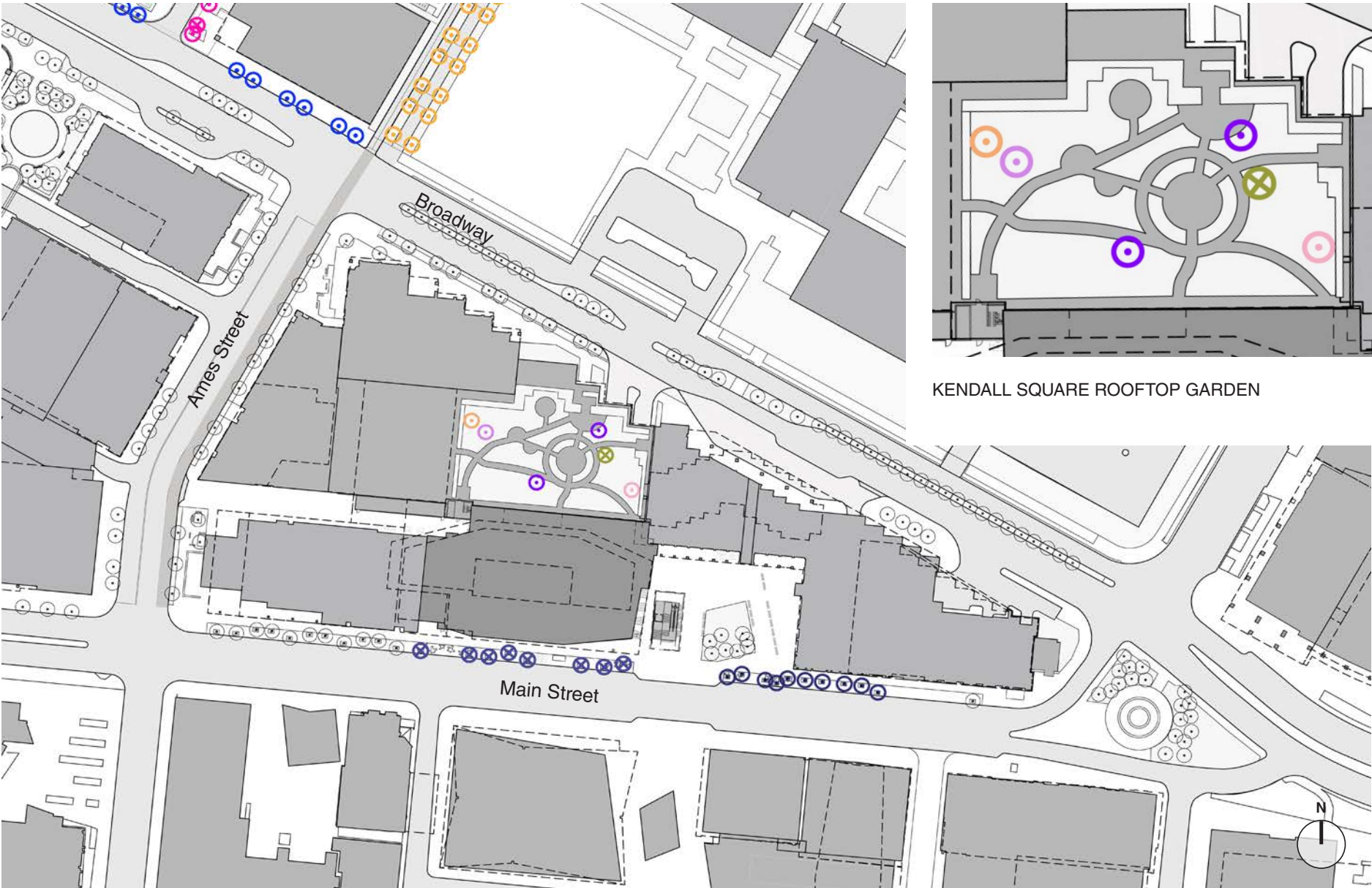
- Trees for Protection
- Trees for Removal



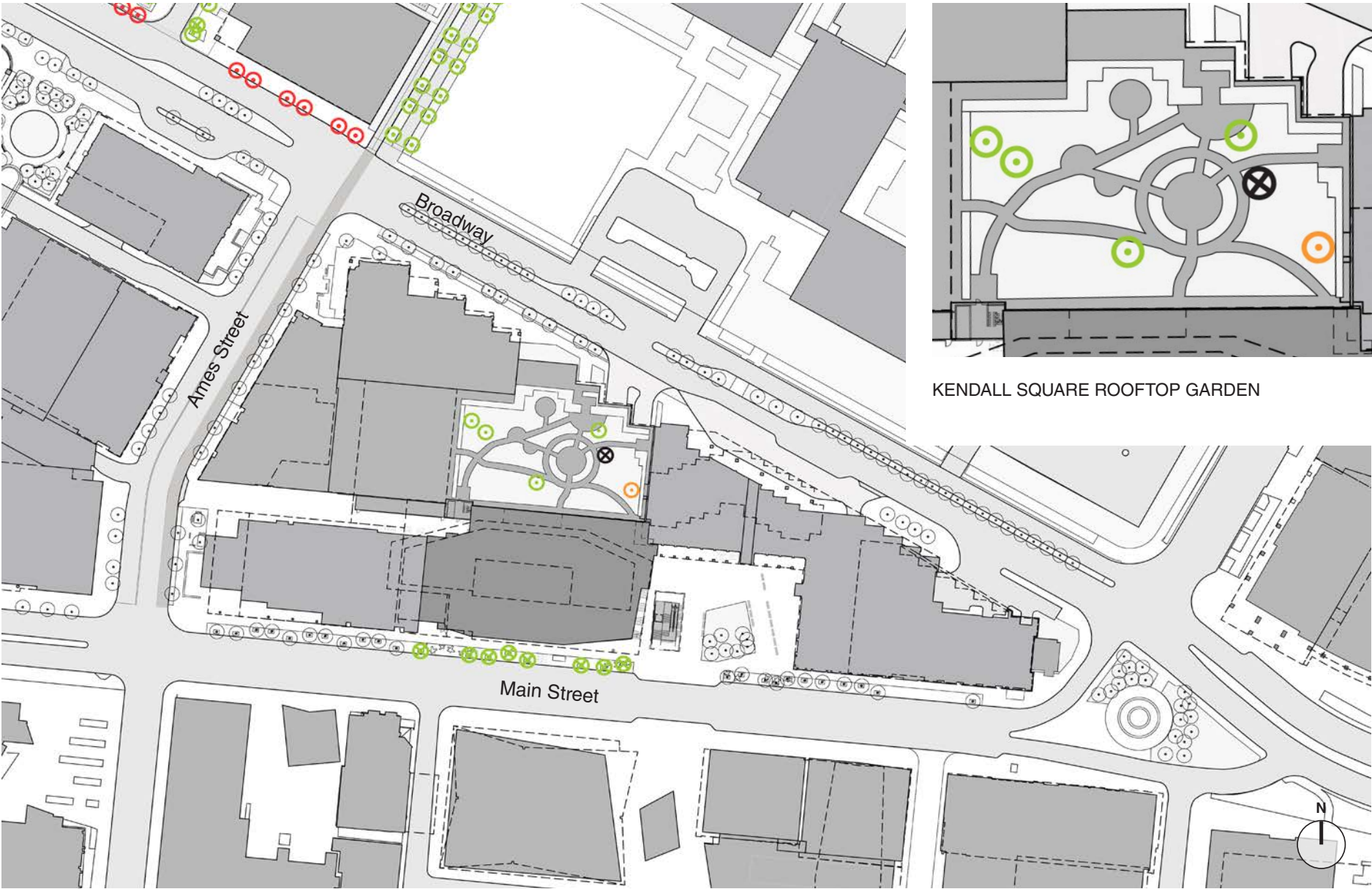
- Trees for Protection
 - Trees for Removal
- Trees adjacent to the Project Site along Main Street will be protected if necessary.



- | | | | |
|--|---|---|--|
| ■ Acer rubrum (Red Maple) | ■ Gleditsia triacanthos (Honey Locust) | ■ Zelkova serrata (Zelkova) | ■ Pinus nigra (Austrian Pine) |
| ■ Acer japonicum (Japanese Maple) | ■ Betula papyrifera (White Birch) | ■ Tilia cordata (Little-Leaf Linden) | ■ Malus coronaria (Crabapple) |
| ■ Quercus rubra (Red Oak) | ■ Crataegus crus-galli (Thornless Hawthorne) | ■ Platanus occidentalis (Sycamore) | ■ Prunus serrulata (Cherry) |







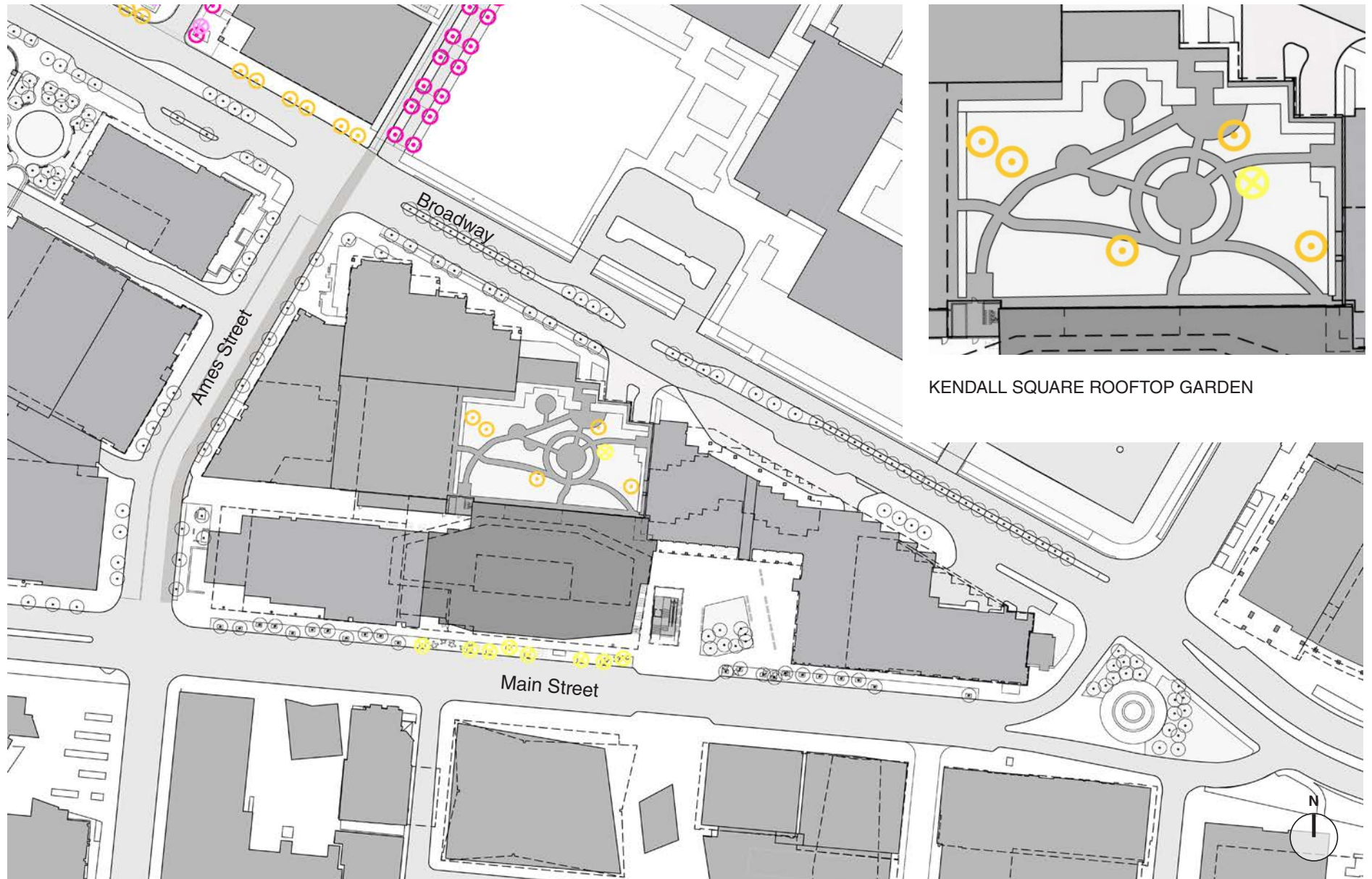




- Good Condition
- Fair Condition
- Poor Condition
- Dead Condition



- | | |
|---|---|
|  Significant Tree to Remain (Trees with a DBH of 8" or higher) |  Tree to Remain (DBH of Lower than 8") |
|  Removal of Significant Tree (Trees with a DBH of 8" or higher) |  Removal of Tree(DBH of Lower than 8") |

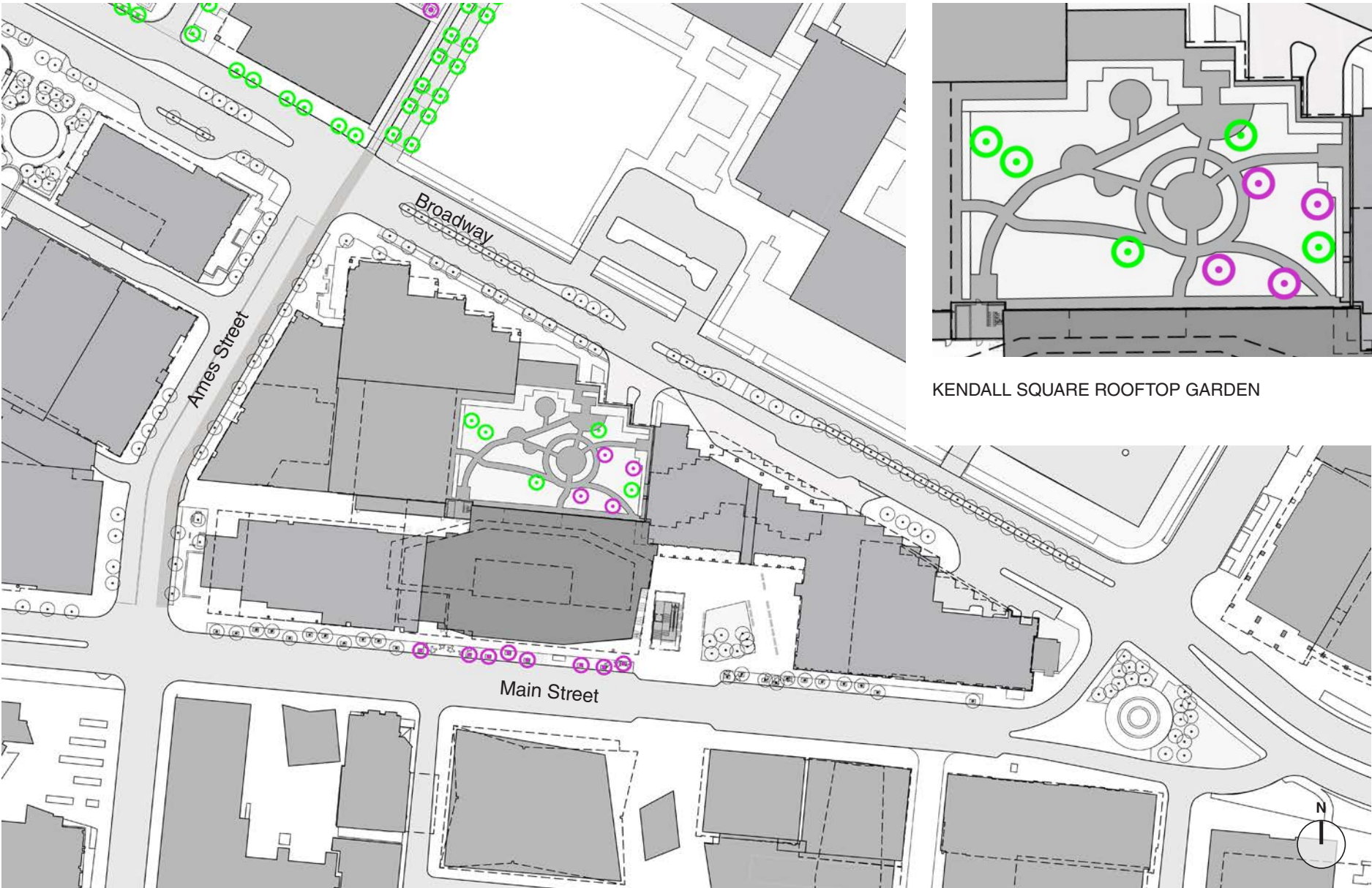


- Significant Tree to Remain (Trees with a DBH of 8" or higher)
- Removal of Significant Tree (Trees with a DBH of 8" or higher)

- Tree to Remain (DBH of Lower than 8")
- Removal of Tree (DBH of Lower than 8")



- Trees for Protection
- Proposed Trees



- Trees for Protection
 - Proposed Trees
- Trees adjacent to the Project Site along Main Street will be protected if necessary.

