K2 GUIDELINES

Goal: Buildings should reflect a rhythm and variation appropriate to the urban context.
BUILT FORM: SETBACKS FROM ADJACENT BUILDINGS

Scale and massing

BUILDING SEPARATION > 100'

BUILDING SEPARATION SUGGESTED AT ZERO AT GROUND TO 95'

HOWEVER, BUILDING 5 MAINTAINS A 10' TO 30' SETBACK TO RESPECT THE HISTORICALLY SIGNIFICANT KENDALL HOTEL BUILDING.

BUILDING SEPARATION SUGGESTED AT ZERO AT GROUND TO 85'

HOWEVER, BUILDING 5 MAINTAINS A MIN 27' SETBACK FROM T-HEADHOUSE AND ENLARGES THE T-STOP PLAZA TO MAINTAIN A GENEROUS PEDESTRIAN CIRCULATION ROUTE. A 95' SETBACK IS MAINTAINED TO RESPECT THE HISTORICALLY SIGNIFICANT E-38 BUILDING.
BUILT FORM: OVERALL MASSING BREAKDOWN AND ARTICULATION

Scale and massing

- Clearly expressed base, middle, and top for tall buildings.
- Special attention paid to the first floors (bottom 20 feet) of buildings, where buildings relate the most to the street and pedestrians.
- Bay widths of 25-50' for commercial uses.

Differentiated facade within the streetwall height will break down the apparent scale of buildings.
BUILT FORM: PROPERTY LINE SETBACKS AND OVERALL DIMENSIONS

Scale and massing

- **Volume is folded back to break down massing and reduce bulk.**
- **Podium maintains streetwall while staying under 85’.**
- **Building setback from property line creates space for pedestrians, seating, and respects property abutting neighbors.**
- **Building length of plan < 175’.**
- **Proportions < 175’ x 175’.**
- **Building 5 complies at its narrowest point, 172’ x 175’. However, in order to maintain a leasable office floor plate building 5 needs to expand to 190’ max.**
- **Building 5 setback creates podium rooftop terrace.**
BUILT FORM: MASSING AND MATERIAL ARTICULATION

*Visual interest*

- Cooling tower screened by massing
- Varyed rooflines to screen tall mechanical equipment
- Gradient anodized fins articulate the folds and help to avoid flat facades
- Articulated materials, fenestration, and architectural detailing break down the scale to create visual interest
- Folds in volume reduces bulk
- Avoids flat facades and creates visual interest
- Vertical breaks every 7'th - 11'th
- A recessed ground floor, bays, canopies and other architectural elements enhance the pedestrian experience
GROUND FLOOR DESIGN GUIDELINES

Uses and façade

- 77% Active Use Frontage at Major Public Streets (Main Street)
- 100% Active Use Frontage at Campus Streets (Carleton Street)
- 47% Active Use Frontage at Secondary Streets (Dock and Charlotte's Way)

Legend:
- ACTIVE USE FRONTAGE
- SERVICE FRONTAGE
- RETAIL / ACTIVE USE / MUSEUM
- LAB / OFFICE COMMON SPACE
- LAB / OFFICE SPACE
- SERVICE / MECHANICAL

Note: The drawing illustrates the fire command center requirements and the layout of the ground floor, with emphasis on active use frontage and service frontage.
GROUND FLOOR DESIGN GUIDELINES

Setbacks and entrances
NORTH ELEVATION: PRELIMINARY DEVELOPMENT PLAN
NORTH ELEVATION: REVISED CONDITIONS

Building 5
BUILDING MASSING: PRELIMINARY DEVELOPMENT PLAN

View from open space
BUILDING MASSING: REVISED CONDITIONS

View from open space
BUILDING MASSING: REVISED CONDITIONS

View from Main Street
BUILDING MASSING: PRELIMINARY DEVELOPMENT PLAN

View from the Marriott
BUILDING MASSING: REVISED CONDITIONS

View from the Marriott
BUILDING PROGRAM: GROUND LEVEL
BUILDING PROGRAM: MUSEUM AND OFFICE LEVELS, 02-03 AND 04
BUILDING PROGRAM: OFFICE LEVELS, 05-16 AND 17
KENDALL T-STATION PLAZA

View from Main Street looking south
KENDALL T-STATION PLAZA

View from open space looking north
GROUND FLOOR EXPERIENCE

View from Main Street looking east
GROUND FLOOR EXPERIENCE

View from Main Street looking east
CANTILEVER PRECEDENTS: NEW WHITNEY MUSEUM
MATERIALITY PRECEDENTS

UPPER FLOOR PRECEDENTS

BASE PRECEDENTS
FAÇADE: VIEW FROM MAIN STREET LOOKING EAST
SOMA SITE PLAN

Building 6
EXISTING CONDITIONS

1. VIEW FROM NORTHEAST

2. VIEW FROM NORTHWEST (CORNER OF AMES ST AND MAIN ST)
EXISTING CONDITIONS

1. VIEW OF KENDALL HOTEL & E-19

Building 6

MAIN ST.
GROUND FLOOR: USES AND FACADES

**ACTIVE USE FRONTAGE**

**SERVICE FRONTAGE**

100% Active Use Frontage at Major Public Streets: (Main Street)

No Secondary Street Frontage

Building 6
SITE CONDITIONS: SETBACKS AND ENTRANCES
BUILT FORM: SCALE AND MASSING

LOW ROOF CORNER TO CREATE STREET FRONAGE CONTINUITY WITH KENDALL HOTEL.
BUILT FORM: VISUAL INTEREST

MECHANICAL EQUIPMENT SCREENED BY MASSING

BUILDING 8 MAINTAINS 10-20' SETBACK FROM KENDALL HOTEL TO RESPECT PROXIMITY TO NEIGHBOURING BUILDING AND TO MAKE A PUBLIC SEATING AREA FOR RETAIL.

AWNINGS AT ENTRY WAYS

BAY WIDTHS OF 25-40' FOR COMMERCIAL USES.

SETBACK AT CENTER CREATES AREA FOR ENTRANCE AND CAFE SEATING AWAY FROM PEDESTRIAN RIGHT OF WAY.
MAIN STREET ELEVATION
Relation to Kendall Hotel & Ford Building
MAIN STREET: EXISTING VIEW FROM THE NORTHEAST
MAIN STREET: PROPOSED VIEW FROM THE NORTHEAST
MAIN STREET: VIEW FROM OPEN SPACE
EXISTING CONDITIONS

View from Carleton looking toward Hayward
PROPOSED OPEN SPACE

View from Carleton looking toward Hayward
EXISTING CONDITIONS

View from Hayward looking toward Carleton
PROPOSED OPEN SPACE
View from Hayward looking toward Carleton
EXISTING CONDITIONS

Looking toward Carleton at Charlotte’s Way
PROPOSED OPEN SPACE

Looking toward Carleton at Charlotte’s Way
EXISTING CONDITIONS

Looking toward Carleton at Amherst
PROPOSED OPEN SPACE
Looking toward Carleton at Amherst
PROPOSED OPEN SPACE CONNECTIONS

Site Planning and Design
SOMA & NOMA PEDESTRIAN CONNECTIONS
PROPOSED PEDESTRIAN AND GARAGE FLOWS
PROPOSED OPEN SPACE

Looking toward Carleton at Charlotte’s Way
TRANSPORTATION STUDY

- Connective Pedestrian Environment
- Significant Bicycle Amenities
- Major Reconstruction of the MBTA Headhouse
- Continued support of EZ Ride Shuttle and CRTMA
- Major Roadway Improvements – “Complete Streets”
- All loading off-street
- Aggressive parking ratios
- Majority of parking below grade
TRANSPORTATION STUDY

TIS intersections

Traffic and Parking

1. O’Brien Highway at Third Street
2. Cambridge Street at Third Street
3. Cambridge Street at First Street
4. O’Brien Highway at Cambridge Street/East Street
5. O’Brien Highway at Land Boulevard/Gilmore Bridge
6. Binney Street / Galileo Galilei Way/Fulkerson Street
7. Binney Street at Third Street
8. Binney Street at First Street
9. Land Boulevard at Binney Street
10. Hampshire Street at Cardinal Medeiros Avenue
11. Broadway at Portland Street
12. Broadway at Hampshire Street
13. Broadway at Galileo Galilei Way
14. Broadway at Ames Street
15. Third Street at Broad Canal Way
16. Third Street at Broadway
17. Vassar Street at Main Street
18. Main Street at Ames Street
19. Main Street at Hayward Street
20. Main Street at Wadsworth Street
21. Broad Canal Way at Main Street
22. Main Street at Memorial Drive Ramps/Longfellow Bridge
23. Ames Street at Amherst Street
24. Amherst Street at Carleton Street
25. Amherst Street at Hayward Street
26. Amherst Street at Wadsworth Street
27. Memorial Drive at Ames Street
28. Memorial Drive at Wadsworth Street
TRANSPORTATION STUDY

MIT Kendall Square Red Line study

- On-Time Performance Analysis
- Passenger Wait Time Analysis
- Two Day On Platforms Observation Data
- Observed overcapacity caused by fewer trains operating during the PM peak hour due to system issues
- Existing and new morning and evening passengers would be accommodated if scheduled trains operated during peaks
INFRASTRUCTURE INVESTMENTS

Vehicle and bicycle parking

- Over 1,000 Long-term and Short-term Bicycle Spaces
  - SoMa Garages
  - 809 New Car Spaces
  - Reduced Number of Replacement Commercial Spaces
  - Relocated 200 Academic Spaces
- Innovative Parking Management and Operations Approach
- Car-sharing and Ridesharing
TRANSIT, PEDESTRIAN AND BICYCLE IMPROVEMENTS

- Major Reconstruction MBTA Headhouse
- Wadsworth “Complete” Street
- Hayward “Complete” Street
- Ames Street Separated Bicycle Lanes
- 3 Hubway Stations
CONTINUED SUPPORT FOR TRANSIT, PEDESTRIAN AND BICYCLE PROGRAMS

- EZ Ride Shuttle Services
- Participant in KS Mobility Study
- PTDM Plan (development underway)
  - Employee Transportation Coordinator
  - Employer Subsidy Options Program
  - Real Time Transit Screens
  - Charles River TMA and EZ Ride Membership
  - Incentives and Marketing
  - Monitoring