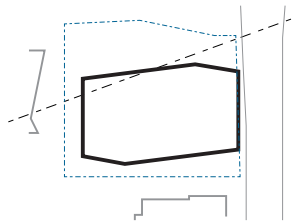
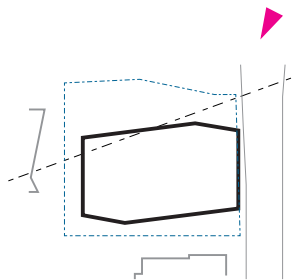




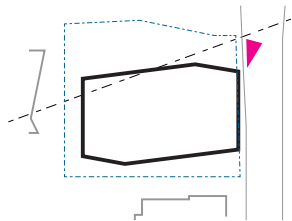
SEE ATTACHED PARCEL G  
PAGE 106 FOR TANK FARM  
SCREENING



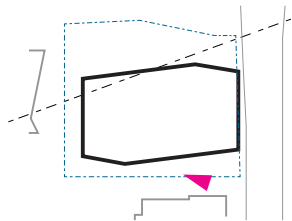




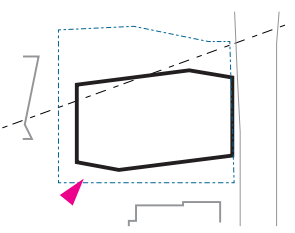




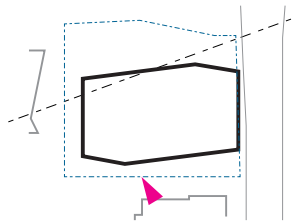




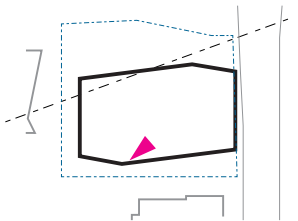






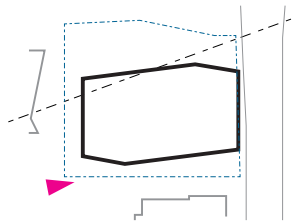




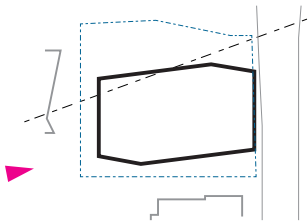


VIEW FROM LOBBY MEZZANINE LOOKING TOWARDS WATER STREET















COMMENT	RESPONSE	DWG SET REF	PAGE REF	CLOSED
<b>GENERAL</b>				
1	How will Planning Board comments from the Jan 8, 2019 be addressed?			
	.1 Review of the wayfinding devices used to demarcate public access; including the design, details, and color of the arcade railing along Gilmore Bridge, and the elevator canopy, etc.	ADDENDUM NO 2 (01/18/2019)	7	Yes
	.2 Suggestion to get as close as possible to net-zero energy performance.	100% CDs (09/28/2018)	8	Yes
<b>LANDSCAPING</b>				
2	Building footprint in landscape plans does not appear to match the approved floor plan.			
		BULLETIN 02.1 (07/03/2019)	9	Yes
3	Service drive needs to be modified to comply with the design guidelines – wider sidewalk 9 – 10', along length of building?		10-12	Yes
	.1 Plant beds need to be outboard and sidewalk zone expanded to comply with the design guidelines.	BULLETIN 02.1 (07/03/2019)	10	Yes
	.2 Provide raised cross walk at loading driveway to access bicycle storage.	ADDENDUM NO 2 (01/18/2019)	11	Yes
	.3 At intersection with Dawes consider expanding the raised cross walk further north to align with PB-7	BULLETIN 02.1 (07/03/2019)	12	Yes
4	Provide one canopy tree in the relocated plant bed in front of the FCC shadow box to mitigate the blank wall.			
		BULLETIN 02.1 (07/03/2019)	13	Yes
5	Entrance Plaza and South Plaza– there's a lot of concrete pavement in these locations. How will the exposed concrete pavement be treated to make this visually pleasing and not just an expanse of hardscape? What about score lines, joint patterns, etc.? A finer grain is needed than the 10' control joints as it's such a large area up to 40' in some locations).			
		BULLETIN 02.1 (07/03/2019)	14	Yes
6	Granite seatwall A should wrap into the façade per the approved ground floor plan.			
		BULLETIN 02.1 (07/03/2019)	15	Yes
7	Tenant terrace – appears to be covered with stone instead of the previously proposed wood deck.			
		100% CDs (09/28/2018)	16	Yes
8	Area to the south of the fireman's access path is missing 4 canopy trees.			
		BULLETIN 02.1 (07/03/2019)	17	Yes



COMMENT	RESPONSE	DWG SET REF	PAGE REF	CLOSED
9 What vines will be planted in Planting Beds 1, 2 and 3 (including the tenant terrace) to create the cascading vines effect shown in the design review renderings?	A mix of evergreen and deciduous vines will be planted, including Boston Ivy and English Ivy.	To be Issued in Future Bulletin	18	Yes
10 Where chainlink fence is exposed to public view, particularly at the end of the service drive, provide a higher quality design treatment, such as welded mesh, and consider climbing plantings.	The chainlink fence is behind the sheet pile wall and not visible from the service drive. The pedestrian guardrail on top of the sheet pile wall is stainless steel mesh, a high-quality material and aesthetically pleasing material. Refer to L9.01A.	ADDENDUM NO. 1 11/19/018	19	Yes
11 Why is chainlike fence required in front of the sheet pile wall?	The chainlink fence is for security between Cambridge Crossing and the MBTA maintenance facility. The fence occurs only in areas where the northern boundary sheet pile wall is less than 8' in height. Refer to L9.01A.	ADDENDUM NO. 1 11/19/018	20	Yes
12 Address previous comments about pedestrian-scaled lighting.	We were not aware of previous comments about pedestrian-scaled lighting on Parcel H. However, the pedestrian-scaled lighting is consistent with the lighting strategy throughout Cambridge Crossing neighborhood. See L1.02 and 11.01	100% CDs (09/28/2018)	21	Yes
13 Will the catenary lighting on the Brian Murphy Bridge be reinstated?	The catenary lights will be replaced with pedestrian poles consistent with the pedestrian lighting throughout the rest of the Cambridge Crossing neighborhood. The new poles will increase levels of illumination along the Brian P. Murphy Staircase walkway, creating a safer environment for pedestrians. The new poles will also have a sharp cut-off to reduce light pollution on adjacent buildings. See L1.02 and 11.01.	BULLETIN 25 09/11/2019	22	Yes
14 Could more benches be added to the Brian Murphy Bridge – possibly facing each other to enable conversation?	There are no existing benches on the stairs; we believe the two (2) added should face towards the view down Water Street. Benches facing each other here will restrict pedestrian circulation in this high traffic area. Refer to L1.02.	BULLETIN 25 09/11/2019	23	Yes
15 Provide plan for moveable tables and chairs.	Moveable tables and chairs will be arranged at both the upper (Gilmore Bridge level) and lower (Lobby Entry) plazas on a seasonal basis. The moveable furniture will be managed by the Parcel H property management staff. The furniture will be either secured outside or stored inside the building during evening and/or off-season occasions.	N/A (By DivcoWest)	24	Yes
<b>PARKING GARAGE LEVEL P3</b>				
16 Is the Stair 01 exit to grade for access? If it is for access, consider providing some glazing.	Stair 01's exit to onto the sidewalk at the Eastern façade is for egress only.	100% CDs (09/28/2018)	25	Yes
<b>FIRST FLOOR PLAN</b>				
17 Why not provide an interior glass partition between the bike room and the back lobby entry corridor?	The back lobby corridor is a service corridor to provide access to bicycle storage, janitor's closet, building storage rooms, mechanical storage rooms, electrical rooms, and a general building maintenance corridor between the garage and lobby. The material selection for the back lobby corridor prioritized durability over transparency. The bicycle room doors have glass lites for safety and security of building occupants going in and out of the bicycle parking room.	ADDENDUM NO 2 (01/18/2019)	26	Yes
18 Confirm that all bike room doors have hold-open operators	All bike room doors (and those leading from the exterior and/or parking garage to it) will have automatic door openers.	BULLETIN 25 09/11/2019	27	Yes
19 Consider adding windows/daylight to the egress stairs to make these spaces more attractive and to encourage everyday use	The egress stairs are fully enclosed due to the required 2-hr fire rating. Adding glazed openings within these egress corridors would require wire mesh glass that would not conform to the approved exterior aesthetics of the building. Furthermore, the stair towers are located deep within the floor plate, so any day lighting introduced by adding transparency to the exterior face of the egress corridors would not permeate to the stairwell.	100% CDs (09/28/2018)	28	Yes



COMMENT	RESPONSE	DWG SET REF	PAGE REF	CLOSED
20 <i>Is the garage intake at the lobby going to be loud?</i>	Achieving a pleasant pedestrian experience was a design criteria taken into account when the garage in-take was located. The design team has mitigated noise levels by adding sound attenuators and thoughtfully selecting louvers to reduce noise pollution.	ADDENDUM NO 2 (01/18/2019)	29	Yes
<b>ELEVATIONS</b>				
21 <i>Provide performance data and details for all glass – spandrel, frit, etc. (only G1 and G2 were provided in design review materials)</i>	A detailed breakdown of each glazing type’s composition can be found in specification section 088000 – Exterior Glazing, section 2.05 Glazing Schedule. A summary of these glazing components can be found within the drawing set on sheet AE201 – Curtainwall System Descriptions and Exterior Materials.	BULLETIN 27 (10/25/2019)	30	Yes
22 <i>We would prefer that the Low-iron Vision Glass for the lobby achieve a VLT of at least 70%.</i>	The design team will change the lobby glass to one that performs at 71% VLT.	BULLETIN 26 (10/04/2019)	31	Yes
23 <i>East elevation, Gilmore Bridge - why is the architectural concrete wall on the stone base so tall? It should only be up to railing height rather than a complete visual barrier. If something taller is warranted it should be made more visually interesting with some pattern, texture, artwork, etc.</i>	This wall is a component of the MassDOT permit. The blank face of the wall is broken up with both vertical and horizontal jointing, the public wayfinding red rail, and stainless steel pin letters that welcome the public to Cambridge Crossing.	ADDENDUM NO 2 (01/18/2019)	32	Yes
24 <i>East and south elevations, 2nd Floor - provide details of the GL-3 frit. The frit was not shown in the approved design review renderings as full height – it was desk height or so.</i>	The film on GL-3 is still not full-height but rather slightly above desk height - please refer to the referenced page for additional details.	N/A (SEE PAGE 33)	33	Yes
25 <i>North elevation</i>				
<i>.1 Show green wall for parking blank wall</i>	The design team evaluated adding a hanging planter with vines draping down against the alternative of a planing bed with vines climbing up. We believe the latter will be a more robust planting that will cover the wall while the former likely could not. For this reason we are including in the updated design documents planting below with a climbing vines cable trellis system.	<i>To be Issued in Future Bulletin</i>	34	Yes
<i>.2 What plants will be planted along that blank parking wall – hanging vines/climbers etc. as shown in the “view from Gilmore Bridge” rendering on page 12 of the Design Review Submission 12/21/2018</i>	The design team evaluated adding a hanging planter with vines draping down against the alternative of a planing bed with vines climbing up. We believe the latter will be a more robust planting that will cover the wall while the former likely could not. For this reason we are including in the updated design documents planting below with a climbing vines cable trellis system.	<i>To be Issued in Future Bulletin</i>	34	Yes
<i>.3 Legend- It's unclear if ceramic frit is to be used for the 2<sup>nd</sup> and 3<sup>rd</sup> floors. Assume it's all GL2.</i>	The design team has elected to use a window film applied to the interior face of glass in lieu of ceramic frit. This allows for flexibility in pattern selection for the tenant. The intent remains to have a consistent pattern continuous along the eastern and southern elevations on the second floor only.	BULLETIN 26 (10/04/2019)	35	Yes



COMMENT	RESPONSE	DWG SET REF	PAGE REF	CLOSED
.4 Note that signage location has moved up the building.	The signage location from the graphic presentation was representative of the approximate portion of the building on which the signage would reside (the far NW corner somewhere up high). Upon producing construction documents it was relocated higher on the curtainwall to overlap with the penthouse panels as opposed to obstructing Tenants' views which it would have done previously. Signage approvals are the responsibility of the Tenant and will be submitted in the future.	ADDENDUM NO 2 (01/18/2019)	36	Yes
26 West and south elevation – how visible will the penthouse stacks/pipes be? These were not shown in the approved plans.	There are limited mechanical vent stacks that appear on the upper roof and these will not be visible from the ground. The referenced pipes on the roof are davits that are 3'-0" tall posts anchored to the structure to which maintenance workers secure their harnesses and guide lines. These will also not be visible from the ground.	ADDENDUM NO 2 (01/18/2019)	37	Yes
27 West Elevation At grade/sidewalk: are so many bollards necessary?	Bollards are required to protect the metal panel façade from any direct impact from vehicles entering the loading dock or parking garage. An additional bollard was requested by Cambridge TP&T at the NW corner of the Eversource Vault to prevent vehicles from gaining access to the Firemen's access path.	ADDENDUM NO. 1 11/19/018	38	Yes
AE244 drawing does not show parapet roof in background – seems to be a print issue.	(As there is no sheet AE244 in the Parcel H drawing set it is assumed here that this is in reference to sheet AE224 – West Elevation.) The elevations use a graphic strategy called "depth cueing" to be clearer in expressing the facades since, due to the "skewed" massing of the building, the adjacent façade is visible while viewing a single elevation. As the Cambridge CDD reviewed hard copies of the drawing set the eastern roof in the background most likely did not print clearly due to its light lineweight.	BULLETIN 02.1 (07/03/2019)	39	Yes
28 Confirm that the Fire Department connections and pump test header are attractively integrated into the building façade and are not standalone elements.	This is confirmed. See sheet AE460 for the western service drive components and sheet AE432 for the southern components. Per the CFD/TP&T meeting on 05/14/2019 an additional connection was requested by the CFD at the upper plaza level. As this is curtainwall the design team decided that it would be better aesthetically to provide a standalone FDC integrated with the landscape instead of patching metal panel into a glass pane at the Public Arcade. This standalone connection will be set within a bed of ground cover and other vegetation and therefore blend into the landscaping.	BULLETIN 02.1 (07/03/2019)	40	Yes
<b>SITE SECTIONS</b>				
29 North-south section appears to be missing the top of the building in our hard copy so it's difficult to read.	See response to comment 27.2 as this is a result of depth cueing again.	100% CDs (09/28/2018)	41	Yes



COMMENT	RESPONSE	DWG SET REF	PAGE REF	CLOSED
<b>TP&amp;T COMMENTS (comments received at 05/14/2019 meeting at CFD station)</b>				
1	Concern was raised about unauthorized vehicular access to the fire lane under the Gilmore Bridge	A breakable, wooden arm security gate has been provided under the bridge. It will be tied to the fire alarm system, equipped with a 3 switch control in the Fire Command Center, a knock box and a protected exterior control module.	BULLETIN 02.1 (07/03/2019)	Yes
2	Is the western lane of the drive required? Can it be removed in order to limit the amount of asphalt / impermeable surface?	If the western lane were removed the fire access lane would no longer comply with the "boulevard-style"	BULLETIN 02.1 (07/03/2019)	Yes
3	Can the northeastern portion of the asphalt beyond the hammerhead be removed for achieving the same goal as above?	This area can be used for staging equipment during an emergency.	BULLETIN 02.1 (07/03/2019)	Yes
<b>CFD COMMENTS (comments received at 05/14/2019 meeting at CFD station)</b>				
1	Concern was expressed about the width of the drive lanes.	The drive lanes' widths are constrained by the existing Gilmore Bridge piers and all new curbs have been held tight to them.	BULLETIN 02.1 (07/03/2019)	Yes
2	Due to the narrow width CFD questioned whether or not the current design meets code.	The current design has been interpreted as a "Boulevard-Style" lane which allows an aggregate width of 20'.	BULLETIN 02.1 (07/03/2019)	Yes
3	The NW corner of the service drive is open to the northern property line via the firemen's access path which could allow vehicles to inappropriately obtain access	A removable bollard has been provided in the center of the firemen's access lane in order to provide access for fire trucks in an emergency but prohibit other vehicles from entering.	BULLETIN 02.1 (07/03/2019)	Yes
4	Can CFD's largest tower truck get in and out of this fire lane without compromising the structural integrity of the Gilmore Bridge?	AutoTurn studies were conducted by Beals and Thomas and issued on the same day as Bulletin 02.1. These studies proved that the CFD's largest tower truck could effectively navigate the fire access lane.	BULLETIN 02.1 (07/03/2019)	Yes
5	Can additional wall hydrants be provided to ensure continuous coverage of the building at grade?	Yes, per Bulletin 02.1 three (3) wall hydrants have been added: one under the Gilmore Bridge next to the fire access lane; one in the northeastern foundation wall; one in the southeastern planter at the Gilmore Bridge level.	BULLETIN 02.1 (07/03/2019)	Yes





**Cambridge  
Crossing**



Parcel H

ZONING



#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
1	5	Preface	Buildings exhibiting a diversity of architectural expression, establish a comfortable pedestrian scale common to all building types, framing streets and enlivening the sidewalks with entrances, life, and activity.	Providing entries at main building lobby and ground floor Create arcade along eastern and southern facades at bridge level Creation of plaza for public use with landscape planters Providing public entry at Gilmore Bridge lobby Widening existing uncomfortable Gilmore Bridge Sidewalk	✓
2	5	Preface	Each parcel is intended to relate to its immediate surroundings as well as the larger context.	Southern plaza both extends the existing Gilmore Bridge sidewalk and connects to the existing Brian P. Murphy Stairs Building massing chamfers at both the northeast and southwest corners to offer focused views out to adjoining neighborhoods	✓
3	14	1.3 Masterplan Exhibit: 07 zoning envelope	The building sits within the 150'-0" maximum zoning height limit	Top of the last occupiable floor is 182'-10" which is 148'-5 1/2" from mean grade (34'-4 1/2")	✓
4	20	2.1 Scale and Massing	Buildings should avoid continuous massing longer than about 200 feet facing streets. If massing extends beyond this length, it should be visually articulated as a composition of smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements.	Two chamfers were created, one at the southwestern corner and one at the northeastern, to break up the continuous long runs of the southern and northern facades.  The façade itself is further broken up by a subtle alternating pattern of glass and metal panel.	✓
5	20	2.1 Scale and Massing	In addition to the above limits, buildings should reflect a rhythm and variation appropriate to the urban context. For example, this can be achieved by expressing bay widths of 16 to 25 feet for residential and 25 to 50 feet for mixed-use and retail.	The subtlety of the façade's alternating pattern works in two ways:  firstly, from the north where it is primarily viewed from a distance the pattern is less noticeable and the building is perceived as a monumental whole, reflecting the large scale infrastructure of the MBTA railroads and I-93.  secondly, from the south the pattern's rhythm helps break down this monumentality and reflect the fine-grained scale of the adjacent residential building and Child Street open space.  The alternating pattern is based on a 5' module to be appropriate for its use (office)	✓
6	20	2.1 Scale and Massing	Buildings should have a clearly-expressed base, middle and top.	The building is composed of a glass podium, office tower and roof level.	✓
7	20	2.1 Scale and Massing	Buildings should have a carefully-articulated base of one or two floors with a high level of transparency, lightness and detail at the ground floors allowing views inward and outward	A continuous, fully-glazed pedestrian arcade has been provided at the Gilmore Bridge level along the eastern and southern facades as well as a fully-transparent, pedestrian-friendly curtainwall at the main building entry.	✓
8	20	2.1 Scale and Massing	A line of expression at the second floor is encouraged to humanize the scale of the buildings and create an intimate pedestrian experience. This should be achieved by means of material articulation or architectural detailing.	The Gilmore Bridge level arcade is designed to achieve a more pedestrian experience with a colored handrail for wayfinding as well as pedestrian screening built into the glazing. The datum held by the top of the arcade is further articulated around the building by using fully-glazed curtainwall on levels 3 and below while the tower above is clad in a combination of metal panel and curtainwall.	✓



#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
9	20	2.1 Scale and Massing	The mid-section of the building should consider light penetration, continuity and consistency of built mass while allowing for individual architectural detailing.	The patterning of the office tower's façade is derived from solar studies which indicated areas of the tower that would receive the most direct sunlight. The metal panels increase in width where solar heat gain is greatest and decrease in cooler, more shaded zones. The subtlety of the pattern allows the building's simple massing to retain its continuity without being overpowering.	✓
10	20	2.1 Scale and Massing	The base and middle should be built to the street line with courtyard opening and setbacks for cafes where appropriate.	The building complies with all property lines, easements and setbacks as outlined by both the City of Cambridge, the City of Boston and the Cambridge Crossing East Cambridge design guidelines. The pedestrian arcade has direct access to both the project's proposed southern plaza and the existing Brian P. Murphy stairs.	✓
11	21	2.1 Scale and Massing	Use variations in height and architectural elements such as parapets, cornices and other details to create interesting and varied roof lines and to clearly express the tops of buildings.	The northeastern parapet rises sharply to a point facing back towards Boston and Charlestown creating a "prow" reflecting the gateway to the Cambridge Crossing Development.	✓
12	21	2.1 Scale and Massing	Demonstrate responsible use of lighting and energy consistent with sustainability requirements.	Limited use of exterior building lighting, only used for code compliance. Building energy consumption to meet or exceed the requirements of the Massachusetts Energy Stretch Code.	✓
13	21	2.1.1 Build to Line	Build to line is a line that runs parallel to the property line at which construction of a building facade is to occur at Cambridge Crossing that. It is a suggested set back from the property line and varies from street to street and parcel by parcel and is intended to provide a generous sidewalk and public realm design along all Cambridge Crossing streets. While no structural elements can be placed beyond the build to line, certain architectural elements and projections that maintain the spirit of the set back can be considered as a part of the design review. See "EXHIBIT: 12 BUILD-TO LINE DIAGRAM"	The southern plaza extends the existing Gilmore Bridge sidewalk to create a more pleasant pedestrian experience with the introduction of planters, street trees, an increased buffer from vehicular traffic on the Gilmore Bridge and overhead protection beneath the building overhang above.	✓
14	21	2.1.2 Public Streets	Use architectural expression on any portion of the building above 65 feet to prevent continuous massing. Buildings should have a clearly expressed base, middle and top. This may be achieved through changes in material, fenestration, architectural detailing, or other elements.	The building has a podium, office tower and penthouse level, each of which employ different strategies to help break down the massing. The office tower has alternating bands of glass and metal to prevent a monotonous façade.	✓
15	21	2.1.2 Public Streets	Plot guidelines provide for additional sidewalk width by defining parcel and build-to lines to provide for wider sidewalks. For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches, or small open spaces.	Parcel H is surrounded by the MBTA railroads to the north, the Gilmore bridge to the east whose sidewalk is being widened by +10', the Murphy Stairs to the south which will be abutted by a new plaza, and the service drive to the west which will be a shared drive between service vehicles, visitors/employees and cyclists.	✓
16	21	2.1.2 Public Streets	Locate loading docks on side streets or service alleys whenever possible, and away from residential areas and open spaces.	The loading dock is located on the western service drive and is completely internal to the massing of the building.	✓
17	21	2.1.3 open space Edges	Locate buildings to minimize shadows on Cambridge Crossing Common, especially in the afternoon.	Parcel H is located north of Cambridge Crossing Common and will therefore not cast shadows on it - refer to the shadow studies included in this submission.	✓
18	21	2.1.3 open space Edges	Surround public open spaces with uses that create an active ground floor environment throughout the day and evening and increase safety for open space users.	The main ground floor lobby and garage elevators are located directly across from the northern edge of the Child Street open space. At the Gilmore Bridge level a large southern plaza abuts the existing Brian P. Murphy stairs. The upper lobby serves as the western terminus of the Public Arcade and connects to the lower lobby via the garage elevators, escalators and a monumental stair.	✓



#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
19	21	2.1.3 open space Edges	Shops, cafes and other public uses that enliven the open spaces are encouraged adjacent to open spaces.	Built-in seating is proposed as part of the landscape at both the upper and lower plazas.	✓
20	21	2.1.3 open space Edges	For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches or small open spaces.	The building is built to the lot along the west and south as it directly abuts the Brian P. Murphy stairs. Along the east and north the building is set back variable distances.	✓
21	23	2.1.6 Commercial Massing and Articulation	Exhibit: 17 Commercial Massing Precedent	The building is designed in a similar manner to that shown in the exhibit 17 massing and precedents.	✓
22	25	2.2 Street Level Use and Design	Exhibit: 20 Street Level Use Plan	The building's main lobby and use are located as indicated in exhibit 19.	✓
23	27	2.2 Mixed Use Blocks or Commercial Blocks	Office / R&D uses are discouraged from occupying extensive ground-floor frontage. Where these uses do occur, they should occupy no more than 200 to 250 feet of continuous frontage along public streets.	Only the main building lobby fronts Dawes / Child Street at ground level. Of the planned tenant spaces at the ground floor there are no continuous lengths over 250'.	✓
24	27	2.2 Mixed Use Blocks or Commercial Blocks	Ground floor frontage should generally be permeable and massing elements should be human scaled.	Both the ground floor and Gilmore Bridge level lobbies are fully-glazed. A fully-glazed arcade at the Gilmore Bridge level with adjacent landscaping/planters leads pedestrians to the main lobby's entry both at the bridge level as well as at grade.	✓
25	27	2.2 Mixed Use Blocks or Commercial Blocks	Entrances should be located on public streets, and at or near corners when appropriate. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations.	The main ground floor lobby is located near the corner of Dawes and Child streets. Crosswalks are provided across both Dawes and Child streets near the entry.	✓
26	27	2.2 Mixed Use Blocks or Commercial Blocks	Blank walls should be avoided along all public streets, courts and pedestrian walkways.	The pedestrian arcade / walkways at the Gilmore Bridge level are fully-glazed, as is the main lobby. A colored guardrail, metal soffits, screening within the curtainwall and landscaping all help break up any blank walls along the public plaza and sidewalk. A private terrace is available to potential tenants to the north.	✓
27	31	2.3.2 Architectural Character - Commercial	Create varied architectural and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings and other architectural elements. Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades and gardens. Utilize architectural articulation such as changes in material, fenestration, architectural detailing or other elements to break down the scale.	The building has a private terrace to the north provided by the tenant and a public plaza to the south which directly abuts the Brian P. Murphy stairs. In addition to the pedestrian arcade, which contains a colored handrail with integral LED lighting for wayfinding and metal soffits, the office tower's façade creates a sense of depth by projecting forth metal panels and recessing the curtainwall.	✓
28	31	2.3.3 Architectural Character - Lighting	Public Realm and exterior building lighting is an important consideration for the identity of the project and enhancing the retail, pedestrian nighttime safety and neighborhood connectivity for Cambridge Crossing. However, the lighting design shall be respectful of its impact on surrounding context including the other residential buildings in Cambridge Crossing and surrounding neighborhoods including East Cambridge.	Pedestrian lighting provided. All lighting will have sharp cut-offs to mitigate light pollution.	✓
29	32	2.4 Environmental Guidelines (LEED Principles)	Compliance with Leadership in Energy and Environmental Design (LEED) certification standards is required.	The building is designed to achieve Silver certification under LEED v4 BD+C for core and shell.	✓



#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
30	33	2.5 parking / Service	Underground parking is preferable. All parking garages must provide direct pedestrian access to the street.	There are 5 levels of parking in total. The main parking entry is to the west off of the private service drive. A publicly-accessible garage elevator lobby is located to the east of the main building lobby.	✓
31	47	3.2 Streetscape and Circulation	Refer to Cambridge Pedestrian Plan and the Cambridge Bicycle Plan for additional guidance on creating a safe and pleasant environment for pedestrians and bicyclists and for guidance on sidewalk width and street trees. The pedestrian experience in and around transit stops should be designed to be pedestrian and bicycle friendly. Expanded sidewalks in public realm in and around such stations are encouraged whenever feasible.	The existing sidewalk along the Gilmore Bridge is designed to be expanded by over 10' to provide a more pleasant pedestrian experience both against the building and along the actual bridge sidewalk. This expansion improves a major pedestrian connection between the Cambridge Crossing Development and the Community College MBTA stop. The additional width allows for a planter that is adequately-sized to accommodate street trees and additional under-story plantings. Both long-term and short-term bicycle parking is provided within the building and outside the main building entry in front of Child Street open space.	✓
32	47	3.2A Character	Use streetscape elements such as trees, benches, signage and lighting to support active pedestrian uses and to reinforce the character and identity of each district.	The southern plaza and main entrance plaza landscape design includes elements like trees, benches, wayfinding graphics, movable furniture, signage and lighting to enhance the pedestrian experience..	✓
33	47	3.2A Character	Design streets to encourage pedestrian and cycle activity, and to control vehicle speed in residential areas.	The proposed design encourages pedestrian and cycling uses in and around the building.	✓
34	47	3.2A Character	In the design of new streets, provide sufficient pavement width to accommodate on-street parking and short-term loading where appropriate in order to provide short-term parking and to serve local retail and building uses.	Short-term parking is provided at the Child Street drop-off area.	✓
35	47	3.2A Character	In the design of new streets, pathways and open spaces provide pedestrian-scale lighting to enhance pedestrian safety.	The landscape design includes elements like trees, benches, wayfinding graphics signage and lighting to enhance the pedestrian experience.	✓
36	47	3.2A Character	Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment.	The double-height main lobby connects both the ground floor entry outside of the Child Street open space and one at the Gilmore Bridge level which provides access from the southern plaza and existing Brian P. Murphy stairs.	✓
37	47	3.2A Character	Major entrances should be located on public streets and at or near corners wherever possible. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit sections.	The main ground floor lobby is located near the corner of Dawes and Child streets. Crosswalks are provided across both Dawes and Child streets near the entry.	✓




SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
<b>PB #179 Amendment #6(Major) - NorthPoint PUD</b>  <b>Memorandum dated January 13, 2015</b> <b>2. Updated parking ratios.</b>	Per this memorandum the parking ratios for Parcel H have been adjusted from the City of Cambridge's Zoning Ordinance Article 6 and are, for office use, as follows:  0.9 spaces/1,000 s.f.	This building has a total GFA of 365,110 s.f. which results in a maximum parking count of 329 spaces. An additional 128 spaces will be allocated from Parcel U's parking requirements.  329 MAX + 128 (from U) = 457 MAX spaces	✓
	MAXIMUM   329 PARKING SPACES	PROVIDED   440 PARKING SPACES	
<b>521 CMR - SECTION 23.2.1</b>  <b>521 CMR - SECTION 23.2.2</b>	401 - 500 Spaces requires a minimum of 9 accessible spaces.  One in every eight accessible spaces, but not less than one, shall be van accessible.		✓
	REQUIRED   9 ACCESSIBLE PARKING SPACES; 2 VAN; 1 ELECTRIC	PROVIDED   10 ACCESSIBLE PARKING SPACES, 2 VAN, 1 ELECTRIC	
<b>521 CMR - SECTION 23.4.1</b> <b>521 CMR - SECTION 23.4.2</b>  <b>CAMBRIDGE ZONING ORDINANCE</b> <b>Article 6.42</b>	Accessible Parking: 8'-0" wide + 5'-0" access aisle (length equal to local zoning requirements)  Maneuvering Aisle Width: 22'-0" Standard Spaces: 8'-6" x 18'-0" Compact Spaces: 7'-6" x 16'-0" (50% Maximum) Accessible Spaces: 12'-0" x 18'-0"	Parking spaces that straddle the city line are counted towards the city in which the majority of the space resides.  Accessible: 10 standard + 2 van accessible + 1 electric spaces Boston Accessible Electric: 1 spaces Boston Standard: 54 spaces Boston Compact : 15 spaces (18.5%) Boston Electric: 4 spaces Boston Angled: 7 spaces  Cambridge Accessible: 7 spaces Cambridge Accessible Van: 2 spaces Cambridge Electric: 7 spaces Cambridge Green: 23 spaces Cambridge Standard: 180 spaces	✓

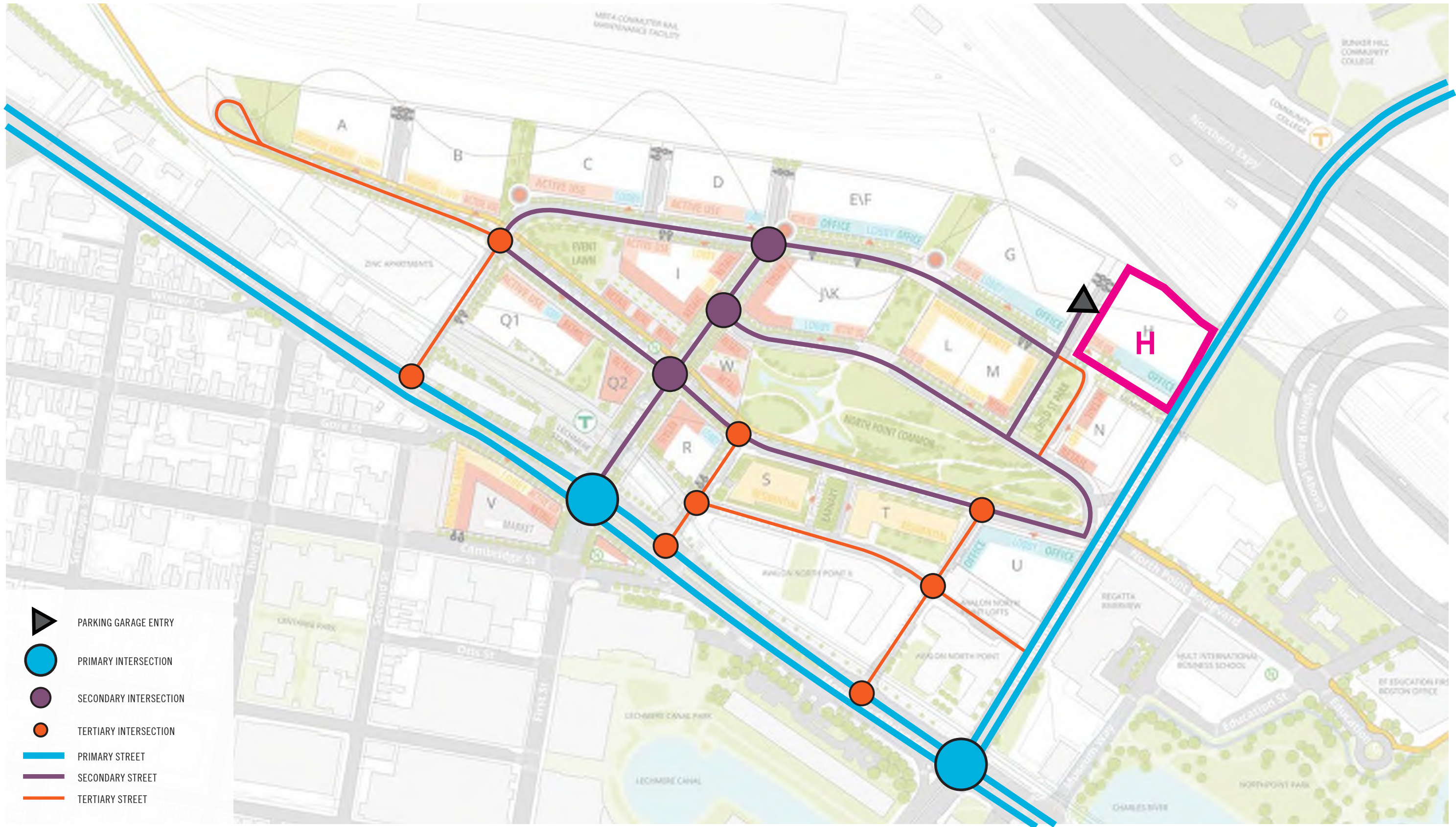


SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
		Cambridge Angled: 3 spaces Cambridge Compact: 137 spaces (38.2%)	✓
		<b>TOTAL PARKING COUNT   440 SPACES</b>	
<b>CAMBRIDGE ZONING ORDINANCE</b> <b>Article 6.104.1</b>	Long Term Bicycle Parking shall be provided within the building containing the use or uses that it is intended to serve, or within a structure whose pedestrian entrances is no more than two hundred feet (200') from a pedestrian entrance to such building.	Long term bicycle parking is located within the building through the parking garage access off the service drive to the west or through the eastern end of the garage / main building lobby.	✓
<b>Article 6.104.2</b>	Short Term Bicycle Parking on a private lot shall be located within fifty (50)' of a pedestrian entrance to the building or buildings containing the use or uses it serves. For buildings or uses requiring more than eight (8) Short Term Bicycle Parking Paces, some of the required spaces may be located at a greater distance from the entrances, so long as eight (8) Short Term Bicycle Parking Spaces are available within fifty (50)' feet of any entrance.	Short term bicycle parking is located to the southwest of the building in the entry plaza and near the garage elevator lobby.  (Refer to Diagram at End of Section)	✓
<b>CAMBRIDGE ZONING ORDINANCE</b> <b>Article 6.105.1 - e</b>	Where twenty (20) or more Bicycle Parking Spaces are required, at least five percent (5%) of the required spaces must provide an additional two feet (2') of space parallel to the length of the bicycle to accommodate tandem bicycles or bicycles with trailers.	(6) Long Term Bicycle Parking Spaces are sized to accommodate tandem bicycles or bicycles with trailers.  (1) Short Term Bicycle Parking Spaces are sized to accommodate tandem bicycles or bicycles with trailers.	✓
		<b>TANDEM REQUIRED   2 LONG TERM SPACES; 1 SHORT TERM SPACE</b>	
		<b>TANDEM PROVIDED   4 LONG TERM SPACES; 1 SHORT TERM SPACES</b>	
<b>CAMBRIDGE ZONING ORDINANCE</b> <b>Article 6.107.2</b>	LONG TERM BICYCLE PARKING REQUIREMENTS: 0.30 / 1,000 GFA (OFFICE)  0.06 / 1,000 GFA (OFFICE)  SHORT TERM BICYCLE PARKING REQUIREMENTS: 0.06 / 1,000 GFA (OFFICE)	This buildings has 365,110 GFA of office space.	✓
		<b>REQUIRED   110 LONG TERM SPACES; 21 SHORT TERM SPACES</b>	
		<b>PROVIDED   112 LONG TERM SPACES; 22 SHORT TERM SPACES</b>	
<b>CAMBRIDGE ZONING ORDINANCE</b> <b>Article 6.83</b>	Minimum Number of Off Street Loading Bays to be as follows:  OFFICE (0) <10,000 GFA (1) 10,000 GFA - 99,999 GFA (2) 100,000 GFA - 299,999 GFA (+1) Per additional 200,000 GFA	This buildings has 365,110 GFA of office space.	✓
		<b>REQUIRED   3 TOTAL LOADING BAYS</b>	
		<b>PROVIDED   3 TOTAL LOADING BAYS</b>	



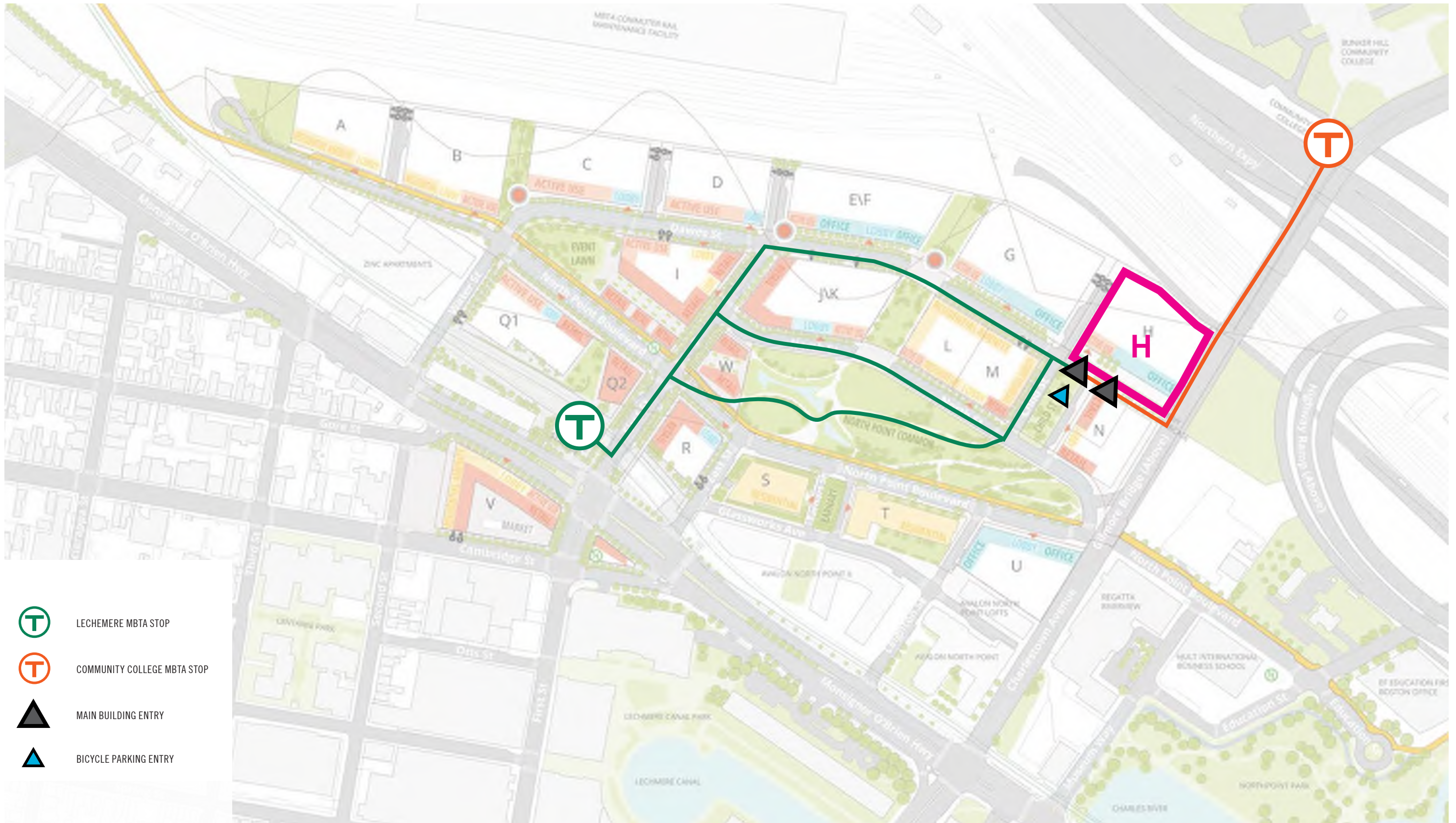
SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
<b>CAMBRIDGE ZONING ORDINANCE</b> <b>Article 6.91</b>	<p>Where a building or lot contains uses requiring compliance with loading facility categories C,D,E and F, the first required bay shall be no less than ten (10) feet in width, thirty (30) feet in length and fourteen (14) in height.</p> <p>Each additional required loading bay for categories C,D,E, and F... shall be no less than ten (10) feet in width, fifty (50) feet in length, and fourteen (14) in height).</p>	<p>This building's loading docks are sized as follows:</p> <p>LOADING BAY 1   50' L x 13'-6" W x 14' H  LOADING BAY 2   50' L x 13'-6" W x 14' H  LOADING BAY 3   30' L x 15' W x 14' H</p> <p>(Refer to Loading Dock Diagram Below)</p>	
	<b>REQUIRED   (2) 50' BAYS, (1) 30' BAY</b>	<b>PROVIDED   (2) 50' BAYS, (1) 30' BAY</b>	









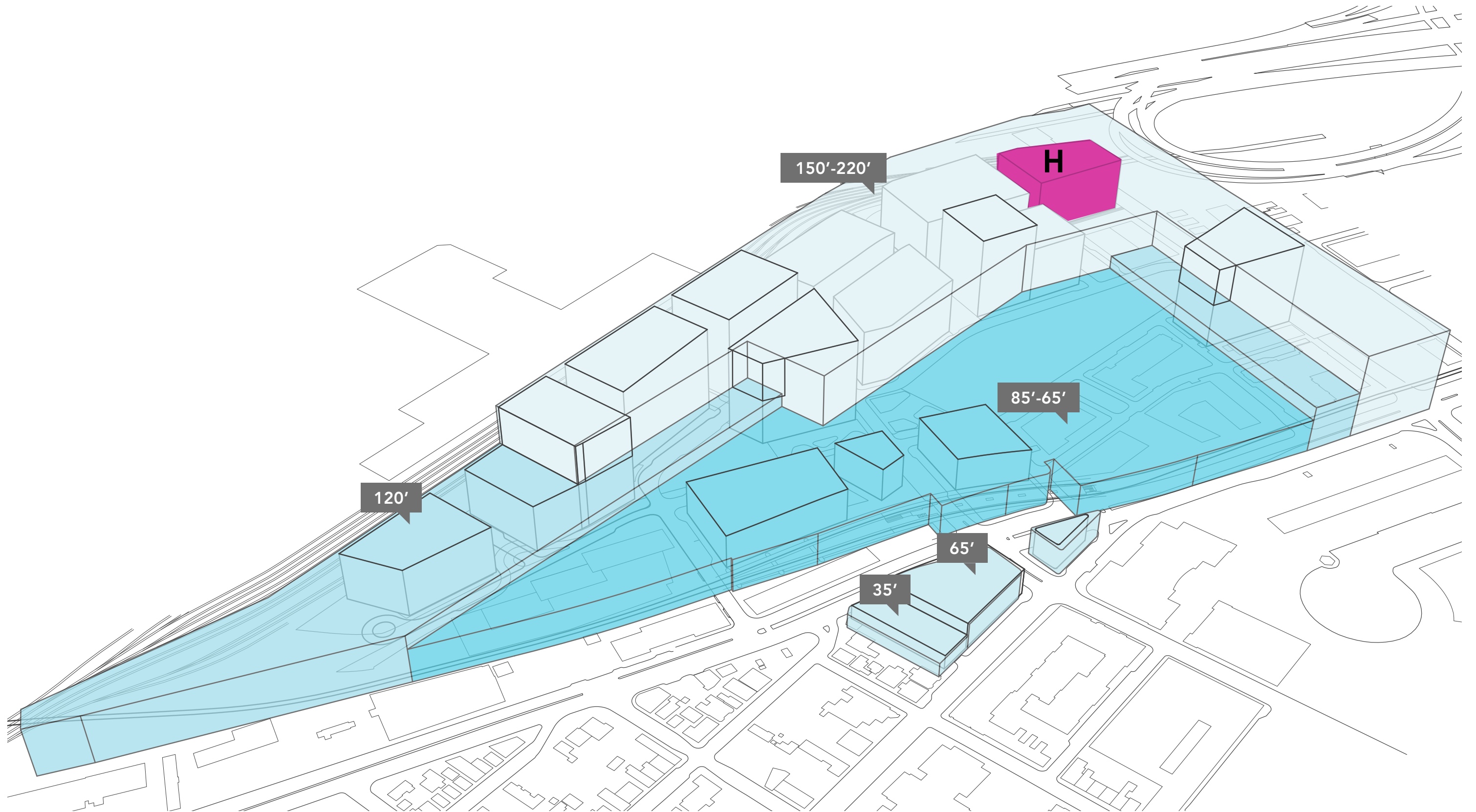
-  PARKING GARAGE ENTRY
-  PRIMARY INTERSECTION
-  SECONDARY INTERSECTION
-  TERTIARY INTERSECTION
-  PRIMARY STREET
-  SECONDARY STREET
-  TERTIARY STREET



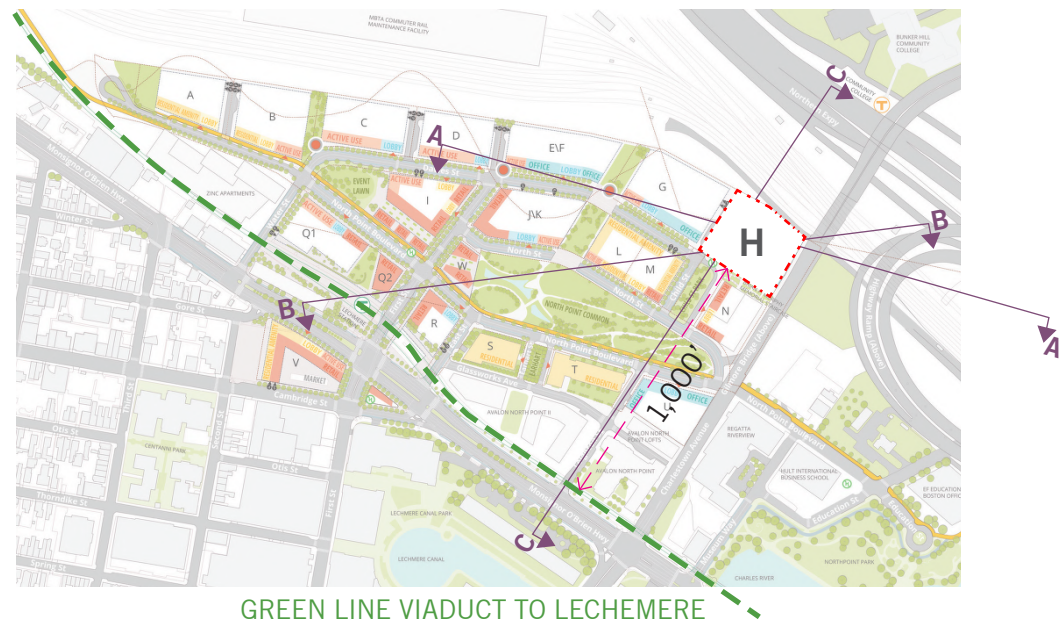


-  LECHEMERE MBTA STOP
-  COMMUNITY COLLEGE MBTA STOP
-  MAIN BUILDING ENTRY
-  BICYCLE PARKING ENTRY

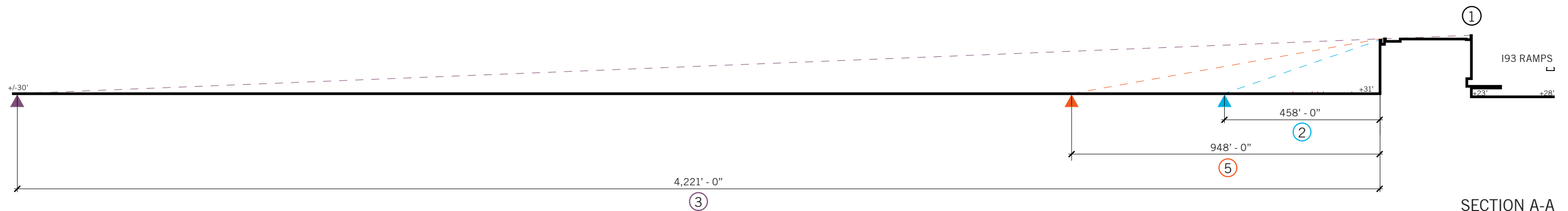
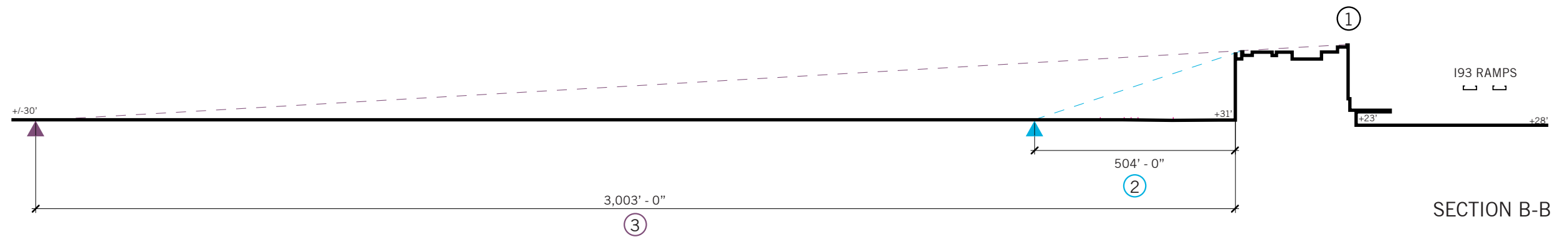
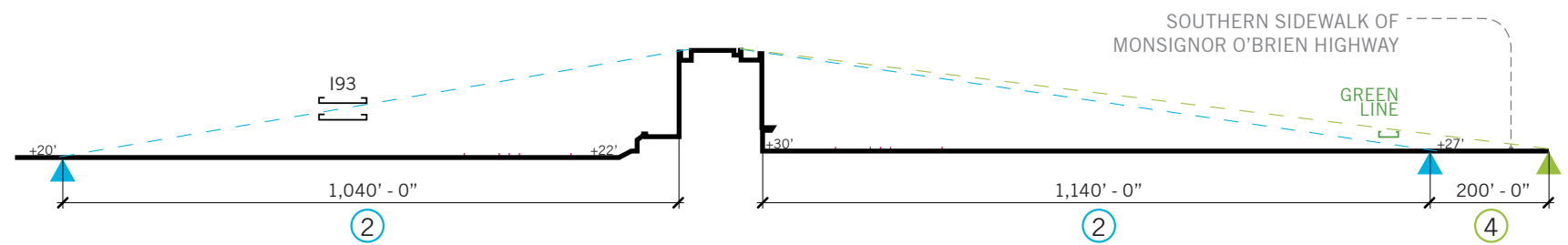








- ① CURTAINWALL PARAPET IS HIGHER THAN THE PENTHOUSE MECHANICAL ENCLOSURE AND THEREFORE IS NOT VISIBLE FROM THE EAST
- ② BLUE LINE INDICATES THE ZONE IN WHICH THE PENTHOUSE MECHANICAL ENCLOSURE IS VISIBLE
- ③ PURPLE LINE INDICATES THE ZONE IN WHICH THE HIGH EASTERN PARAPET IS VISIBLE FROM THE WEST OF PARCEL H
- ④ GREEN LINE INDICATES THE ZONE IN WHICH THE SOUTHERN PENTHOUSE MECHANICAL ENCLOSURE IS VISIBLE FROM THE GREEN LINE VIADUCT
- ⑤ ORANGE LINE INDICATES THE FURTHEST ZONE IN WHICH THE WESTERN PENTHOUSE MECHANICAL ENCLOSURE IS VISIBLE DOWN DAWES STREET BEFORE BUILDINGS BLOCK THE VIEW
- ▲ POINT AT GRADE FROM WHICH PARAPET IS VISIBLE





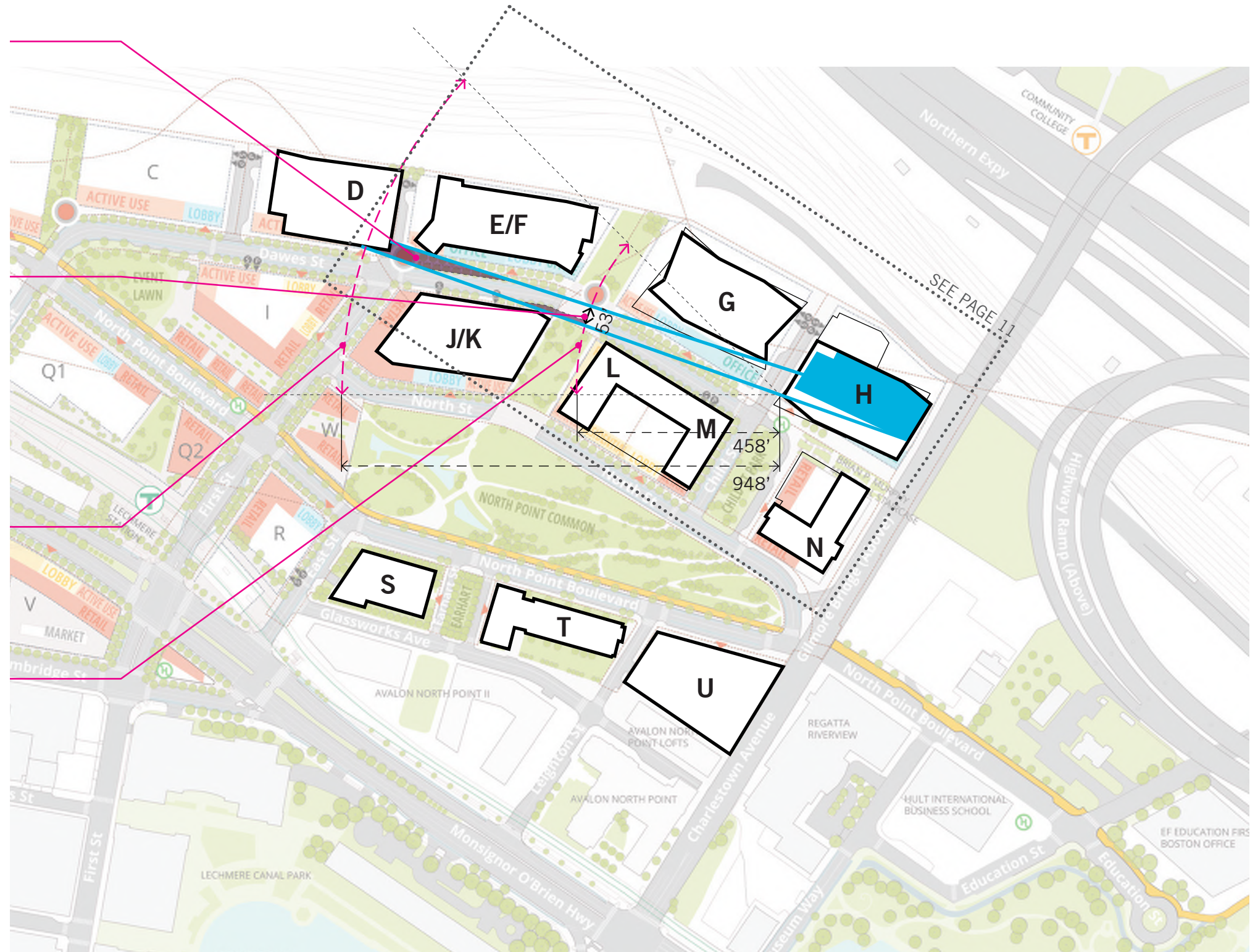
PURPLE HATCH INDICATES PLAN VIEW CORRIDOR OF PARCEL H PENTHOUSE WHERE IT OVERLAPS WITH PUBLIC SPACE

BLUE LINE INDICATES PLAN VIEW CORRIDOR OF PARCEL H PENTHOUSE

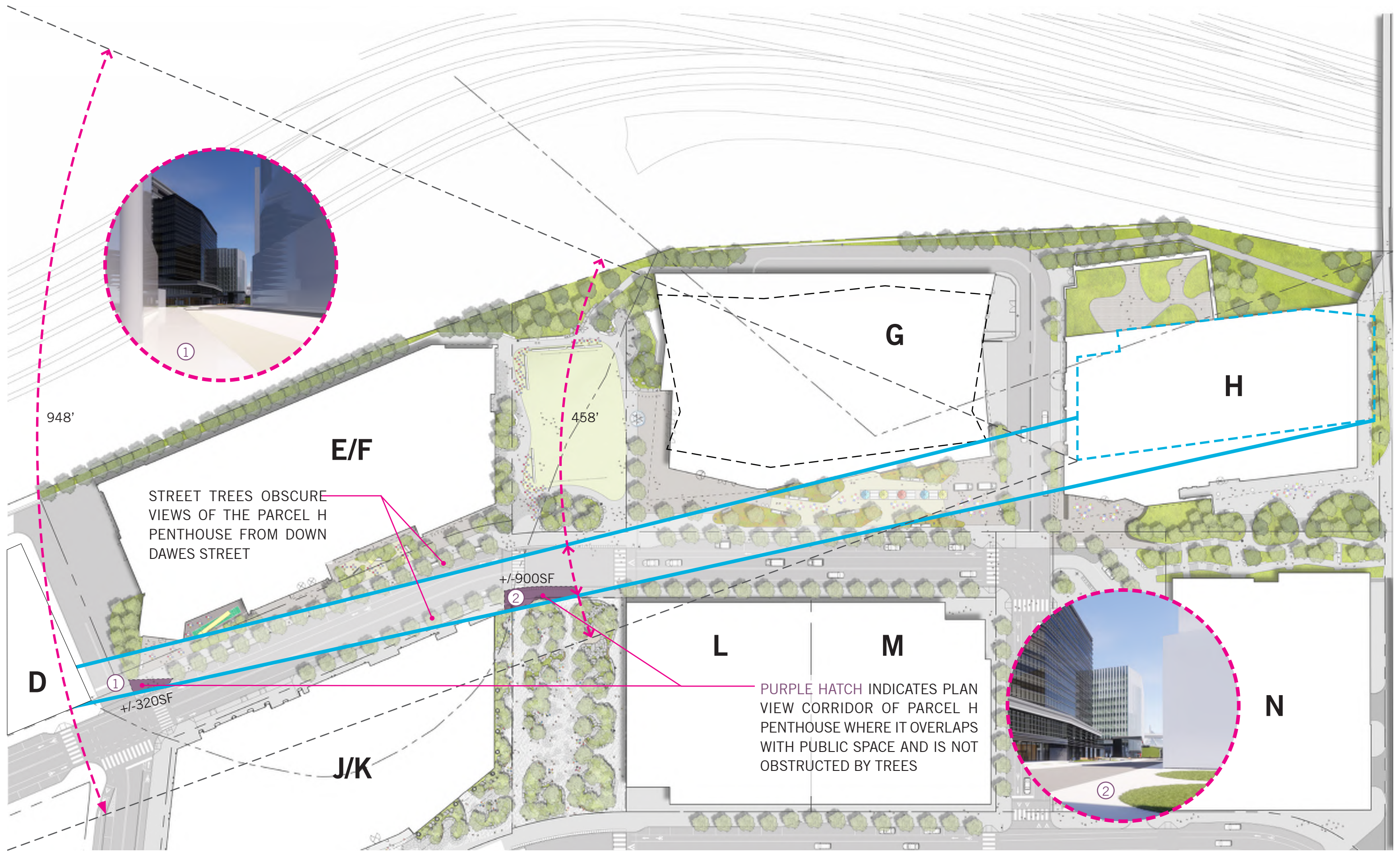
ARC LENGTH - WIDTH OF VIEW CORRIDOR AT INITIAL POINT OF PENTHOUSE VISIBILITY DOWN DAWES STREET - 53' / 2,877' = 1.84% OF THE POTENTIAL VANTAGE POINTS OF PARCEL H FROM THIS DISTANCE

948' - FURTHEST POINT FROM WHICH THE WESTERN WALL OF THE PARCEL H PENTHOUSE CAN BE SEEN

458' - CLOSEST POINT FROM WHICH THE WESTERN WALL OF THE PARCEL H PENTHOUSE CAN BE SEEN







STREET TREES OBSCURE VIEWS OF THE PARCEL H PENTHOUSE FROM DOWN DAWES STREET

PURPLE HATCH INDICATES PLAN VIEW CORRIDOR OF PARCEL H PENTHOUSE WHERE IT OVERLAPS WITH PUBLIC SPACE AND IS NOT OBSTRUCTED BY TREES



VIEW LOOKING SOUTH TOWARDS EAST CAMBRIDGE AND THE CHARLES RIVER



VIEW LOOKING EAST TOWARDS DOWNTOWN BOSTON AND THE HARBOR



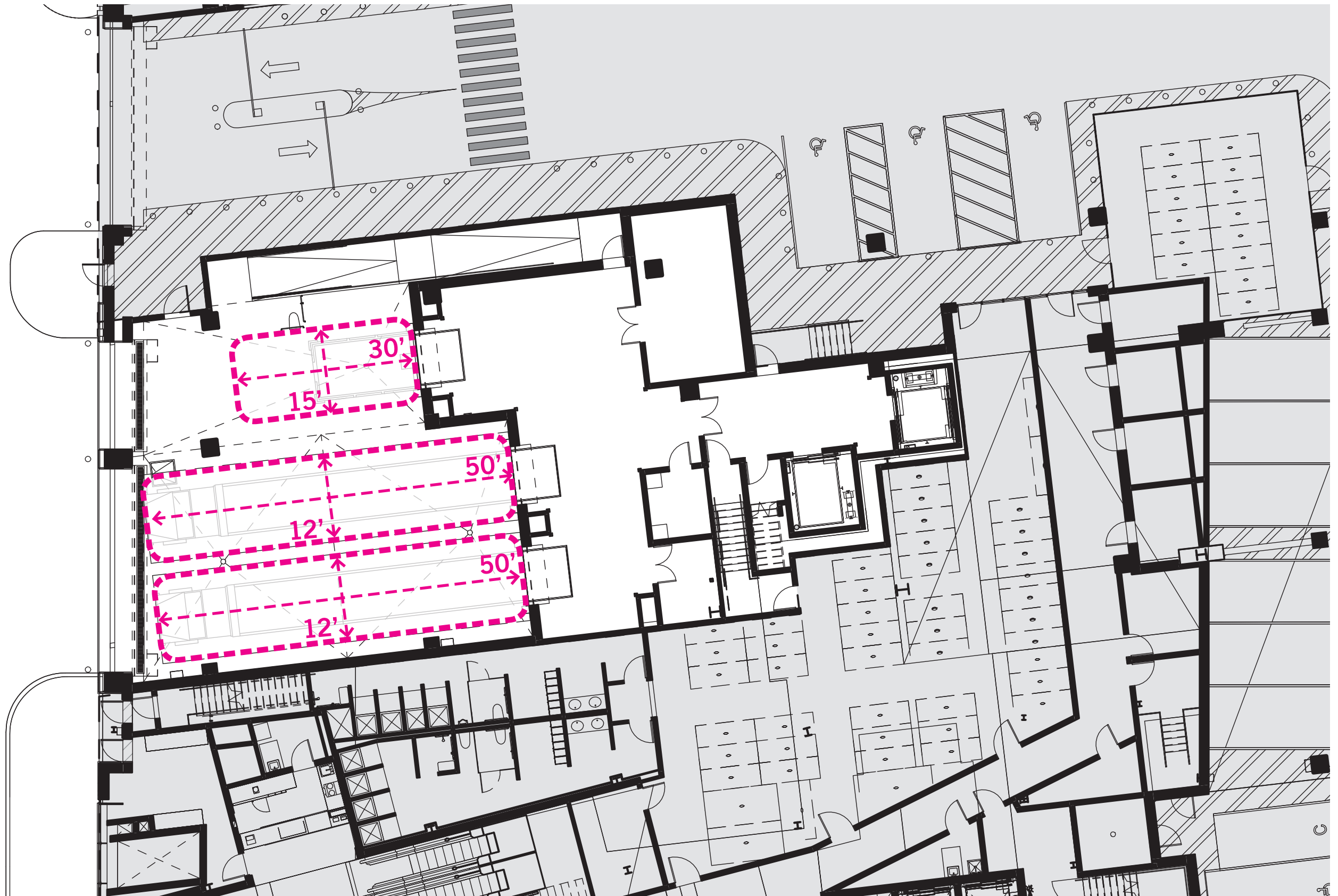




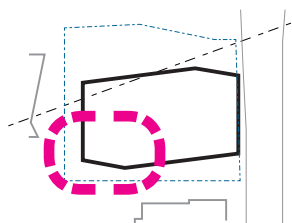


### SWEPT PATH ANALYSIS

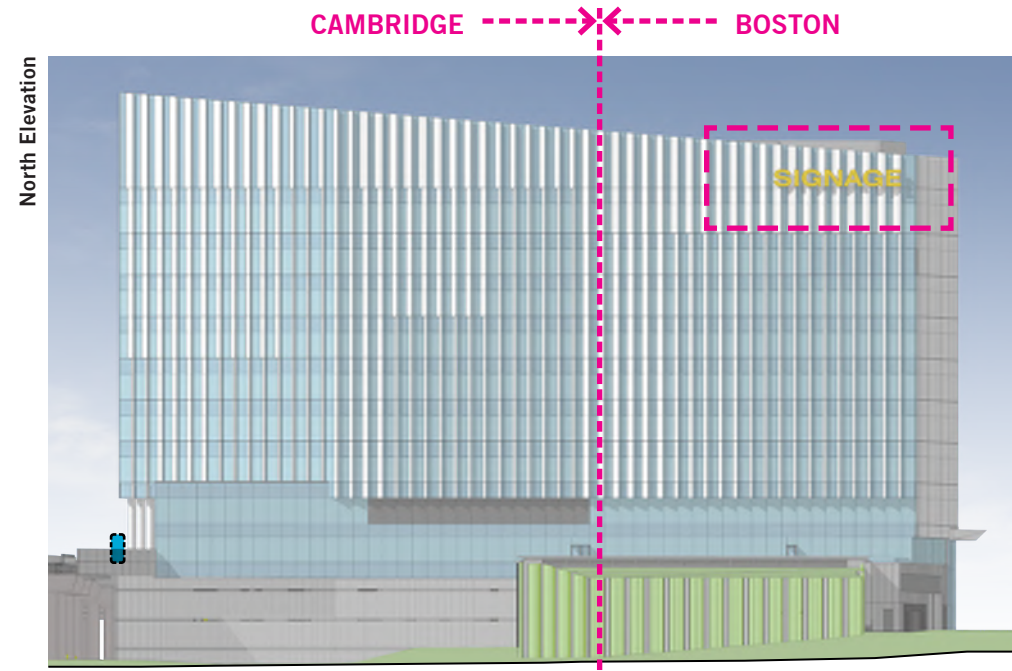
A SWEPT PATH ANALYSIS WAS PERFORMED FOR THE BUILDING H LOADING DOCKS UTILIZING AUTOTURN VERSION 10.2.1.18 SOFTWARE BY TRANSOFT SOLUTIONS, INC. AUTOTURN IS A CAD-BASED PROGRAM THAT SIMULATES LOW SPEED TURNING MANEUVERS FOR HIGHWAY VEHICLES. A WB-50 (I.E. WHEELBASE OF 50') DESIGN VEHICLE WAS USED FOR THE CAMBRIDGE CROSSING ROADWAY NETWORK AND FOR THE BUILDING H LOADING DOCKS TO ENSURE TURNING RADII ARE DESIGNED TO ACCOMMODATE THE LARGEST VEHICLE ANTICIPATED FOR THE PROJECT.



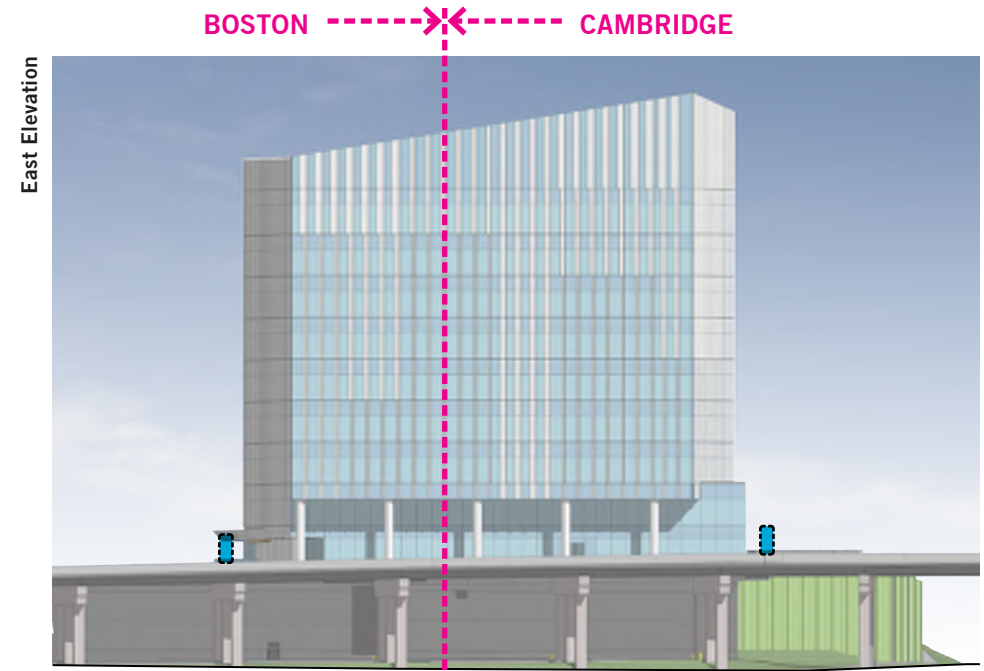
REQUIRED LOADING BAYS I (3) TOTAL  
PROVIDED LOADING BAYS I (3) TOTAL



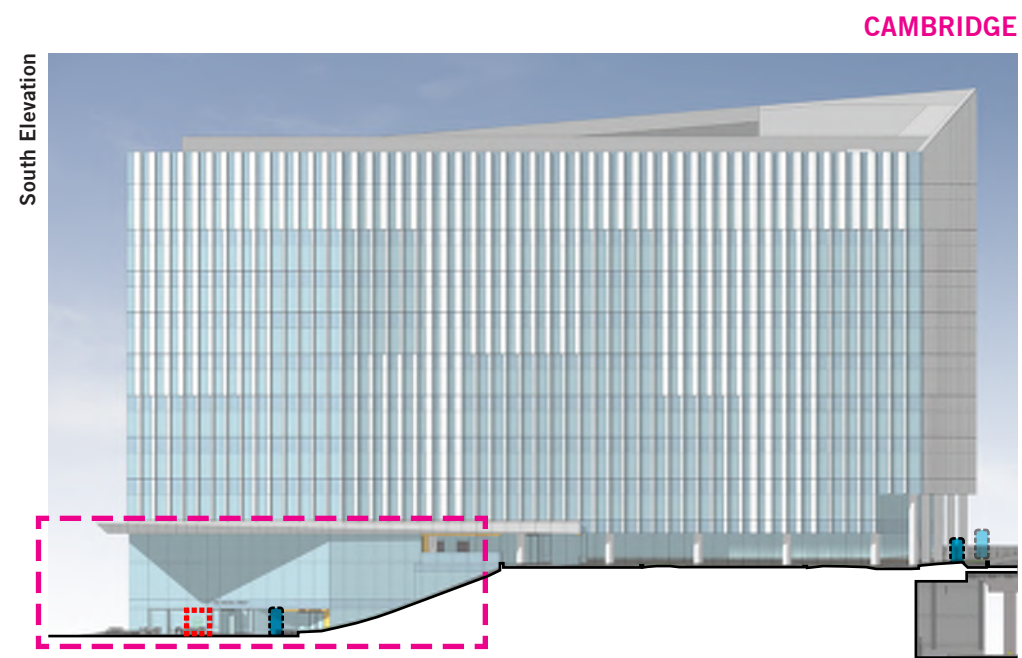




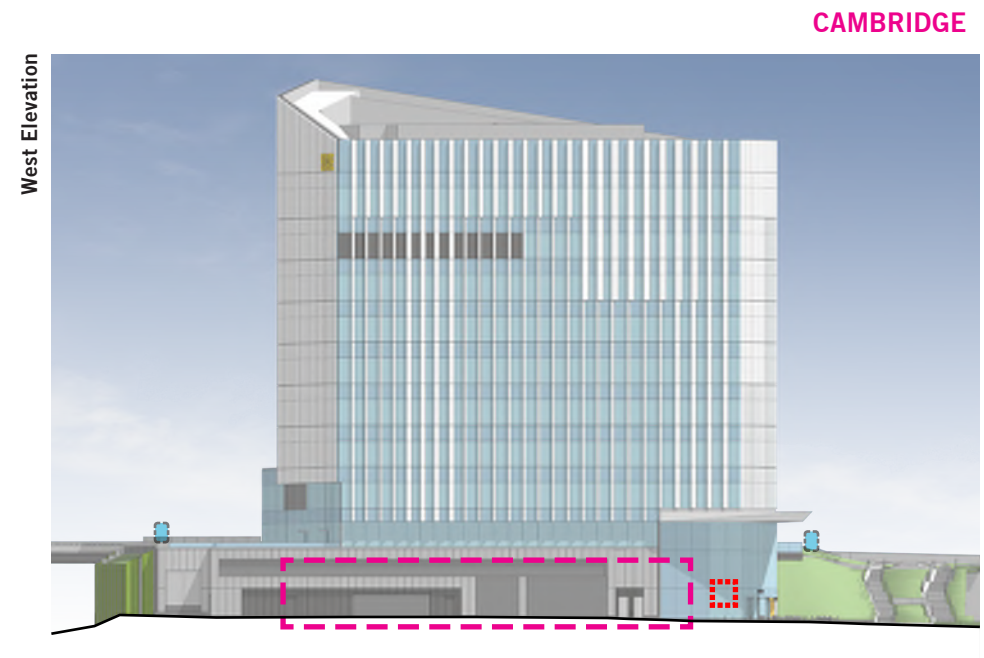
General note: Cambridge Crossing wayfinding graphics - Similar to other developments in Somerville and Cambridge. We anticipate a neighborhood-wide graphics identify and wayfinding program, in the form of freestanding signs or kiosks, on the sidewalks and in the park adjacent to the building. **Public Wayfinding Signage** is being provided as part of the landscape.



**Public Wayfinding Signage** is being provided as part of the landscape.



Building identity signage - Signage communicating the building address is anticipated at the main lobby entrance door. This signage may be in form of letter and number graphics on the lobby facade glazing (i.e. above or next to the front door) or in the form of freestanding letters and numbers on the building entrance canopy. This signage may also identify the building tenants. Dedicated **retail signage**. **Public Wayfinding Signage** is being provided as part of the landscape.



Ground floor utility signage - Small signs will identify the purpose of multiple doors (i.e. electrical utility vault) around the ground floor of the building. Dedicated signage for the bicycle parking entry will be prominent on the entrance's canopy. **Public Wayfinding Signage** is being provided as part of the landscape. Dedicated **retail signage**.



