

# Divco West **Cambridge Crossing 441 Morgan Avenue**

Appendix

Design Submission  
August 28, 2020

 **DIVCOWEST**  Cambridge Crossing

**ennead JACOBS**

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INC

## Introduction

LEED Certification Overview - Parcel U is currently registered in the in the U.S. Green Building Council's LEED v4 Building Design and Construction (BD+C) for Core & Shell program and is targeting LEED Gold Certification. The LEED Identification Number is 1000130224. The project team anticipates filing for a Design Review with the U.S. Green Building Council in early 2021 and Final Construction Review after completion of construction in fall of 2024.

## LEED v4 Core and Shell Scorecard

Gold certification with at least 64 points will be accomplished through various qualities attributed to both the project context, as well as its design merits, construction practices, and client initiatives.

- Integrative Process [1 point]
- Location & Transportation [20 points]
- Sustainable Sites [5 points]
- Water Efficiency [6 points]
- Energy and Atmosphere [15 points]
- Materials and Resources [4 points]
- Indoor Environmental Quality [6 points]
- Innovation and Design Process [5 points]
- Regional Priority [2 points]

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Total Points [61 points]

## Integrative Design

### IDc1

Throughout the early design phases, the team has studied site conditions, basic envelope attributes, energy-related systems, and water-related systems to identify potential synergies across disciplines and building systems. These studies have been used to inform the Owner's Project Requirements (OPR) and the design documents.

## Location and Transportation

### Credit 2: LTc2

The Parcel U site is not Prime Farmland, not parkland, not on previously undeveloped land, not designated as habitat for endangered species, and not in proximity to wetlands or water bodies.

### Credit 3: LTc3

Soil and groundwater at the site will be managed in accordance with the Massachusetts Department of Environmental Protection (MassDEP) Bureau of Waste Site Cleanup (BWSC) Massachusetts Contingency Plan (310 CMR 40.0000) under the oversight of a Licensed Site Professional (LSP). The release tracking number (RTN) associated with the site is RTN 3-24479 which achieved regulatory closure in 2013. A new release tracking number may be assigned to Parcel U depending on the conditions encountered during planned soil and groundwater assessment activities to be conducted prior to site development.

### Credit 4: LTc4

The Parcel U site is in a dense urban Cambridge neighborhood, was previously developed, is adjacent to residential areas, and is close to many basic services, all connected with pedestrian and bicycle access routes.

#### Credit 5: LTc5

Parcel U is 0.25 miles from the Lechmere MBTA station and 0.5 miles from the Community College MBTA station. In addition to the “T”, both stations are served by multiple bus routes.

#### Credit 6: LTc6

The project is located adjacent to an existing bicycle network which connects many diverse uses as well as multiple public transportation routes. A secure bicycle storage room inside the building on the ground floor will provide 87 storage spaces (including two tandem spaces) for full-time building occupants. Locker/changing rooms with a total of seven showers are immediately adjacent to the bicycle storage room. Also provided within the LEED Project boundary is a total of 15 outdoor secure bicycle racks.

#### Credit 7: LTc7

The project does plan on earning points under Surrounding Density and Diverse Uses as well as Access to Quality Transit. Under the v4.1 updated language, the project is required to reduce the number of parking spaces provided to at least 30 percent below the baseline as calculated using the base ratios provided in the guide. According to proposed calculations, the baseline number of spaces for the project is 1,168. A 30 percent reduction from that total would be no more than 817 spaces. Our preliminary design indicates we are providing 282 parking spaces, thus qualifying the project for this credit.

#### Credit 8: LTc8

Preferred parking for low-emitting and fuel-efficient vehicles will be provided if required by the City of Cambridge; two percent of all spaces will include charging stations and will be designated for use by plug-in electric vehicles only.

### Sustainable Sites

#### Prereq 1: SSp1

A project-specific erosion and sedimentation control (ESC) plan will be created and monitored with the objective of preventing loss of soil during construction, sedimentation of storm sewers, and pollution of the air with dust and particulate matter.

#### Credit 1: SSc1

A site assessment including topography, hydrology, climate, vegetation, soils, human uses, and human health effects has been performed and has informed the design of the project.

#### Credit 5: SSc5

The solar reflectance index (SRI) on the light-colored and reflective low-sloped roofing, which covers more than 75 percent of the overall building roof surface, will exceed an initial SRI of 82 and a 3-year SRI of 64. The lower terrace areas will be designed so that tenants can later install a vegetated roof area.

In addition, all parking associated with the site is located in a garage under the building to reduce the heat island effect created by surface parking lots.

#### Credit 6: SSc6

Input power to all nonemergency interior light fixtures will be reduced by at least 50 percent between 11PM and 5AM (with the exception of an allowable 30-minute override). Exterior lighting power densities will be below the ASSI/ASHRAE/IESNA Standard 90.1-2007 for Lighting Zone 4 (high-activity commercial districts in major metropolitan areas) considering allowable light trespass on the sides of the site abutting public ways.

#### Credit 7: SSc7

Tenant design and construction guidelines will be issued to all building tenants to educate tenants about features within the base building and implementing sustainable design and construction features in their tenant improvement fit-out. These guidelines will encourage building tenants to earn LEED Interior Design and Construction (ID+C) Certification for their interior fit-out.

#### Water Efficiency

##### Prereq / Credit 1: WEp1 / c1

Plant selection and an efficient irrigation system will reduce the potable water used for irrigation by at least 50 percent (striving for 100 percent) from a calculated midsummer baseline case. Rainwater from the building will be captured and reused to provide irrigation water.

##### Prereq / Credit 2: WEp2 / c2

Water-efficient plumbing fixtures will reduce domestic water use by at least 30 percent (striving for 35 percent or more) below the LEED water use baseline.

##### Prereq 3 / Credit 4: WEp3 / c4

Permanent water meters will be installed which will measure the total potable water use for the building and its associated grounds; additional meters will be installed to monitor water subsystems in the building in addition to the whole building potable water use. Examples of these subsystems include irrigation, indoor plumbing fixtures, domestic hot water, and reclaimed water. Divco agrees to share its water use data with USGBC as required for the Prerequisite.

#### Energy and Atmosphere

##### Prereq / Credit 1: EAp1 / c1

A third-party Commissioning Agent (CxA) will review and comment on the OPR, BOD, and draft Design Development & Construction Documents. Additionally, he/she will develop and implement a Commissioning Plan for the building HVAC, plumbing, lighting systems, review construction submittals, and issue a summary Commissioning Report. Finally, the CxA will participate in training for the building operational staff. Additional services above those of the scope listed above, the CxA will verify the following for mechanical, electrical, plumbing, energy systems, and building envelope:

- Inclusion of systems manuals and operator training requirements in the construction documents
- Verify systems manual updates and delivery
- Verify operator and occupant training delivery and effectiveness
- Verify seasonal testing
- Review building operations 10 months after substantial completion.
- Develop an on-going commissioning plan

##### Prereq / Credit 2: EAp2 / c2

Minimum Energy Performance / Optimize Energy Performance- An energy model (calculated according to the building performance method described in Appendix G of ANSI/ASHRAE/IESNA Standard 90.1-2010) will describe how an energy-efficient building envelope and base building mechanical systems will reduce the building performance rating by at least 19 percent below the baseline building performance rating.

##### Prereq / Credit 3: EAp3 / c3

Building Level Energy Metering / Advanced Energy Metering - Permanently installed meters will measure total building energy consumption. The client shall share data with USGBC as required.

Prereq 4 / Credit 6: EAp4 / c6

Building refrigerants will be selected to minimize the emission of compounds that contribute to ozone depletion and global climate change. Building refrigerants will not exceed maximum threshold allowances for contributions to ozone depletion and global warming potential. Additional calculations on chosen systems will confirm if the project is able to pursue EAc6.

### **Materials and Resources**

Prereq 1: MRp1

Storage and Collection of Recyclables - A 500 SF Recycling Staging Room at the building loading dock will support a building-wide recycling program for paper, corrugated cardboard, glass, plastic, and metal. A zone for the safe collection, storage, and disposal of batteries, mercury-containing lamps, and electronic waste will also be provided.

Prereq 2 / Credit 5: MRp2 / c5

Construction and Demolition Waste Management Planning - A construction and demolition waste management plan will be developed prior to the start of construction which will identify at least five materials targeted for diversion, whether these materials will be separated or comingled, and will approximate a percentage of the overall project waste that these will represent. At least 75 percent of the construction and demolition debris and a minimum of four material streams will be diverted from landfill and incineration facilities and redirected instead for recycling to the manufacturing process and reusable materials to appropriate sites.

Credit 2 / 3 / 4 : MRc2, 3, & 4

The design team will proactively seek and track materials and products that comprehensively address the MR BPDO credits during the design phase. Priority will be given to those items that comprise a high percentage of the project's overall material cost, and those that can demonstrate achievement across multiple credit requirements, including those associated with EQc2 for Low-Emitting Materials. By performing the early product identification work, the design team shall enable the contractor to meet the requirements of these credits as part of the project's integrative team. The project will likely utilize the v4.1 updates for all BPDO credits.

### **Indoor Environmental Quality**

Prereq 1: IEQp1

Minimum Indoor Air Quality Performance - Building HVAC systems will meet the minimum requirements of Sections 4 through 7 of ASHRAE Standard 62.1-2010 - Ventilation for Acceptable Indoor Air Quality, based on anticipated future tenant requirements.

Prereq 2: IEQp2

Environmental Tobacco Smoke (ETS) Control - Smoking will be prohibited inside the building and within 25 feet of building entrances and outdoor air intakes.

Credit 1: IEQc1

Enhanced Indoor Air Quality Strategies - To promote a healthy indoor air quality, permanent entryway systems will likely be installed at all main building entrances; any room with hazardous gases or chemicals will be negatively pressured to contain such elements, and MERV 13 or higher filters will be provided in all ventilation systems providing outdoor air to occupied spaces.

#### Credit 2: IEQc2

Low-Emitting Materials - Like the three MR BPDO credits, the design team will proactively seek and track products that comply with the low-emitting requirements during the design phase. By performing the early product identification work, the design team will enable the contractor to meet the requirements of this credit to the greatest extent possible as part of the project's integrative team. The project will utilize the lower compliance thresholds allowed through the v4.1 updates for this credit.

#### Credit 3: IEQc3

Construction IAQ Management Plan - An indoor air quality plan during construction will require the builder to follow industry best-practices such as SMACNA IAQ Guidelines for Occupied Buildings Under Construction, protecting absorptive materials stored on site from moisture damage, and replacing air-handling equipment media prior to occupancy.

#### Credit 5: IEQc5

Quality Views - The design of the building envelope and floor plan will allow tenants to design their fit-out with a direct line of sight to the outdoors in at least 75% of all regularly occupied areas. The project will show compliance and determine the final percentage of space that meets requirements using an example tenant layout.

#### Innovation and Design Process

The project will target four points available in this category by pursuing and combination of Innovation and Pilot Credits recognized by USGBC. The strategies listed below are currently being considered:

- Innovation: Green Building Education – Public education focusing on green building strategies and solutions will be provided by the development of a handout brochure of the building's sustainable strategies as well as developing a case study of the building's LEED journey to inform occupants, visitors, and general public of the building's sustainable attributes.
- Innovation: Walkable Project Site – Design elements that promote walking, biking, and other non-motorized transportation on the project site will be included such as continuous sidewalks that are a minimum of 10 feet in width and a main entrance on the primary façade that looks into a public space.
- Innovation: Purchasing – Lamps – The base building lighting shall be selected to focus on low- or no mercury-containing lamps. A purchasing plan will be implemented for both indoor and outdoor fixtures. Current design parameters indicate that only LED lighting will be used for the project.
- The project is currently tracking eligibility for Exemplary Performance under SSc5 for Heat Island Reduction for being able to document compliance under both Options of the credit.

#### Credit 2: IDPc2

The project team includes several LEED Accredited Professionals with Specialty. The Project's LEED Administrator plans on providing documentation for the credit.

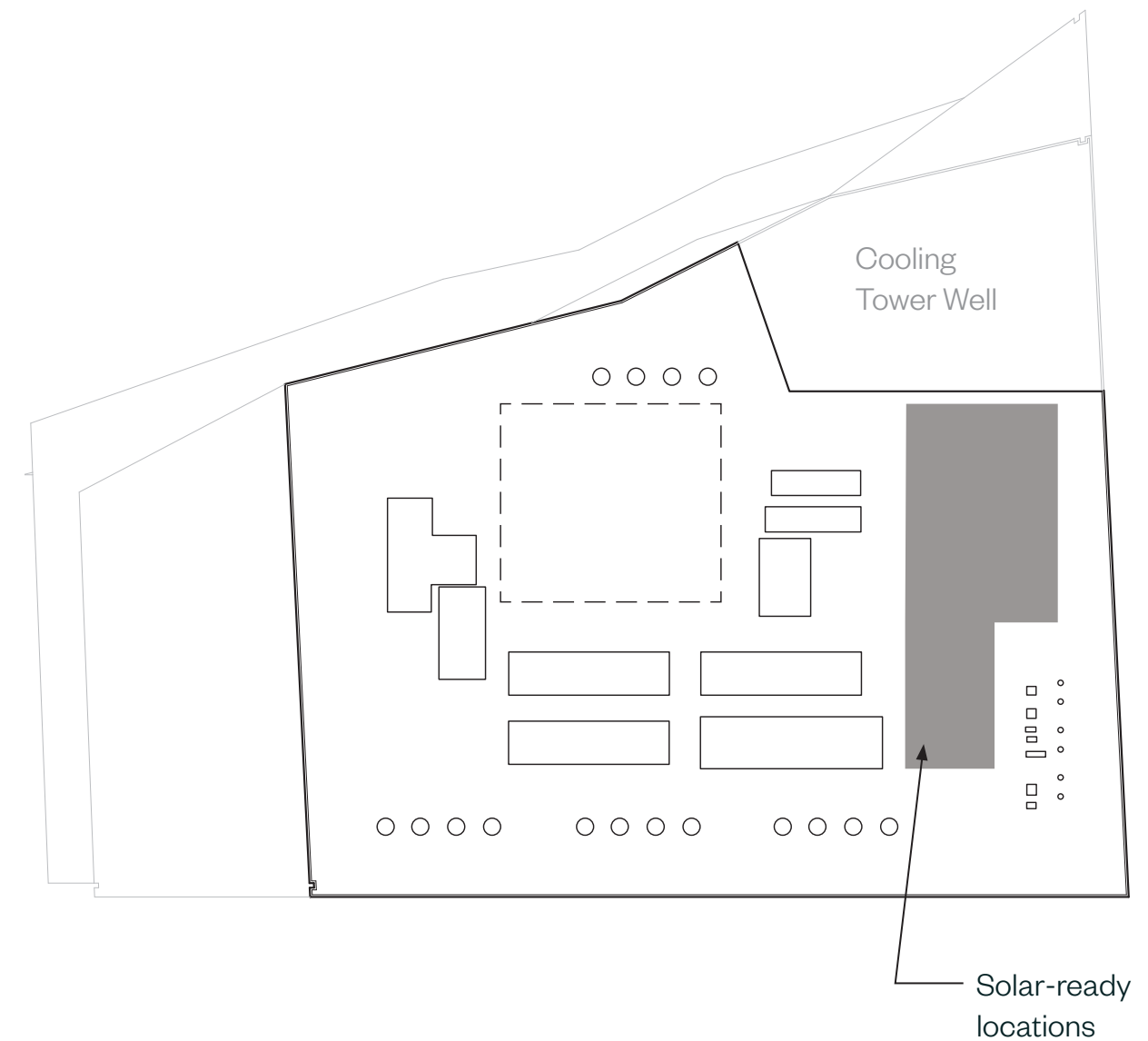
## Regional Priority Credits

Credit 1/ 4: RPc1.1

The project currently anticipates potentially earning two of the four available points for the Regional Priority category:

- High Priority Site
- Optimize Energy Performance

This concludes Parcel U's Article 22 LEED-related documentation compliance submission. Please do not hesitate to contact the project team with any remaining questions concerning this project's ability to earn at least Gold level LEED certification.



SOLAR -READY LOCATION PLAN



## LEED v4 for BD+C: Core & Shell

### Project Checklist

Project Name: Parcel U

Date: July 6, 2020

Y	?	N
1	0	0

Credit 1	Integrative Process	1
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### 20 0 0 Location and Transportation 20

0	0	0	Credit 1	LEED for Neighborhood Development Location	16
2	0	0	Credit 2	Sensitive Land Protection	1
3	0	0	Credit 3	High Priority Site	2
6	0	0	Credit 4	Surrounding Density and Diverse Uses	5
6	0	0	Credit 5	Access to Quality Transit	5
1	0	0	Credit 6	Bicycle Facilities	1
1	0	0	Credit 7	Reduced Parking Footprint	1
1	0	0	Credit 8	Green Vehicles	1

### 5 0 6 Sustainable Sites 11

Y			Prereq 1	Construction Activity Pollution Prevention	Required
1	0	0	Credit 1	Site Assessment	1
0	0	2	Credit 2	Site Development - Protect or Restore Habitat	2
0	0	1	Credit 3	Open Space	1
0	0	3	Credit 4	Rainwater Management	3
2	0	0	Credit 5	Heat Island Reduction	2
1	0	0	Credit 6	Light Pollution Reduction	1
1	0	0	Credit 7	Tenant Design and Construction Guidelines	1

### 4 2 5 Water Efficiency 11

Y			Prereq 1	Outdoor Water Use Reduction	Required
Y			Prereq 2	Indoor Water Use Reduction	Required
Y			Prereq 3	Building-Level Water Metering	Required
1	1	0	Credit 1	Outdoor Water Use Reduction	2
2	1	3	Credit 2	Indoor Water Use Reduction	6
0	0	2	Credit 3	Cooling Tower Water Use	2
1	0	0	Credit 4	Water Metering	1

### 15 0 18 Energy and Atmosphere 33

Y			Prereq 1	Fundamental Commissioning and Verification	Required
Y			Prereq 2	Minimum Energy Performance	Required
Y			Prereq 3	Building-Level Energy Metering	Required
Y			Prereq 4	Fundamental Refrigerant Management	Required
5	0	1	Credit 1	Enhanced Commissioning	6
9	0	9	Credit 2	Optimize Energy Performance	18
0	0	1	Credit 3	Advanced Energy Metering	1
0	0	2	Credit 4	Demand Response	2
0	0	3	Credit 5	Renewable Energy Production	3
1	0	0	Credit 6	Enhanced Refrigerant Management	1
0	0	2	Credit 7	Green Power and Carbon Offsets	2

### 4 0 10 Materials and Resources 14

Y			Prereq 1	Storage and Collection of Recyclables	Required
Y			Prereq 2	Construction and Demolition Waste Management Planning	Required
0	0	6	Credit 1	Building Life-Cycle Impact Reduction	6
1	0	1	Credit 2	Building Product Disclosure and Optimization - Environmental Product Declarations	2
0	0	2	Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	0	1	Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2
2	0	0	Credit 5	Construction and Demolition Waste Management	2

### 5 1 4 Indoor Environmental Quality 10

Y			Prereq 1	Minimum Indoor Air Quality Performance	Required
Y			Prereq 2	Environmental Tobacco Smoke Control	Required
2	0	0	Credit 1	Enhanced Indoor Air Quality Strategies	2
1	1	1	Credit 2	Low-Emitting Materials	3
1	0	0	Credit 3	Construction Indoor Air Quality Management Plan	1
0	0	3	Credit 4	Daylight	3
1	0	0	Credit 5	Quality Views	1

### 5 0 1 Innovation 6

4	0	1	Credit 1	Innovation	5
1	0	0	Credit 2	LEED Accredited Professional	1

### 2 0 2 Regional Priority 4

1	0	0	Credit 1	Regional Priority: LTc3 High Priority Site	1
0	0	1	Credit 2	Regional Priority: Indoor Water Use Reduction	1
0	0	1	Credit 3	Regional Priority: Building Life-Cycle Impact Reduction	1
1	0	0	Credit 4	Regional Priority: Optimize Energy Performance	1

### 61 3 46 TOTALS Possible Points: 110

Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110

#### Notes:

Most likely "Maybe" points to move into the "Yes" column based on current design information available

Project is targeting Gold certification under LEED v4 Building Design + Construction for Core & Shell.



**DIMENSIONAL FORM**

Project Address: 441 Morgan Ave

Application Date: 2020/07/10

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	45,969	45,969	45,969	
Lot Width (ft)	N/A	N/A	261' (varies)	
Total Gross Floor Area (sq ft)	0	320,192	313,270	
Residential Base	0	0	0	
Non-Residential Base	0	320,192	313,270	
Inclusionary Housing Bonus	0	0	0	
Total Floor Area Ratio	N/A	7.00	6.81	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	N/A	N/A	N/A	
Inclusionary Housing Bonus	0	0	0	
Total Dwelling Units	0	N/A	0	
Base Units	0	N/A	0	
Inclusionary Bonus Units	0	N/A	0	
Base Lot Area / Unit (sq ft)	0	N/A	0	
Total Lot Area / Unit (sq ft)	0	N/A	0	
Building Height(s) (ft)	N/A	150' max / 120' max	149'-11" / 119'-11"	
Front Yard Setback (ft)	N/A	N/A	11'-7" / 2'-5"	
Side Yard Setback (ft)	N/A	N/A	10'-1"	
Side Yard Setback (ft)	N/A	N/A	N/A	
Rear Yard Setback (ft)	N/A	N/A	9'-1"	
Open Space (% of Lot Area)	N/A	N/A*	N/A	
Private Open Space	N/A	N/A*	N/A	
Permeable Open Space	N/A	N/A*	N/A	
Other Open Space (Specify)	N/A	N/A*	N/A	
Off-Street Parking Spaces	132	282	282	
Long-Term Bicycle Parking	0	94 min	95	
Short-Term Bicycle Parking	0	19 min	20	
Loading Bays	0	3 min	3	

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

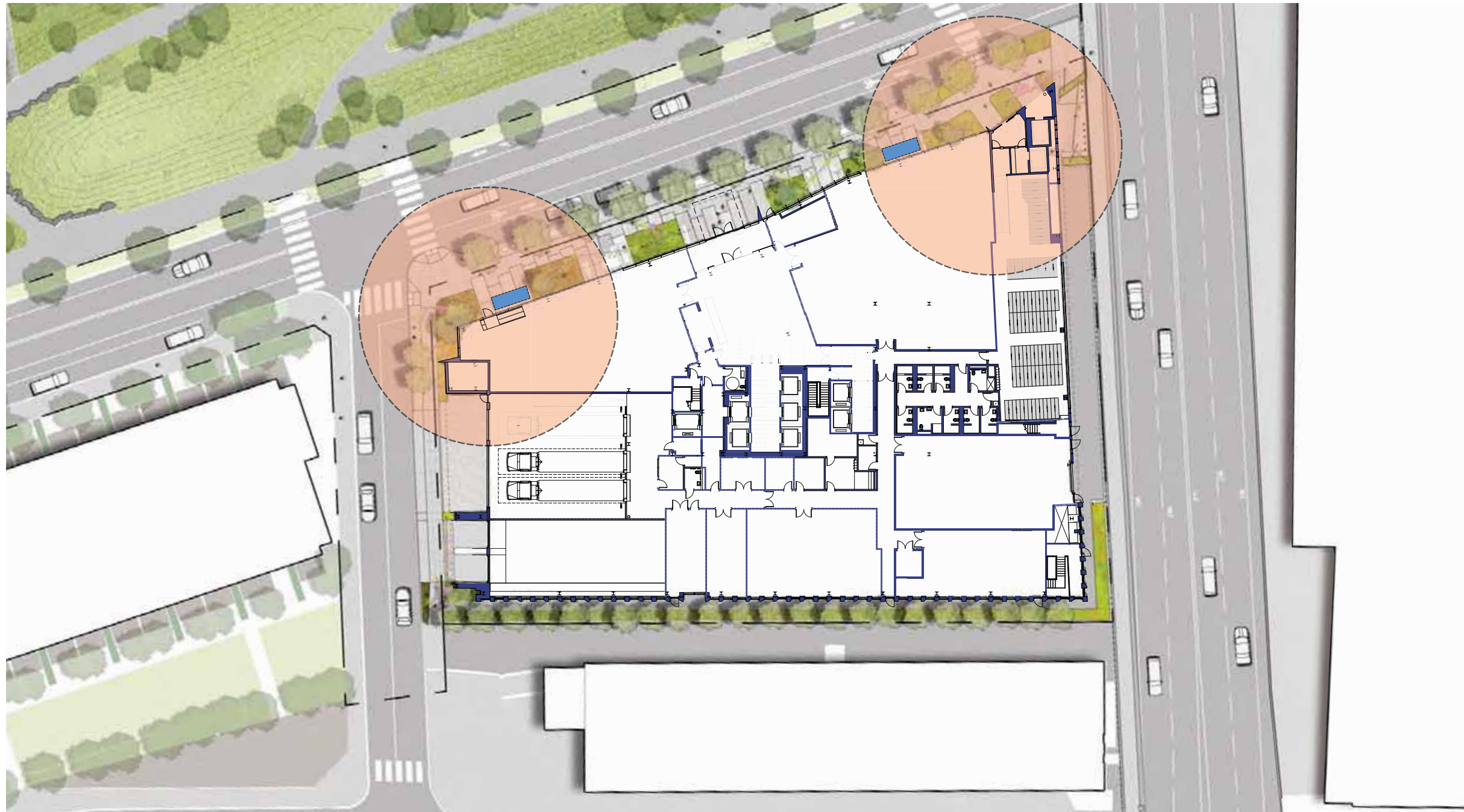
\*Pursuant to Section 3 of the Special Permit, Open Space limitations apply on a PUD-wide, not parcel-specific, basis.

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

**SPECIAL PERMIT DIMENSIONAL FORM**

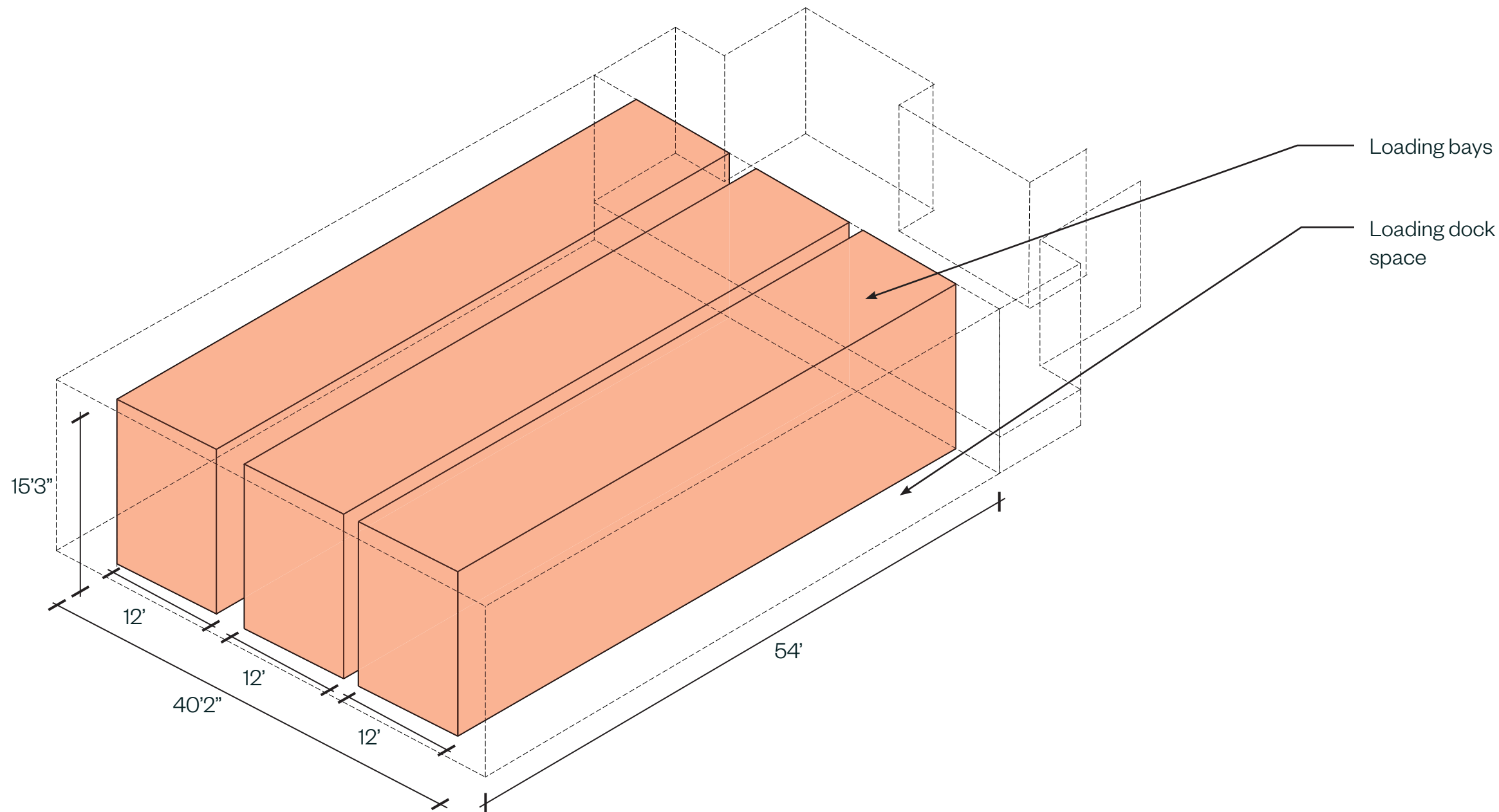
Number	Zoning Section	Zoning Requirement	Compliance	Check
1	<b>Parking spaces</b> CAMBRIDGE ZONING ORDINANCE Article 16.51.2  PB #179 Amendment #6 (major) - Northpoint PUD Memorandum dated January 13, 2015 2. Updated parking ratios  CAMBRIDGE ZONING ORDINANCE Article 6	Per Article 16.51.2, the below uses are to be regulated as follows. All other uses not listed in this Article shall be subject to the requirements of Article 6.  Cambridge zoning minimum parking spaces 1 / 1675 sf GFA (R&D) Cambridge zoning maximum parking spaces 1 / 840 sf GFA (R&D)  North Point masterplan requirement: maximum 0.9 spaces per 1000 sf GFA  Article 6 bases its requirements on GFA. Per the definition of GFA, the parking levels and penthouse levels are excluded and therefore do not require any additional parking.	This project includes a total of 313,270 GFA of Office/Lab space  The project provides 282 spaces.	√
2	<b>Accessible parking</b> 521 CMR SECTION 23.2.1 522 CMR SECTION 23.2.2	200 - 300 Spaces requires a minimum of 7 accessible spaces One in every eight spaces, but not less than one shall be van accessible	This project provides 8 accessible spaces. This project provides 1 of the 8 accessible spaces for dedicated van parking.	√
3	<b>Size of accessible, standard and compact parking spaces</b> 521 CMR SECTION 23.4.1  522 CMR SECTION 23.4.2  CAMBRIDGE ZONING ORDINANCE Article 6.42	Accessible Parking: 8'-0" Wide + 5'-0" Access aisle  Length equal to local zoning requirements  Van Accessible Parking: 8'-0" Wide + 8'-0" Access aisle Length equal to local zoning requirements  Maneuvering Aisle Width: 20' to 22' wide  Regular Spaces: 8'-6" wide x 18'-0" long Compact Spaces: 7'-6" wide x 16'-0" long (50% Maximum # allowed) Handicap Spaces: 12'-0" wide x 18'-0" long	This project provides 20' minimum maneuvering aisle widths at compact spaces and provides a minimum of 22'-0" or more elsewhere.  167 Regular spaces provided 115 Compact spaces provided (40.7%)  This project project provides 8 accessible spaces including 1 van accessible space.	√
4	<b>Bicycle Racks</b> CAMBRIDGE ZONING ORDINANCE Article 6.105.1 - e	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	(5) Long term Bicycle Parking Spaces are sized to accommodate tandem bicycles or bicycles with trailers.  (1) Short term bicycle Parking space is sized to accommodate tandem bicycles or bicycles with trailers.	√

Number	Zoning Section	Zoning Requirement	Compliance	Check
5	Long-term and short-term bicycle parking requirements	<p>CAMBRIDGE ZONING ORDINANCE Article 6.107.2</p> <p>LONG TERM BICYCLE PARKING REQUIREMENTS</p> <p>0.30 / 1,000 GFA (OFFICE) 0.22 / 1,000 GFA (R&amp;D)</p> <p>CAMBRIDGE ZONING ORDINANCE Article 6.107.3</p> <p>SHORT TERM BICYCLE PARKING REQUIREMENTS</p> <p>0.06 / 1,000 GFA (OFFICE) 0.06 / 1,000 GFA (R&amp;D)</p>	<p>This project includes a total of 313,270 GFA of Office/Lab space. Two potential scenarios are outlined below:</p> <p><del>80/40 Lab - Office</del></p> <p>125,308 GFA (Office) = 38 Long Term 187,962 GFA (R&amp;D) = 42 Long Term</p> <p><del>100% Office</del></p> <p>313,270 GFA (Office) = 94 Long Term</p> <p><del>80/40 Lab - Office &amp; 100% Office</del></p> <p>313,270 GFA (Lab / Office) = 19 Short Term</p> <p>(94) long-term interior bicycle spaces are required and (95) are provided; (20) short-term exterior bicycle spaces provided</p>	√
6	Location of Bicycle Parking	<p>CAMBRIDGE ZONING ORDINANCE Article 6.104.1</p> <p>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 entrance is no more than two hundred feet (200') from a pedestrian entrance to such building.</p> <p>CAMBRIDGE ZONING ORDINANCE Article 6.104.2</p> <p>Short-Term Bicycle Parking on a private lot shall be located within fifty feet (50') feet 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 Spaces, 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 feet (50') of any entrance.</p>	<p>Long-term bicycle parking is located within the building at the northeast corner of the project and accessed directly from Morgan Ave thru a dedicated entrance.</p> <p>Short term bicycle parking is located along Morgan Ave. A minimum of 8 short term bicycle spaces are located with 50' of any entrance.</p> <p>Refer to Diagram</p>	√
7	Minimum number of off street loading bays and layout of loading facilities	<p>CAMBRIDGE ZONING ORDINANCE Article 6.83</p> <p>Minimum Number of Off Street Loading Bays to be as follows:</p> <p>OFFICE / R&amp;D (Category F)</p> <p>(0) &lt; 10,000 GFA (1) 10,000 GFA - 99,999 GFA (2) 100,000 GFA - 299,999 GFA (+1) Per additional 200,000 GFA</p> <p>CAMBRIDGE ZONING ORDINANCE Article 6.91</p> <p>Size of Loading Dock Bays</p> <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) feet 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) feet in height.</p>	<p>This project includes a total of 313,270 GFA of Office/Lab space where 3 loading bays are required and 3 are provided.</p> <p>The following sized loading docks are provided in this project:</p> <p>Loading Bay 1 : 53'-2" L x 12'-0" W x 14'-0" H Loading Bay 2 : 53'-2" L x 12'-0" W x 14'-0" H Loading Bay 3 : 53'-2" L x 12'-0" W x 14'-0" H</p> <p>Refer to Diagram</p>	√
8	Height Limit	<p>CX SPECIAL PERMIT</p> <p>Zoning Requirement: 120' / 150'</p>	<p>Heights limited to 119' 10.5" / 149' 10.5"</p>	√
9	GFA	<p>CX SPECIAL PERMIT</p> <p>Zoning Requirement: Maximum GFA: 320,192 sf</p>	<p>GFA of building: 313,270 sf</p>	√



- Bike radius
- 10 units bike parking, each area





Number	Page	Guideline Section	Guideline Description	Design Response	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	441 Morgan Avenue features a varied façade, broken down in scale to relate to adjacent buildings and enhance the pedestrian experience. The northeast and northwest elevations use a highly transparent curtain wall, and use oriented facets and fins to embrace the park. The southeast and southwest elevations adopt metal panel cladding in context with adjacent buildings. The human-scale storefront has a high level of transparency for pedestrians and inhabitants, creating visual interest from interior and exterior. Entrances are celebrated by framing by portals; the main entrance is accentuated by a canopy. The two storey portal at the main entrance provides additional transparency and enlivens the pedestrian experience.	√
2	8	1.1: The NorthPoint Neighborhood	Each parcel is intended to relate to its immediate surroundings as well as the larger context	The building maintains the landscaped setback of Morgan Avenue and flares at the Gilmore Bridge to complete the apex of the NorthPoint Common. The more solid facade of the southeast and southwest sides relates to the punched windows of nearby buildings. Vertical cuts in these south facades create a visual connection across Glassworks Avenue and the Gilmore Bridge, and more distantly to the Back Bay and Bunker Hill Bridge.	√
3	14	1.3 Masterplan Exhibit: 07 zoning envelope	The building sits within the 220'-0" maximum zoning height limit	Per the Cambridge Zoning Ordinance, the top of the uppermost occupied floor is 150'-0" tall, measured from the mean grade.	√
4	16	1.3 Masterplan Exhibit: 09 conceptual retail plan	Proposed Retail locations per Masterplan	441 Morgan does not have any retail requirement.	√
5	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	The northeast facade faces Morgan Avenue, and the northwest facade faces Leighton Street. These two facades are visually articulated as a composition of smaller masses through the use of vertical breaks, shifting faces and material transitions. The northeast façade shifts planes and materials four times at two entrance portals in order to create an articulated pedestrian experience. The longest unbroken length on the northeast facade is 129', and the longest on the northwest facade is 118', each less than the 200' in the design guidelines.	√
6	20	2.1 Scale and Massing	In addition to the scale and massing 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	Variegated angles and plane shears at 20' to 50' on the northeast and northwest elevations created an organized rhythm that stitches together the varied surrounding context. Variable expression of the southeast and southwest pilasters also repeat on a 42' bay rhythm. This is further articulated on all facades by the typical 5'-3" façade module, which is comfortable for the pedestrian experience as it relates to human scale.	√

Number	Page	Guideline Section	Guideline Description	Design Response	Check
7	20	2.1 Scale and Massing	Buildings should have a clearly expressed base, middle, and top	The design achieves a distinct base, middle and top by clear expression of the horizontal shifts on the façade and the orientation of the fins, as well as the material shift at the top of the building. This is further accentuated by the large picture window on the south facade. The bottom of this large picture window is aligned with the setbacks that create the 'base' on the northeast and northwest facades. Similarly, the top of the window delineates a 'top' that is aligned with the top that is expressed on the northeast and northwest facades.	√
8	20	2.1 Scale and Massing	Buildings should have a carefully articulated base of one of two floors with a high level of transparency, lightness, and detail at the ground floors allowing views inward and outward	A transparent and inviting lobby storefront with high-transparency low-iron glass is accentuated by framed portals and celebrated entries.	√
9	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	A human-scaled horizontal line is clearly expressed at the second floor by the deep edging of the glazed entrance. The intimate pedestrian experience is further acknowledged by the articulation and warm material palette of the terra cotta fins and coated wood edging.	√
10	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 middle portion of the building balances light penetration, continuity and consistency of the building mass by incorporating ceramic frit, solar-shading terracotta fins and protruding pilasters into the mid-section design.	√
11	20	2.1 Scale and Massing	The base and middle should be built to the street line with courtyard openings and setbacks for cafes where appropriate	The base and middle portions of 441 Morgan are designed to the street line, with setbacks for open space and entrance portals.	√
12	20	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 nature of the terraced setbacks, projecting terracotta fins and varied façade angles help to create shifting and varied roof lines while clearly expressing the top of the building.	√
13	20	2.1 Scale and Massing	Demonstrate responsible use of lighting and energy consistent with sustainability requirements	Façade lighting is designed to invoke a positive night-time experience, with careful consideration of user comfort and minimized energy use. Exterior lighting complies with the draft Cambridge lighting ordinance.	√

Number	Page	Guideline Section	Guideline Description	Design Response	Check
14	21	2.1.1 Build to Line	A build-to line is a line that runs parallel to the property line at which construction of a building façade is to occur at NorthPoint. It is a suggested setback from the property line and varies from street to street and parcel by parcel with the intention of providing a generous sidewalk and public realm design along all NorthPoint streets. While no structural elements can be placed beyond the build-to line, certain architectural elements and projections that maintain the spirit of the setback can be considered as a part of the design review. See "EXHIBIT: 13 BUILD-TO LINE DIAGRAM"	The building conforms with the Design Guideline Build-To Line with the exception of the north corner. This corner flares slightly beyond the build-to line for several reasons. First, it forms a more continuous street wall with the fence line north of the Gilmore Bridge piers. Second, it blocks the view of the underside of the Gilmore Bridge from the public realm in front of the building. Third, it makes the at-grade entrance to the public elevator more visible from the sidewalk in front of the building and the common. Fourth, it helps enclose the eastern end of the Common. Finally, it helps block noise and sightlines to the traffic on the Gilmore Bridge.	√
15	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 design achieves a clearly expressed base, middle and top through materiality and detailing – fin direction change at the base, mesh and glass materials at the top – and horizontal shifts, including an extensive terraced setback at 65'. This is further accentuated by the large picture windows which continue the base and top lines.	√
16	21	2.1.2 Public Streets	Plot guidelines provide for additional sidewalk width by defining parcel and build to line 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 sea e.g., benches, or small open spaces	The building conforms with setbacks indicated in the Design Guidelines.	√
17	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 a side street away from open spaces. The loading dock and vehicular entries are located on Leighton Street, in the same location as was approved in the Design Guidelines.	√
18	21	2.1.3 Park Edges	Locate buildings to minimize shadows on NorthPoint Common, especially in the afternoon	Terraced setbacks on the northeast façade pull the building edge south to minimize shadows on the Common. Shadows in the afternoon are cast away from the Common.	√
19	21	2.1.3 Park Edges	Surround public parks with uses that create an active ground floor environment throughout the day and evening and increase safety for park users	The planting and site furniture on Morgan Avenue frontage acts as a continuation of greenspace. The public elevator use is one that will activate this edge of the open space, as will the exterior bicycle repair station and water fountain / bottle fill station. Three exterior musical instruments – a piano, xylophone and chimes – will provide recreational uses that program this open space. A transparent and inviting lobby storefront with low iron glass is accentuated by framed portals and celebrated entries.	√



Number	Page	Guideline Section	Guideline Description	Design Response	Check
20	21	2.1.3 Park Edges	Shops, cafés and other public uses that enliven the parks are encouraged adjacent to open spaces	The open space strategy used within the Morgan Avenue frontage extends the greenspace: benches and musical instruments encourage inhabitation of the Morgan Avenue frontage. The awnings create a sheltered environment for pedestrians. The low iron glass storefront helps activate the frontage and creates a relationship between activity inside the building and activity in the public realm. The public elevator provides additional activation. The public water fountain / bottle fill station also activates the area.	√
21	21	2.1.3 Park 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 conforms with the Design Guideline Build-To Line requirements.	√
22	23	2.1.6 Commercial Massing and Articulation	Exhibit: 17 Commercial Massing Precedent	The 441 Morgan design conforms to the Exhibit 17 massing and precedents.	√
23	27	2.2 Mixed Use Blocks or Commercial Block	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	There will be no ground floor Office or R&D uses with more than 200 feet of continuous frontage along any public streets.	√
24	27	2.2 Mixed Use Blocks or Commercial Block	Ground floor frontage should generally be permeable and massing elements should be human scaled	Large extents of glass will be used at the ground floor. The northwest and northeast façades, facing streets, are deliberately treated in keeping with the human scale. The setback helps create a 'base' that further scales the building facades to pedestrians.	√
25	27	2.2 Mixed Use Blocks or Commercial Block	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 entry is located in the northeast façade, facing Morgan Avenue and the Common, in order to respond to the site pedestrian paths and desire lines to other CX connection points.	√
26	27	2.2 Mixed Use Blocks or Commercial Block	Blank walls should be avoided along all public streets, courts, and pedestrian walkways	There will be no blank walls along public streets, courts or pedestrian walkways.	√
27	31	2.3.2 Architectural Character – Commercial	Create varied architecture and avoid flat façades 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.	441 Morgan features a varied façade which is broken down in scale relating to adjacent building types and the pedestrian experience. On the northeast and northwest elevations, a view of NorthPoint Common will be enjoyed through a glazed system framed by oriented terra cotta fins and further articulated with a ceramic frit. The southeast and southwest elevations incorporate dimensionality and depth, in addition to smaller windows to reduce heat load. A transparent and inviting lobby storefront with low-iron glass is punctuated by framed portals and celebrated entries. Higher-level setbacks afford a location for tenant-designed landscape terraces, continuing green space from the Common.	√

Number	Page	Guideline Section	Guideline Description	Design Response	Check
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 NorthPoint. However, lighting design shall be respectful of its impact on surrounding context including the other residential buildings in NorthPoint and surrounding neighborhoods including East Cambridge.	Facade lighting is designed to invoke a positive night-time experience with careful consideration of user comfort, energy use and impact on surrounding buildings. Landscape lighting is emphasized along the heavily-trafficked Morgan Avenue. On the southeast and southwest sides of the building, egress lighting is provided without impacting adjacent buildings. All exterior lighting has sharp cut-off, and all complies with the draft Cambridge Lighting ordinance. The building will adopt a motorized shade standard, and program the shades to deploy at night to minimize outside of the building the visibility of light from interior light fixtures.	√
29	32	2.4 Environmental Guidelines (LEED Principles)		The building is designing for LEED Gold certification (LEED V4 BD+C Core and Shell).	√
30	33	2.5 Parking / Service	Underground parking is preferable. All parking garages must provide direct pedestrian access to the street	There are 3.5 levels of underground parking, with direct pedestrian street access provided.	√
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 design provides accommodation for bicyclists by providing a public elevator to the Gilmore Bridge. This would allow bicyclists on the bridge to more easily travel to the Common and the community path. Additionally there are short-term bicycle parking spaces and a public water fountain / bottle fill station.	√
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 streetscapes of Parcel U are planted with high canopy trees with furniture consistent with the rest of Cambridge Crossing, including fixed benches, moveable tables and chairs, bike racks, trash receptacles, and pedestrian scale lighting. Additionally, large vine structures and field lights match the scale of Parcel U and enhance the green connection to the Common, across Morgan Avenue.	√
33	47	3.2A Character	Design streets to encourage pedestrian and cycle activity, and to control vehicle speed in residential areas.	Pedestrian activity is welcomed with a transparent lobby storefront encouraging strolling. Bicycle activity is actively encouraged through a celebrated portal to a fully-provisioned bike room.	√
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 Morgan Avenue directly facing the lobby entrance.	√

Number	Page	Guideline Section	Guideline Description	Design Response	Check
35	47	3.2A Character	In the design of new streets, pathways, and parks, provide pedestrian-scale lighting to enhance pedestrian safety	Landscape lighting is optimized for night-time pedestrian comfort. Both the upper and lower elevator portal for Morgan Avenue / Gilmore Bridge access is clearly lit for security. Outdoor egress paths are lit to ensure safety with minimal energy usage. The proposed lighting complies with the proposed Cambridge lighting ordinance.	√
36	47	3.2A Character	Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment.	Multiple pedestrian entrances are located along the main pedestrian route on Morgan Avenue.	√
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.	Main pedestrian entrances are located along Morgan Avenue and face NorthPoint Common.	√
38	48	3.2.1 First Street	The developer will provide expanded sidewalks and bicycle accommodation from the transit hub to the center of the NorthPoint Common.	Indoor and outdoor bicycle accommodation is provided. The bicycle entry complements the lobby portal and is also accessible via an ADA-compliant elevator to the Gilmore Bridge. Expanded sidewalks are provided along the main circulation route along Morgan Avenue.	√
39	80	5.15 PARCEL U	Iconic presence of the building on Gilmore Bridge from the City of Boston and regional transit ways should be carefully considered. The building design shall give special consideration to the streetscape and scale of NorthPoint Boulevard, Leighton Street and the Gilmore Bridge.	441 Morgan engages the Gilmore Bridge with an accessible elevator to connect pedestrian access to Morgan Avenue. It also uses variable pilasters along its Gilmore Bridge frontage to create a striking visual ripple, with vertical cuts and a picture window opening to relate to the scale of the bridge. The faceting and terraced setbacks of the Leighton Street and Morgan Avenue elevations create a complementary iconic presence on these frontages. The prominent material palette of glass and natural-toned materials also creates a striking presence on all sides.	√
40	80	5.15 PARCEL U	The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows, and minimize shadows on parks and surrounding buildings. Taller elements of the building should be set back from NorthPoint Common to create a comfortable human scale. Massing and articulation of the base/middle/top and horizontal articulation of the length of the façade are critical in defining the character of NorthPoint Boulevard.	441 Morgan shifts from an open glass curtain wall system with selective shading fins on the two north elevations, to smaller windows with pilasters on the south elevations to optimize for solar orientation. Extensive terraces on the northwest and northeast facades set back the north roofline, enhancing human scale and minimizing shadows on NorthPoint Common. These terraces combine with material shifts and expressed vertical breaks to create a clear base / middle / top language. Faceting and the vertical breaks and picture window provide distinct horizontal articulation.	√

Number	Page	Guideline Section	Guideline Description	Design Response	Check
41	80	5.15 PARCEL U	Relationship to Parcel Tango and Archstone should be carefully studied. Building design should positively contribute to the streetscape and take advantage of the views to NorthPoint Common and surrounding areas. Building design shall make a special effort to respond to and integrate the adjoining Charles E. Smith Development, now renamed Avalon. Provide entrances from the Gilmore Bridge at a higher level to create an opportunity for enhanced public realm.	441 Morgan continues the setback plantings of the Tango condominiums and relates to it with the scale of its northwest portion. The visual character of the pilasters and punch windows of the southwest façade are in keeping with the Archstone building, while the visual ripple of the pilaster system and the articulated vertical breaks and picture window provide an appealing view from the Avalon building. The transparent lobby storefront, emphasized with liner and portals, and the pedestrian and bicycle activities encouraged by the sidewalk furniture, enhance the streetscape and provide continuity with NorthPoint Common. The new elevator connection at the northeast corner of the site will provide direct access from the Gilmore Bridge to NorthPoint Common. The bridge connector is planted on both sides and widened in order to welcome pedestrians and bicycles from the bridge.	√

Cambridge CDD Staff Meeting May 18, 2020				
Number	Comment	Response	Page	Complete
<i>CDD - Suzannah Bigolin, Erik Thorkilson, Khalil Magathian</i>				
1	Worried about bridge connection at street level.	Provided perspective showing underside of bridge and east corner of Parcel U, updated to reflect current design of bridge elevator.	Main: p19	√
2	Pedestrian experience / scale.	Provided sight line diagram of area under Gilmore Bridge and in front of Parcel U, showing that with extension beyond the design guideline build-to line, a. line of sight along street front is not blocked; and b. pedestrians path heading east shifts to the north anyway, to go under the bridge.	Main: p32	√
3	Need view from sidewalk; where can you see east side from grade.	Provided sight line analysis and block diagram perspectives taken from several vantage points to the east of the Gilmore Bridge looking towards the extended east corner of U. The extension of the top portion of the east corner of parcel U is not visible from the sidewalks east of the Gilmore Bridge because the view is blocked by other neighboring structures.	Main: p19	√
4	East and south façades seem sheer.	Provided sight line analysis of where one can see the east and south elevations from grade, anywhere in Cambridge, and view from Longfellow Bridge. East and south façades intentionally have a larger, civic scale with larger scale design moves such as picture window and vertical cuts. The sight line analysis shows that for these facades, the distant, city views predominate.	Main: p25	√
5	Asked about bridge side; pedestrian scale. Need detail elevation of bridge connection.	Provided detailed elevation of bridge connection at large scale. Added entry canopy over the bridge elevator entrance to provide pedestrian scale.	Main: p56, 58	√
6	Loading and vehicular entry elevation looks dead.	Provided plan blow up of Leighton Street. Enlivened facade by removing marble material and wrapping ground-floor glazing around the northern corner onto the northwestern facade. Added landscaping, flanking the loading and garage openings with vine structures, screening the loading dock and garage entries from several vantage points on Leighton Street, especially from the Common. Affirmed that the location of loading and auto entrance on the west side of the building is as shown in the Design Guidelines.	Main: p62	√
7	Dimensions on plans and street names to orient would be helpful.	All plans for all levels, updated so show graphic scale, dimension strings on key dimensions, street names on all plans.	Appendix: p95-120	√
8	Ground level public and private entries; question as to the difference between the building garage / bike room entries and the public elevator entry.	Redesigned the entries at the east corner, separating the building entries from the public bridge elevator entry. Expanded the opening of the public elevator entry, added overhead canopies to signal its public character, and enlarged signage for public bridge connection elevator. By contrast, added glass doors to the building entry to make a separate and more understated entrance for building bike room and garage elevator.	Main: p19	√
9	Please provide wind study at bridge level.	Provided wind studies along the Gilmore on the U side of the bridge.	Main: p44-47	√
10	Tenant entrance west façade and bike parking to the west.	Added secondary tenant entrance on Morgan Avenue, and relocated bicycle parking spaces to the west along Morgan Avenue.	Main: p38, 69	√
11	View from Longfellow Bridge.	Provided view from Longfellow Bridge, which validates the approach for a large scale, civic character of the SW and SE facades.	Main: p25	√
12	Please set up separate CDD Urban Design meeting.	Individual CDD meeting held on June 11, 2020, 3pm - 4:30pm		√

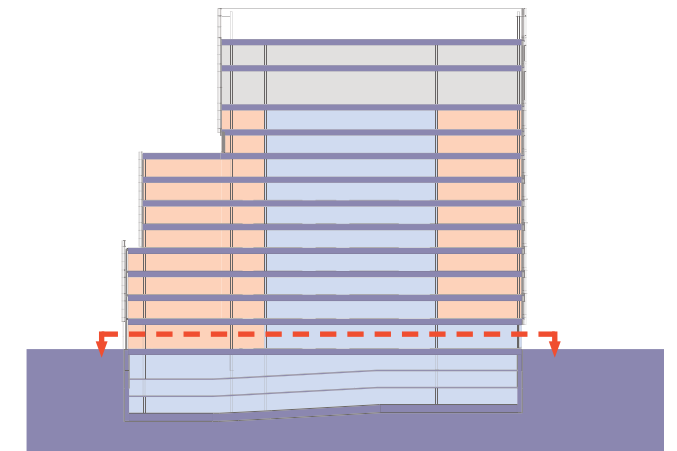
Cambridge CDD Staff Meeting May 18, 2020				
Number	Comment	Response	Page	Complete
<i>TPT - Adam Schulman and Cara Siderman</i>				
1	Concerned about speeding along Morgan Ave. May need raised crossing.	At the request of City staff, DivcoWest agreed to expand the scope of the project and provide a raised table on Morgan Avenue. After analysis and concurrence with staff, the raised table will be located at Earhart Park. The table at this location will control Morgan Ave speeding because it is located at the midpoint of the straightaway. Reducing speeds here will improve the safety of all the crosswalks along Morgan Avenue, including those adjacent to Parcel U. A table in this location also continues the pedestrian walkways established in the masterplan at Baldwin and EFG Open Space, with their raised tables.	Appendix: p123, p124	√
2	Provide enlarged bike room plan at 1:10 scale that shows required clearances off of walls. What is the width of the ramp?	Bike room layout that complies with all regulations, including requirement for 3' clear from wall and 6' ramp width. Provided required drawings to show compliance.	Appendix: p96	√
3	Concerned about having short term bike racks in a row and with their orientation.	Short term bike racks relocated and re-oriented at request of city staff.	Main: p69	√
4	Concern about having a wider space for delivery drop off.	Wider space eliminated at request of city staff.	Main: p53	√
5	There's an EZ Ride drop-off at this location; may need to locate a bus shelter where the EZ Ride drops off.	Bus shelter will move to North First Street as part of larger overall EZ Ride bus route changes within Cambridge Crossing, as shown in bus route diagram.	Main: p53	√
6	Entrances of building don't align with crosswalks.	Design of entries and their location relative to crosswalks comports to design guidelines and optimizes pedestrian traffic from east and west. Park footpaths with intervening berm make crosswalks as shown the most efficient crossings.	Main: p53	√
7	How can the Gilmore Bridge connection experience be better?	Provided blow up elevation depicting clearance and bridge slope constraints and the rationale for the proposed location. The plan extent of the bridge connection is constrained by headroom requirements under the bridge connector.	Appendix: p125	√
8	How will people know that the elevator is public, when it is next to the other entries to the bike room and garage elevator? Private and public mix.	Differentiated openings with distinct canopies and enlarged signage for public bridge connection elevator. Added glazing to create a separate, understated entrance for building bike room and garage elevator.	Main: p19	√
9	Request truck turning radii drawings.	Truck turning drawings were provided to city staff demonstrating how trucks will enter and exit the loading docks.	Main: p36	√
10	Need sight line diagrams for loading dock and automobile entries on Leighton Street.	Sight line diagrams for loading dock and automobile entries on Leighton Street provided showing compliance with city requests for clear lines of sight from vehicles to sidewalk.	Main: p36	√
11	Please provide parking level plans, noted with compact and regular parking spaces.	Parking level plans, noted with compact and regular parking spaces - as well as van, accessible, green and electric spaces - included.	Appendix: p109-112	√

Cambridge CDD Staff Meeting May 18, 2020				
Number	Comment	Response	Page	Complete
12	Concern about security at grade along southwest property line. Why wouldn't you lock gate?	For safety, the southwest and southeast areas of the site are not intended for human habitation. At request of city staff, gates will be locked and security cameras added. Landscaping included rainwater collection, improved vegetation-friendly mesh fence and sloped greenscape in order to reduce the height of the retaining wall.	Main: p69	√
13	Why are bollards required at bridge connector? Cluttered.	Provided section through bridge showing slope at connector, plan showing slopes, and notes explaining how bollards are required in order to comply with cross-slope regulations of ADA.	Main: p57-59	√
14	Is there an outlet south of Parcel U, under the bridge?	There is no outlet under the bridge along Parcel U because the land is not owned by DivcoWest and there is not enough headroom under the Gilmore Bridge, which slopes down as it gets closer to Cambridge. A photo of the existing condition was provided to city staff showing that this is a dead end.	Main p63	√
15	Concern about enough pedestrian lighting at night.	Provided lighting study showing that there is enough lighting for pedestrians and that all lighting has sharp cut-off, compliant with proposed Cambridge lighting ordinance.	Appendix: p126	√
16	Curb cuts for loading and parking- any feasibility of sharing driveway with building to the south - want to keep curb cuts as narrow as possible- consolidate, share driveways to stop detracting from pedestrian experiences.	The idea of sharing loading docks was studied and determined to be infeasible since DivcoWest does not own the abutting property and the abutting property is outside of the land area controlled by the Special Permit. The loading dock apron was redesigned to narrow and consolidate vehicular driveways, and provide a more pedestrian friendly paving and jointing pattern.	Main: p37, 60	√
17	Paving pattern and planting along building more in concert- might consider moving to curb side where trees are, and large rectangular pavers are interesting- why wouldn't they just continue all the way out to that zone of trees.	The loading dock apron was redesigned, with an upgrade to granite stone setts. Additional landscaping was provided to screen the loading dock from locations along Leighton Street and from the Common. The sidewalk along the loading dock frontage was redesigned, with new joint pattern.	Main: p24, 38, 62	√
18	Why chain link fence along south side of the building- visually unappealing.	At request of city staff the chain link fence was removed from the design and an expanded metal mesh fence was added instead.	Main p63	√
19	Also possibility of a stairwell? Not to compete with Murphy Stair but smaller scale- clear stairway in case someone not comfortable using elevator.	The proposed public elevator at Parcel U is intended to be a complement to the existing public staircase that leads from Glassworks Avenue to the Gilmore Bridge. Adding the elevator provides a handicapped/stroller/bicycle accessible path from the Bridge to the Common.	Main p36	√
20	Please set up separate TPT Meeting.	Individual TPT Meeting held on June 9, 2020 1pm - 2pm		√

<b>Cambridge CDD Staff Meeting May 18, 2020</b>				
Number	Comment	Response	Page	Complete
<i>Green Building - Swaathi Joseph</i>				
1	Green Building Requirements were just updated.	Submitted an electronic draft copy (PDF) of the Green Building report and met to discuss Green Building zoning compliance and other suggested improvements. Included submission checklist, professional affidavit, rating system narrative, and Net Zero Narrative in the Green Building report.	Email	√
2	Any consideration for a green roof under the solar panels?	Occupiable terraces can be developed by the tenants as green roof areas.		√
3	Please set up separate Green Building Meeting.	Individual Green Building Meeting held on June 10, 2020 9am - 10:15am		√
<i>Zoning - Jeff Roberts</i>				
1	Please provide matrix of all special permit requirements updated.	Cambridge Crossing Special Permit Conditions Matrix forwarded to Jeff Roberts on 05/29/20	Email	√
2	Please provide matrix of development to date, status.	Matrix of development to date – Appendix I and associated exhibits forwarded to Jeff Roberts on 05/29/20.	Email	√
3	Resend the zoning checklist from the appendix.	Zoning checklist from the presentation appendix forwarded to Jeff Roberts on 05/29/20.	Email	√
<i>DPW - Kara Falise</i>				
1	Would be good to see utilities in the public right of way.	Provided plan showing property line overlaid with landscaping layout plan and provided plan showing public right of way and property line overlaid with civil and utility plan.	Appendix: p124	√
2	Please provide civil site plan.	Civil site plan included in package.	Appendix: p122	√
3	Resiliency maps.	Provided resiliency plan showing that the entire first floor is above the city of Cambridge design flood elevation.	Main: p42	√
4	Add dimensions for clear passageway for pedestrians.	Added dimensions to plans for public sidewalks and street setback areas.	Main p55	√
5	Please check plantings against Urban Forestry Masterplan.	Slide with matrix provided noting all proposed trees and plantings are in compliance with the urban forestry masterplan.	Main: p67, 68	√
6	Please set up separate DPW Meeting.	Individual DPW meeting held on June 10, 2020 11am - 12pm		√
<i>General Comments</i>				
1	Include north arrows and graphic scales throughout.	North arrows and graphic scales had been provided on all plans. Graphic scale has been added to elevations.	Main: p38-40 Appendix: p95-120, 122, 123, 124	√
2	Add street names on plans.	Street names had previously been provided on all plans.	Appendix: p95-112	√
3	Check for graphic problems throughout, for instance: the pale plans of context on page 44 (bump up context color), the missing shadows cast by buildings on shadow studies, the superimposed text on the tree species sheet.	Diagrams with deliberately faded render underlays are now darkened. Shadows previously omitted for clarity have been added to shadow studies. Superimposed text on tree species sheet has been removed.	Main: p34, 35 Main: p48, 49 Main: p66	√
4	A more detailed table of contents, with page numbers, would make it easier to find things.	A fully detailed table of contents with page numbers has been provided.	Main: p2	√
5	Has the MBTA responded to the proposed connection to Gilmore Bridge?	We are starting the permitting process with MassDOT.		√
6	Consider putting the sheets that have to do with the site design together, and moving the plans and elevations to the first part of the document easy to switch.	Please refer to newly requested and provided Table of Contents with more detail for document orientation.	Main: p2	√
<i>Site Plan</i>				



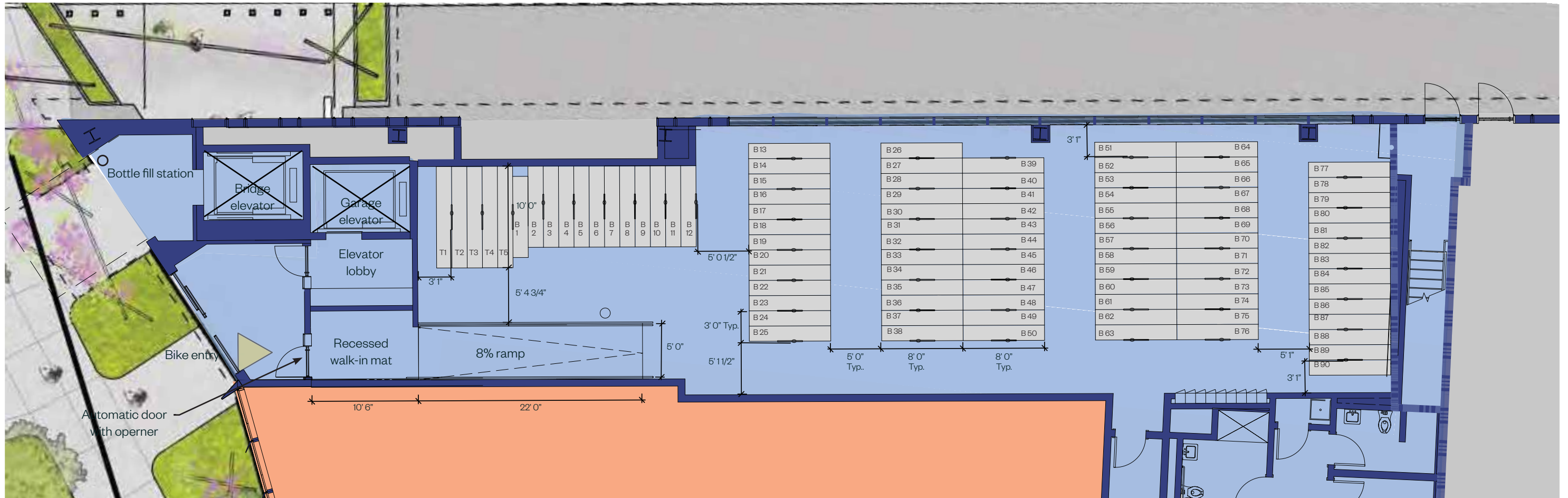
<b>Cambridge CDD Staff Meeting May 18, 2020</b>				
<b>Number</b>	<b>Comment</b>	<b>Response</b>	<b>Page</b>	<b>Complete</b>
1	Add property lines.	Property lines were previously located on the site plan but have been more clearly identified.	Main: p55	√
2	Add setback dimensions.	Setback dimensions have been provided on the site plan.	Main: p55	√
3	Add dimensions of the building.	Dimensions have been provided on the site plan.	Main: p55	√
4	Label curb cuts.	Curb cuts have been labeled on the site plan.	Main: p55	√
5	Label loading and garage entries.	Loading and garage entries have been labeled on the site plan.	Main: p55	√
6	Add an inset plan showing Morgan Street and sidewalks under the Gilmore Bridge.	Inset plan showing Morgan Street and sidewalks under the Gilmore Bridge has been provided on the site plan.	Main: p55	√
7	Add an existing site plan (more legible than the survey which is included).	An existing site plan (more legible than the survey which is included) has been provided.	Main: p54	√
8	Include an accounting of trees removed (probably none), and trees added.	An accounting of trees removed and added has been provided.	Main: p67	√
<i>Building Plans</i>				
1	Show canopies on floors below.	Canopies are now shown on all floors below.	Appendix: p95, 96, 97	√
2	Show equipment and label it on the roof plan.	Equipment is shown and labeled on the roof plan.	Appendix: p108	√
<i>Perspectives</i>				
1	Add a perspective more clearly showing the loading dock and garage entries on Leighton Street.	A perspective more clearly showing the loading dock and garage entries on Leighton Street has been provided.	Main: p24	√
<i>Elevations</i>				
1	Add floor levels, dimensions.	Floors and height information have been added.	Appendix: p114, 116, 118, 120	√
2	Show the context - the nearby buildings, the bridge, the Common.	Context has been added to elevations.	Appendix: p113, 115, 117, 119	√
<i>Noise and Acoustical</i>				
1	Acoustical report is included, but I don't see mitigation narrative.	Acoustical report mitigation narrative has been included.	Main: p50	√
<i>Signage</i>				
1	Add approximate dimensions of signs.	Maximum possible dimensions sign dimensions have been added. Please note that signage will be by future tenants.	Main: p121	√



Connection to Gilmore Bridge shown pending approval from MassDOT

- Tenant area
- Common area
- Back-of-house area



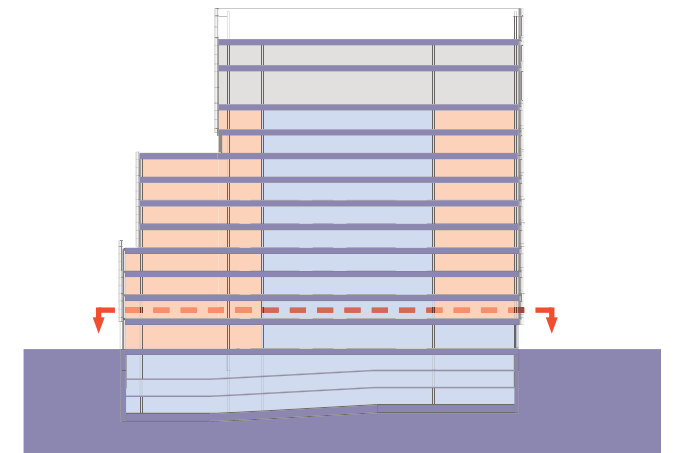


- 95 bike parking spaces are provided in total.
- 5 bicycle spaces are provided to accommodate tandem or bicycles with trailers.
- 42" wide power operated bike entry door

Tenant area  
 Common area  
 Back-of-house area

Connection to Gilmore Bridge shown pending approval from MassDOT

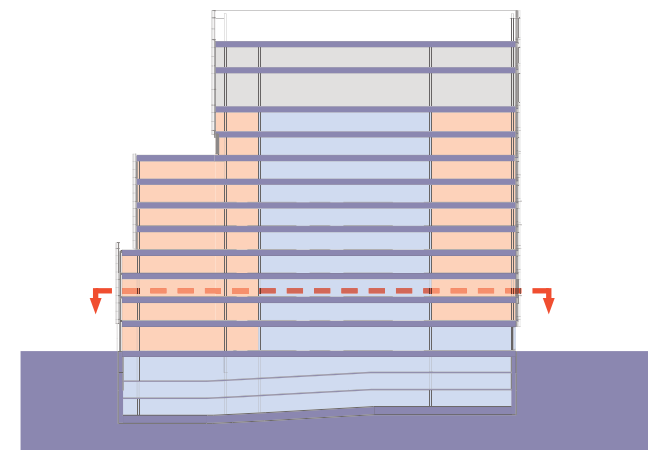
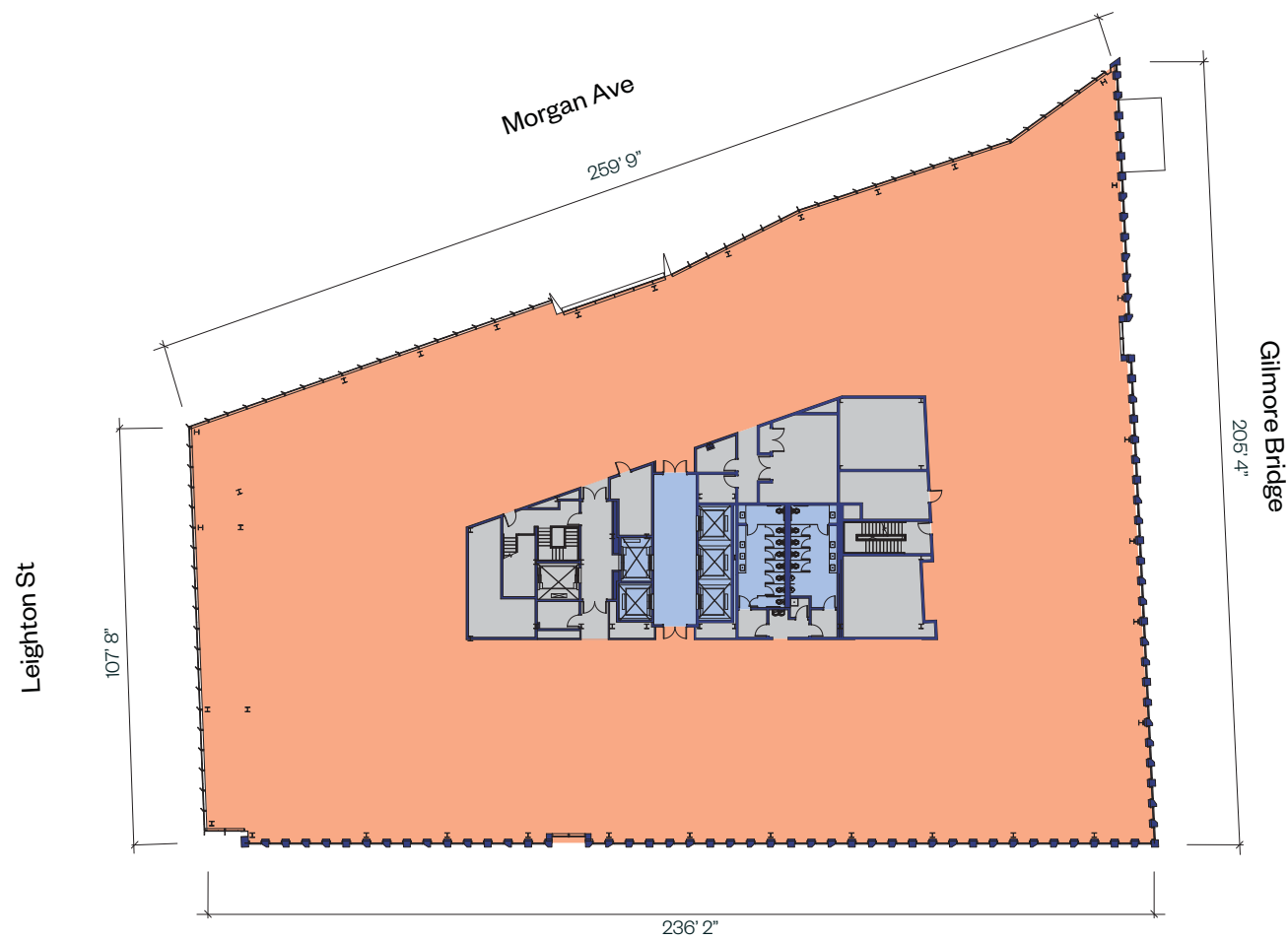




Connection to Gilmore Bridge shown pending approval from MassDOT

- Tenant area
- Common area
- Back-of-house area

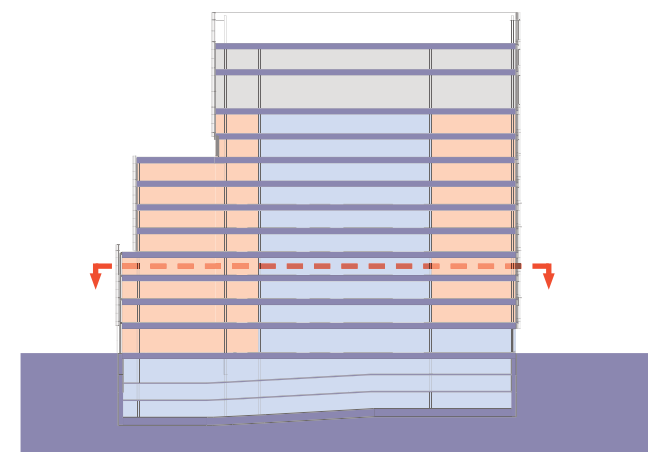




- Tenant area
- Common area
- Back-of-house area



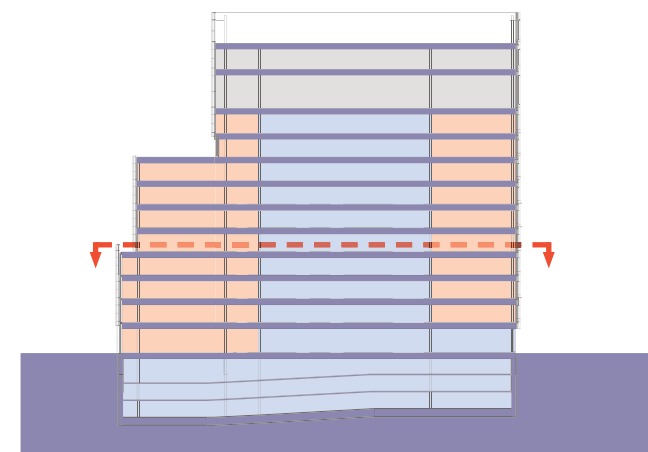
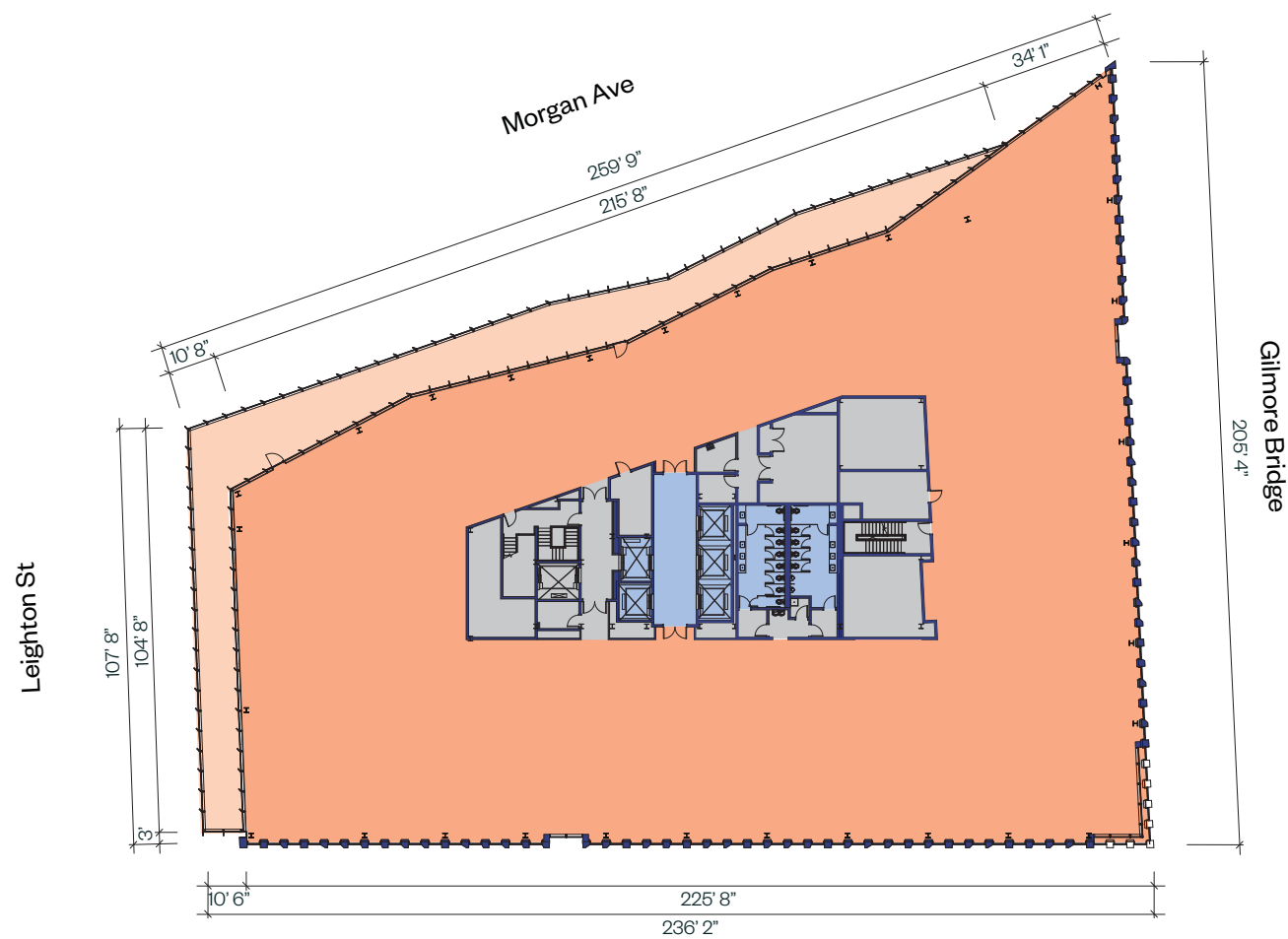
# THIRD FLOOR PLAN



- Tenant area
- Common area
- Back-of-house area



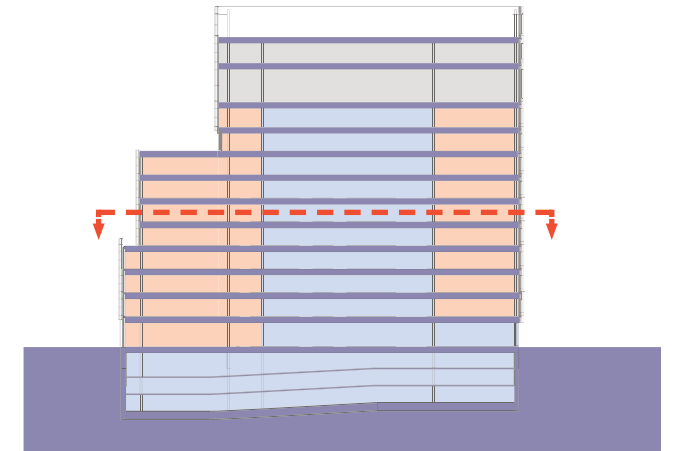
# FOURTH FLOOR PLAN



- Tenant area
- Common area
- Back-of-house area
- Tenant balcony



# FIFTH FLOOR PLAN

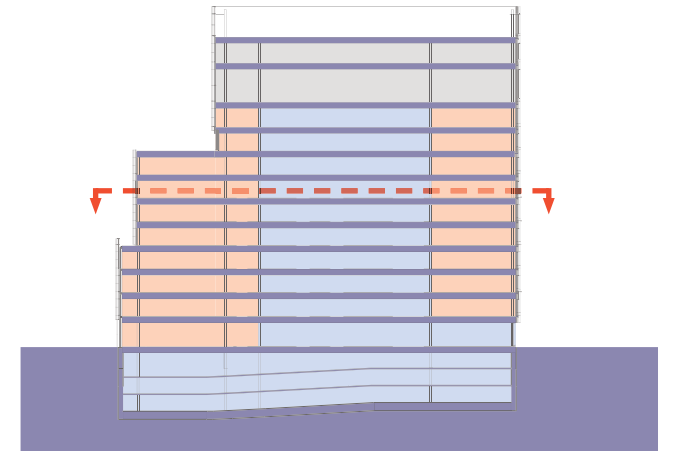


- Tenant area
- Common area
- Back-of-house area



# SIXTH FLOOR PLAN

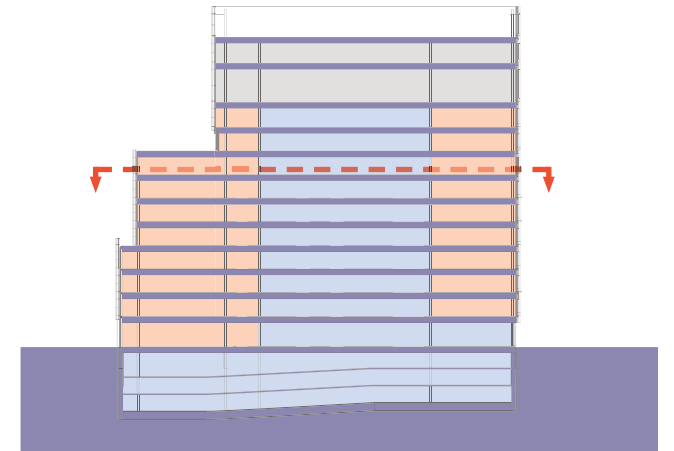




- Tenant area
- Common area
- Back-of-house area



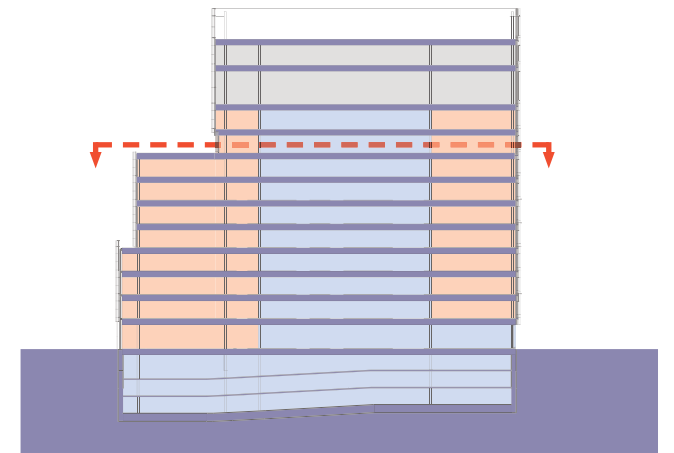
# SEVENTH FLOOR PLAN



- Tenant area
- Common area
- Back-of-house area
- Tenant balcony



# EIGHTH FLOOR PLAN

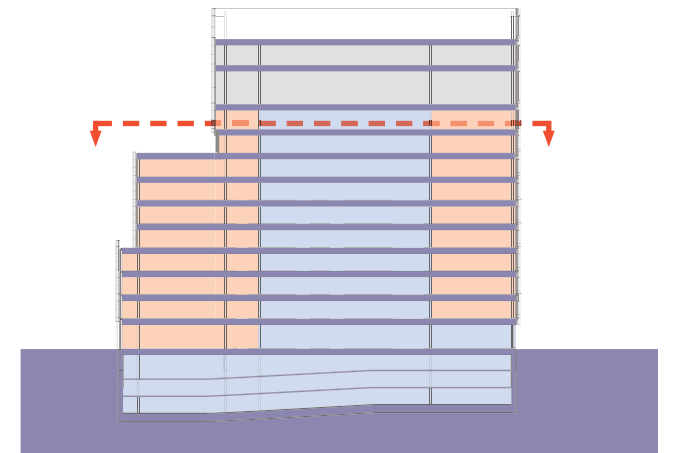


- Tenant area
- Common area
- Back-of-house area
- Tenant balcony



# NINTH FLOOR PLAN

Leighton St

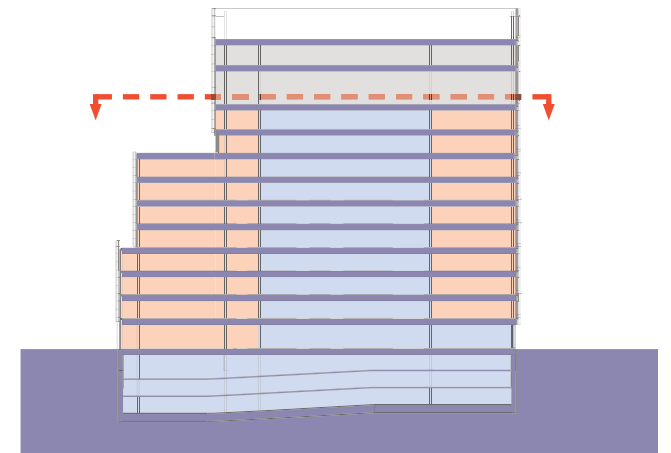
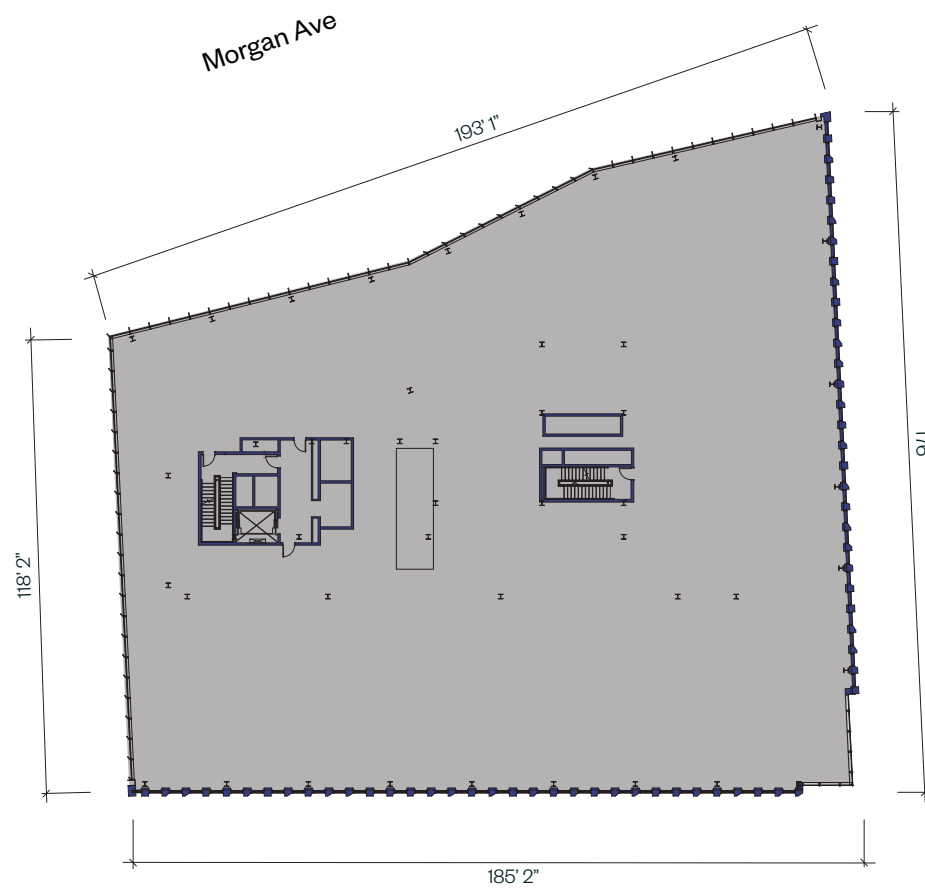


- Tenant area
- Common area
- Back-of-house area
- Tenant balcony



# TENTH FLOOR PLAN

Leighton St

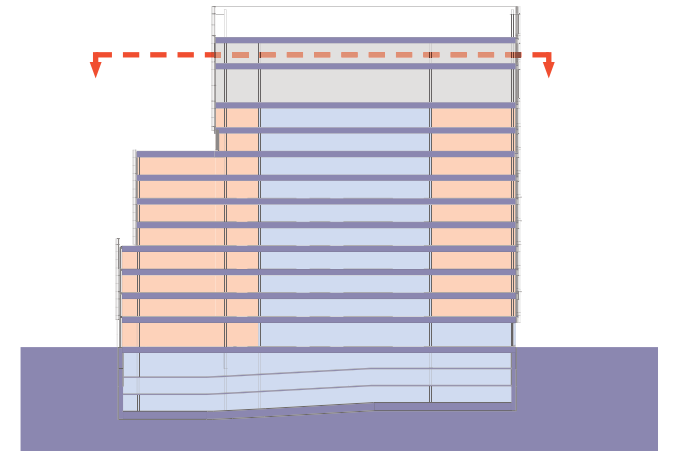
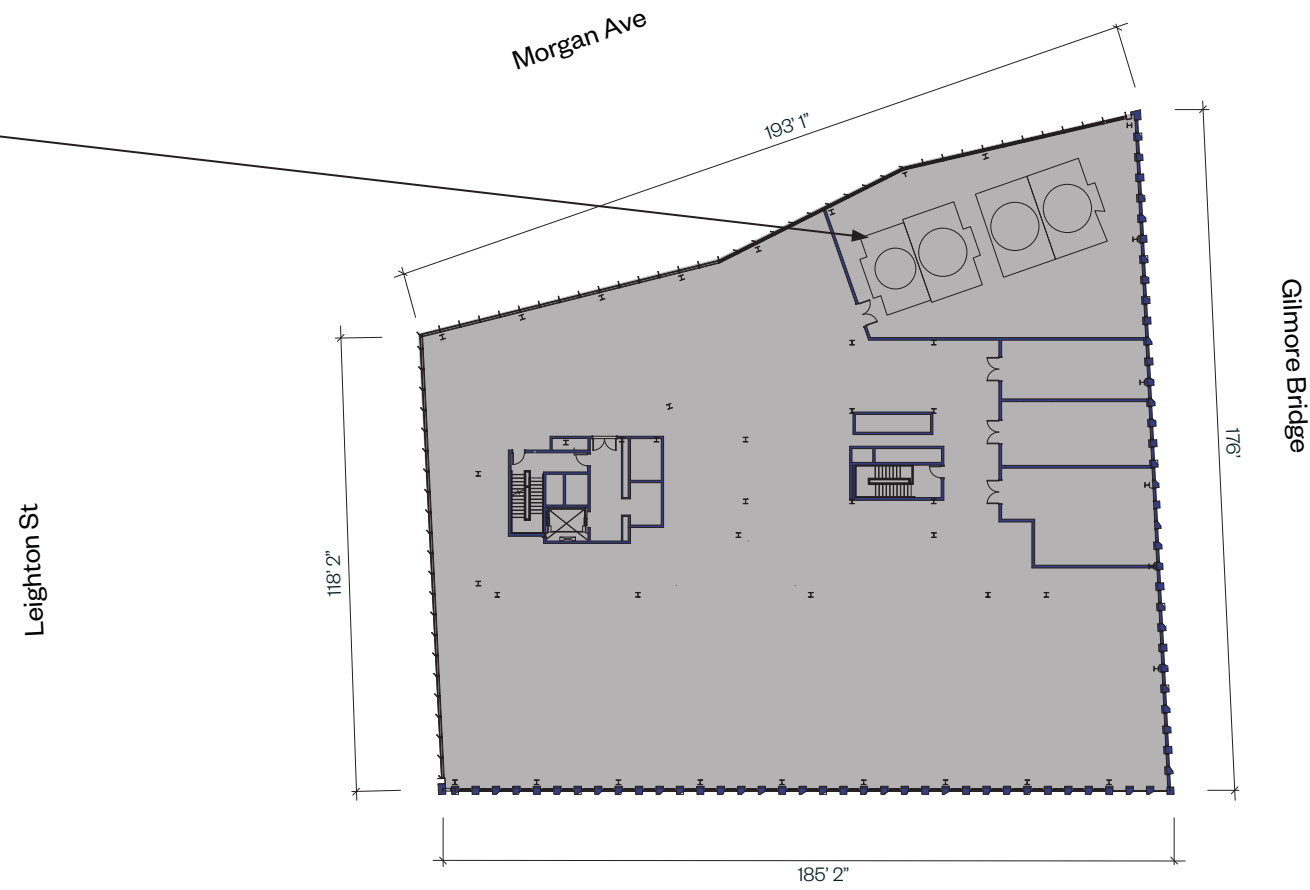


Back-of-house area



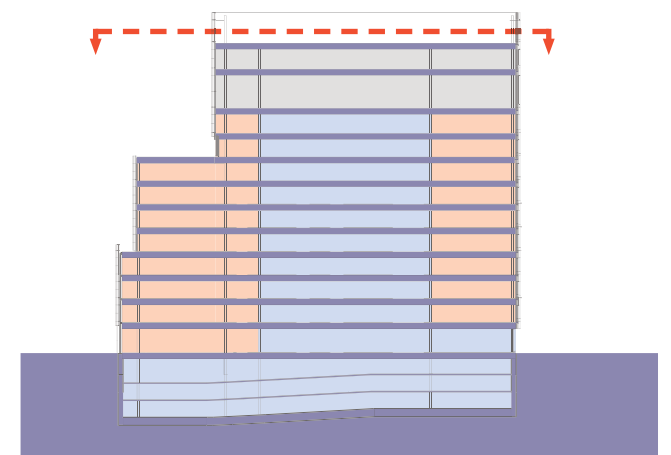
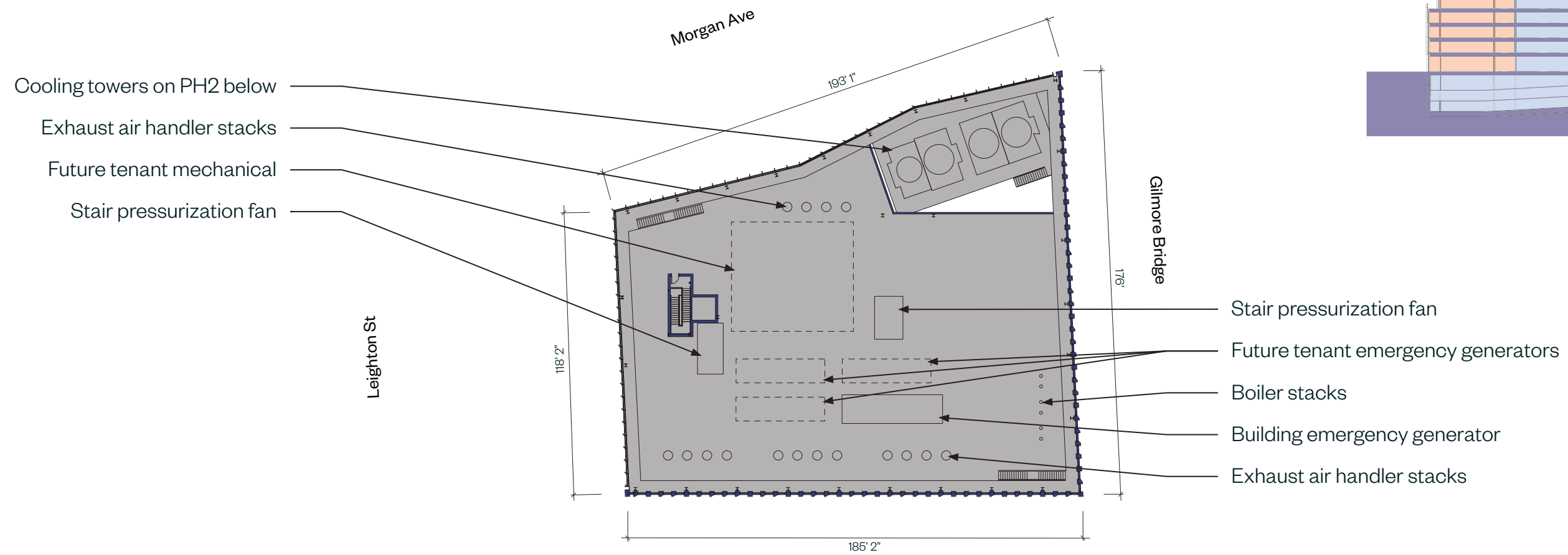
# PENTHOUSE 1 FLOOR PLAN

Cooling towers open to roof



Back-of-house area

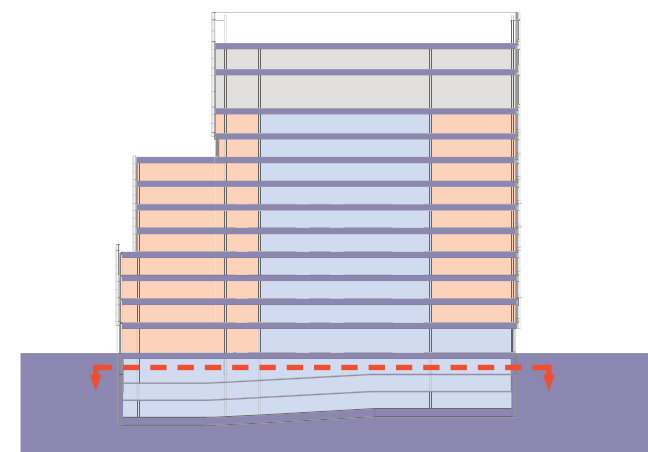
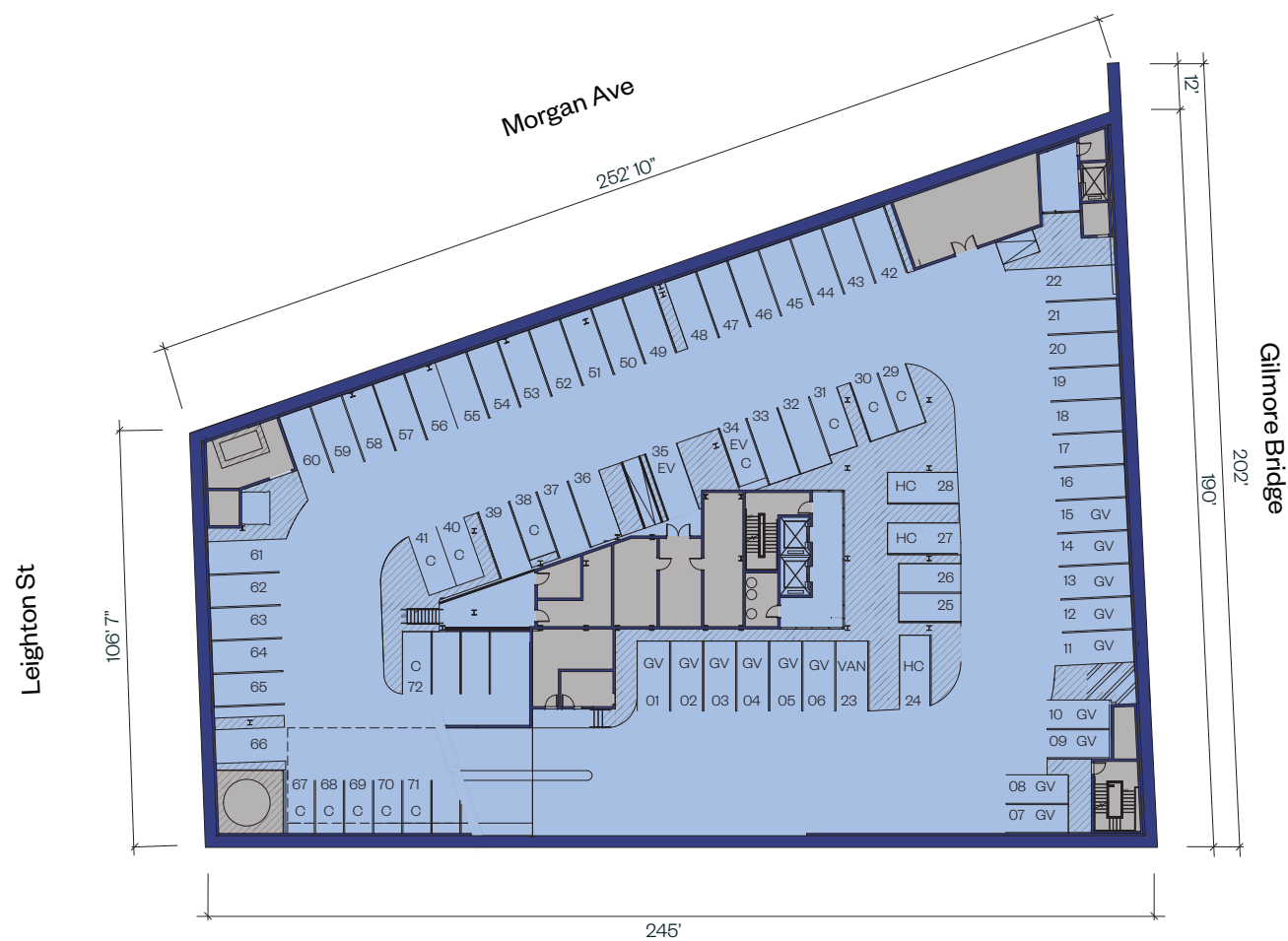




■ Back-of-house area



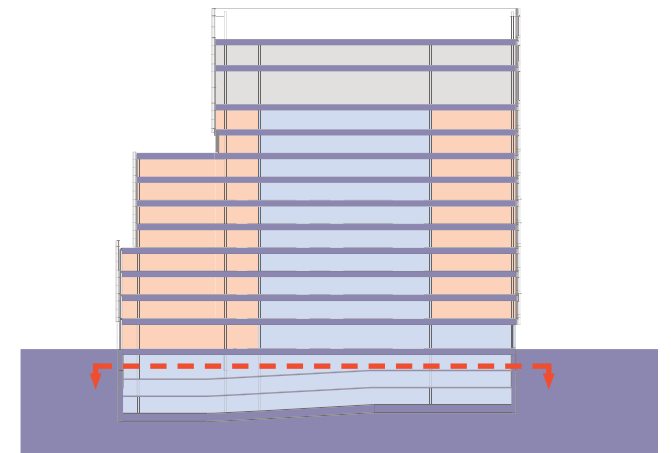
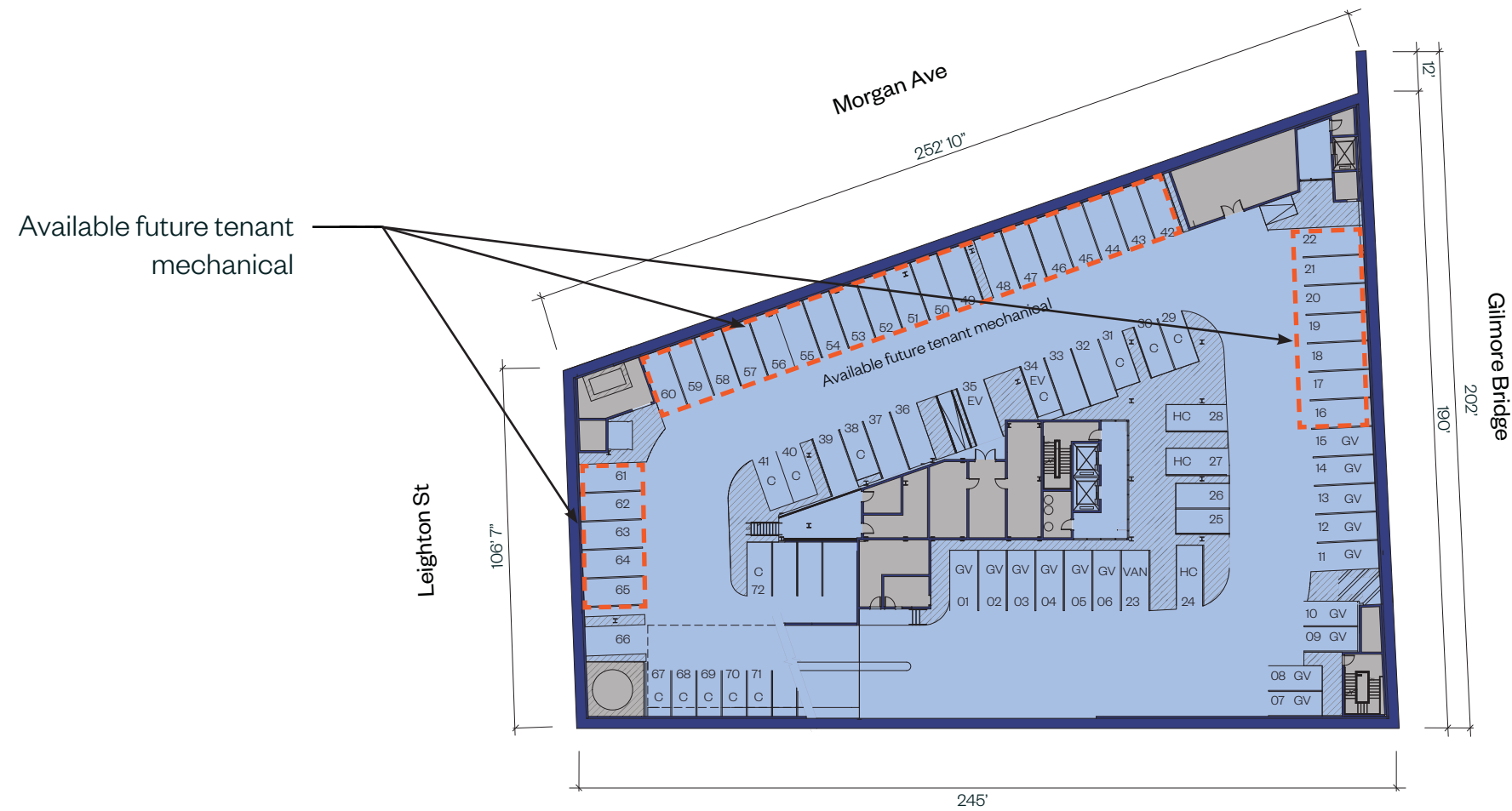
# ROOF PLAN



- Common area
- C Compact Car
- HC Handicap Accessible
- VAN Van
- GV Green Vehicle
- EV Electric Vehicle

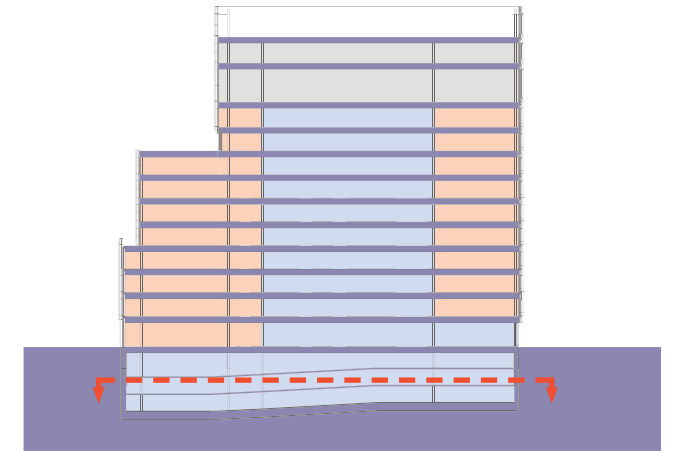
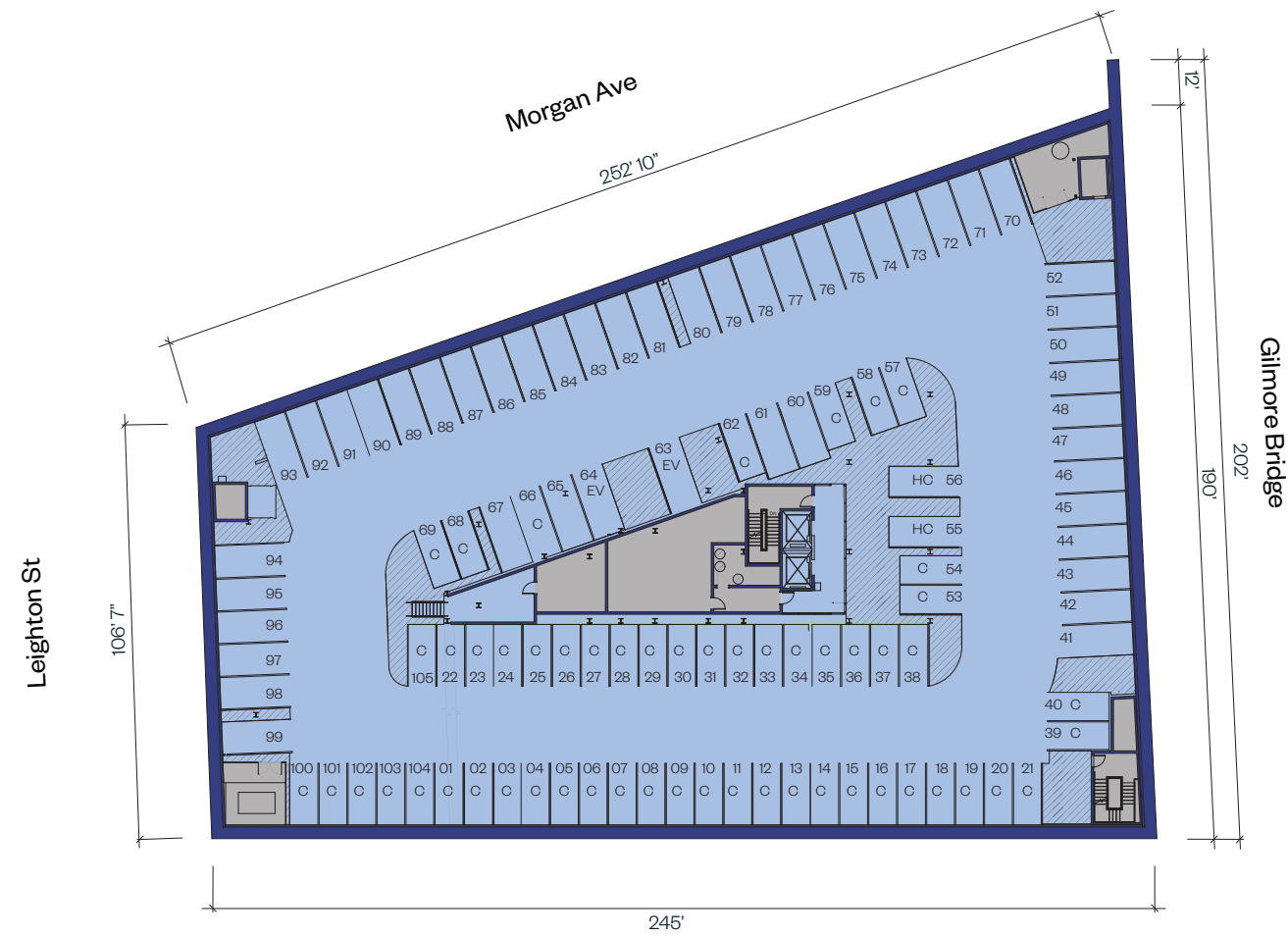






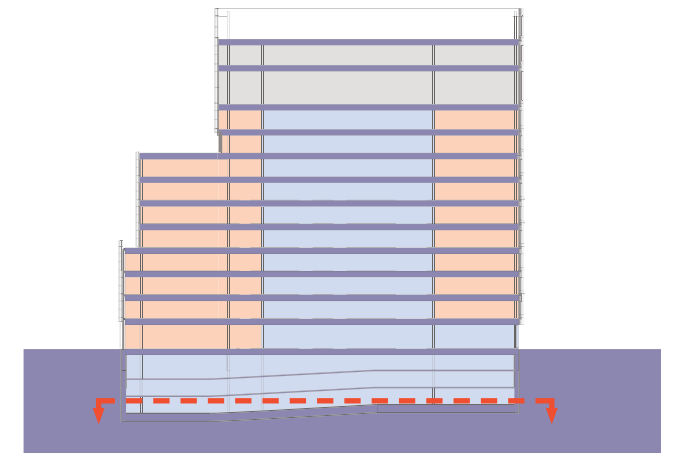
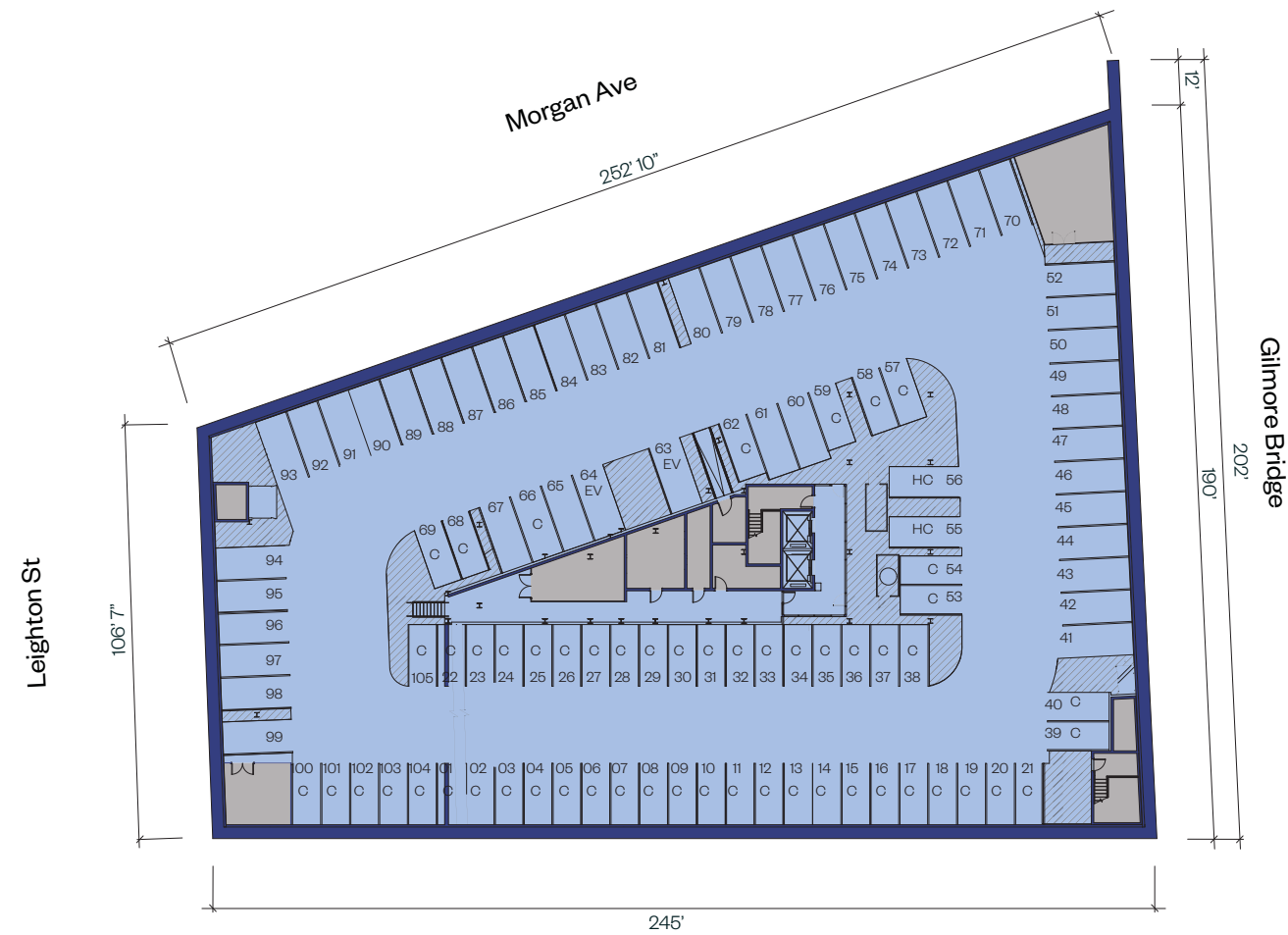
- Common area
- C Compact Car
- HC Handicap Accessible
- VAN Van
- GV Green Vehicle
- EV Electric Vehicle





- Common area
- C Compact Car
- HC Handicap Accessible
- VAN Van
- GV Green Vehicle
- EV Electric Vehicle

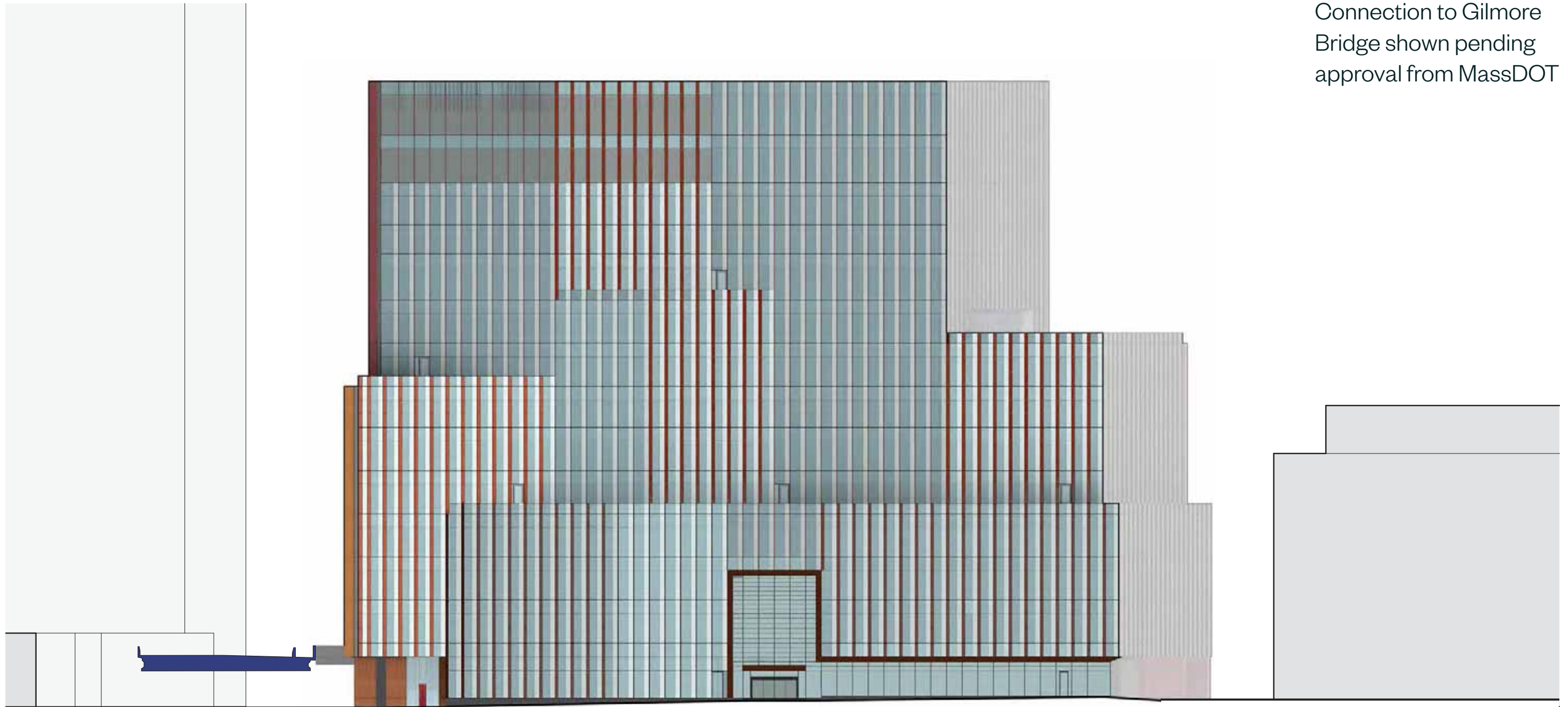




- Common area
- C Compact Car
- HC Handicap Accessible
- VAN Van
- GV Green Vehicle
- EV Electric Vehicle



Connection to Gilmore  
Bridge shown pending  
approval from MassDOT



Vision glass: 54.5% | 0 | 10 | 20 | 40

Connection to Gilmore  
Bridge shown pending  
approval from MassDOT

Mech Parapet  
+234'-0"

Roof  
+215'-2"

Penthouse 2  
+199'-2"

Penthouse 1  
+175'-2"

Level 10  
+159'-8"

Level 9  
+145'-2"

Level 8  
+130'-8"

Level 7  
+117'-0"

Level 6  
+102'-6"

Level 5  
+88'-0"

Level 4  
+73'-6"

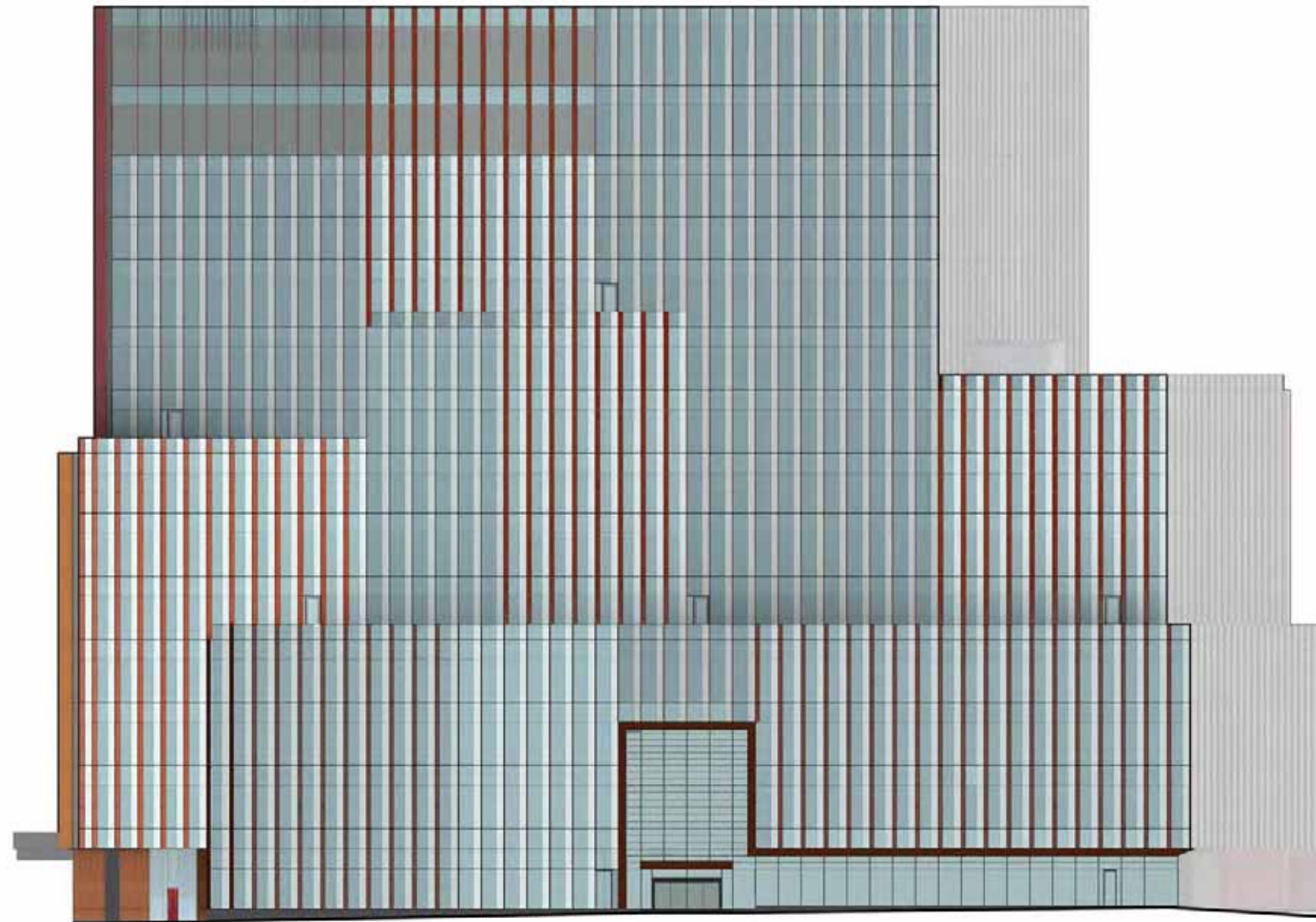
Level 3  
+59'-0"

Level 2  
+44'-6"

Level 1  
+26'-0"

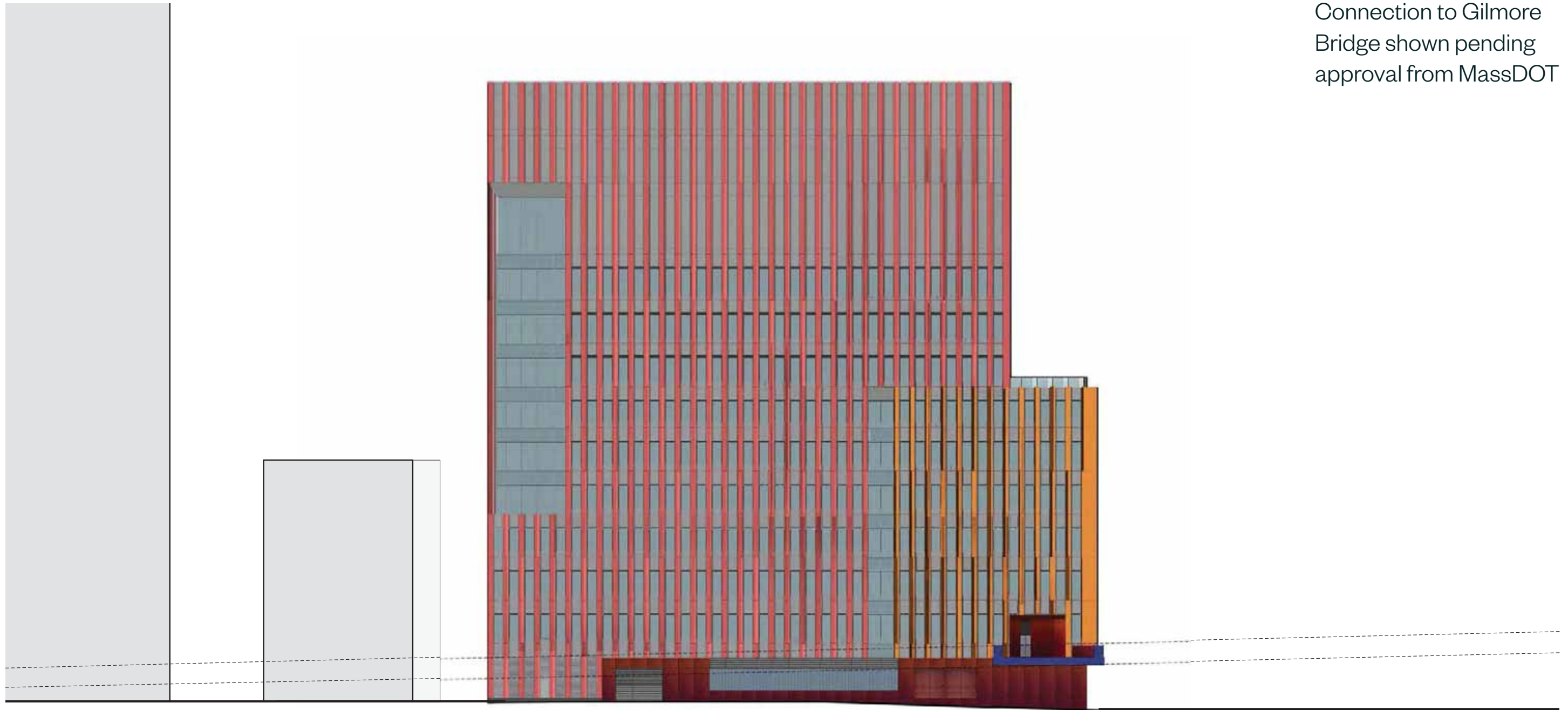
Top of Last  
Occupied Floor  
+175'-2"

Average Grade  
+25'-3½"



Vision glass: 54.5% | 0 | 10 | 20 | 40

Connection to Gilmore  
Bridge shown pending  
approval from MassDOT



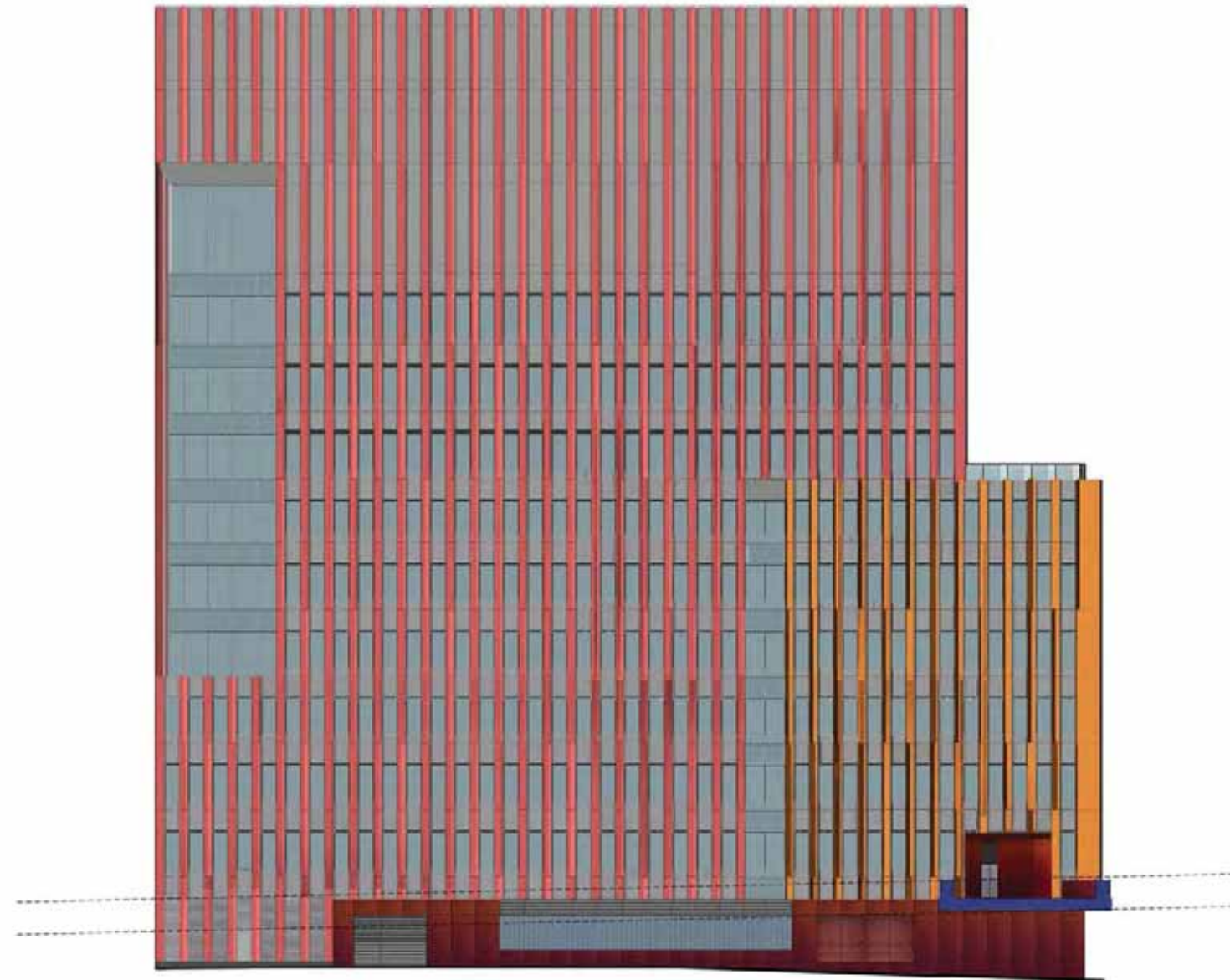
Vision glass: 27.1% | 0 | 10 | 20 | 40

Connection to Gilmore  
Bridge shown pending  
approval from MassDOT

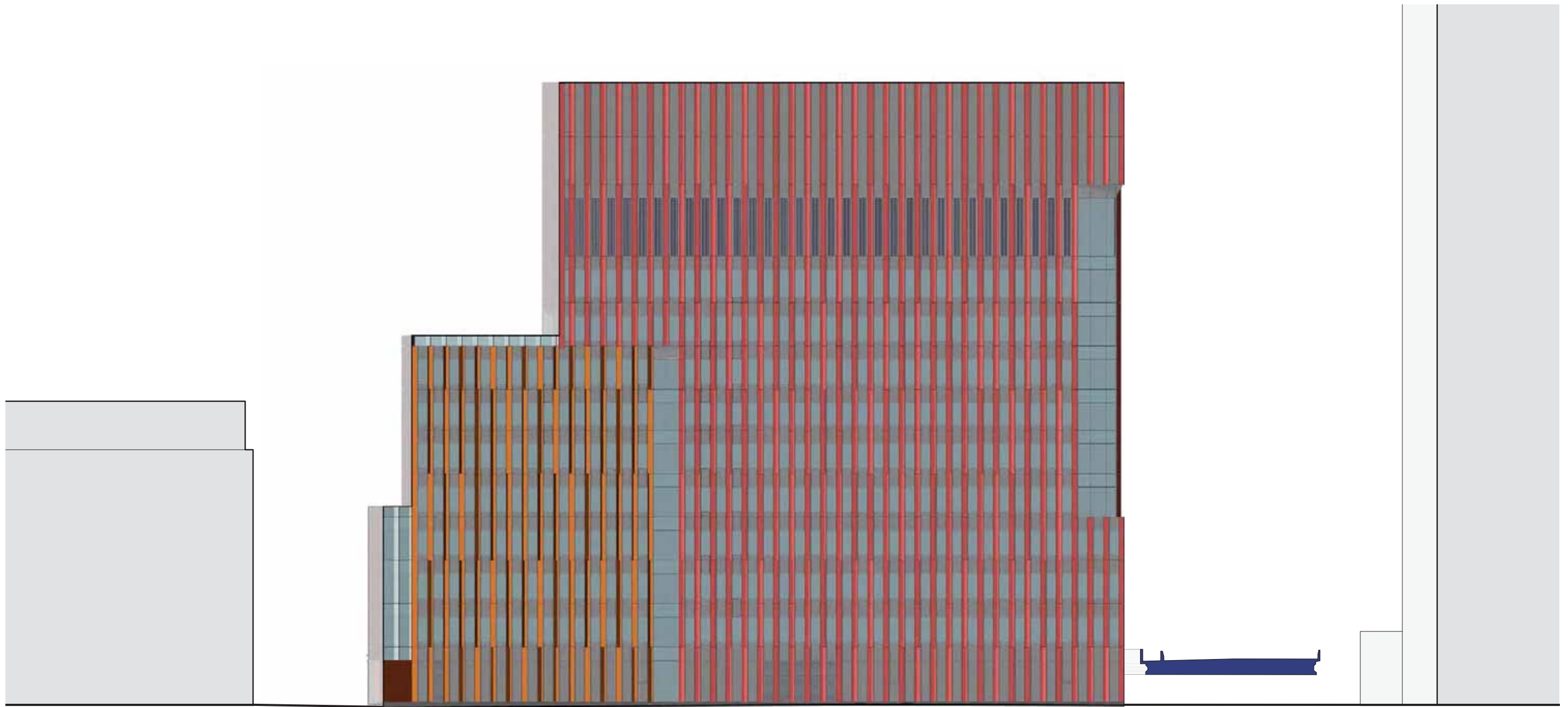
Top of Last  
Occupied Floor  
+175'-2"

Average Grade  
+25'-3½"

- Mech Parapet  
+234'-0"
- Roof  
+215'-2"
- Penthouse 2  
+199'-2"
- Penthouse 1  
+175'-2"
- Level 10  
+159'-8"
- Level 9  
+145'-2"
- Level 8  
+130'-8"
- Level 7  
+117'-0"
- Level 6  
+102'-6"
- Level 5  
+88'-0"
- Level 4  
+73'-6"
- Level 3  
+59'-0"
- Level 2  
+44'-6"
- Level 1  
+26'-0"



Vision glass: 27.1% | 0 | 10 | 20 | 40



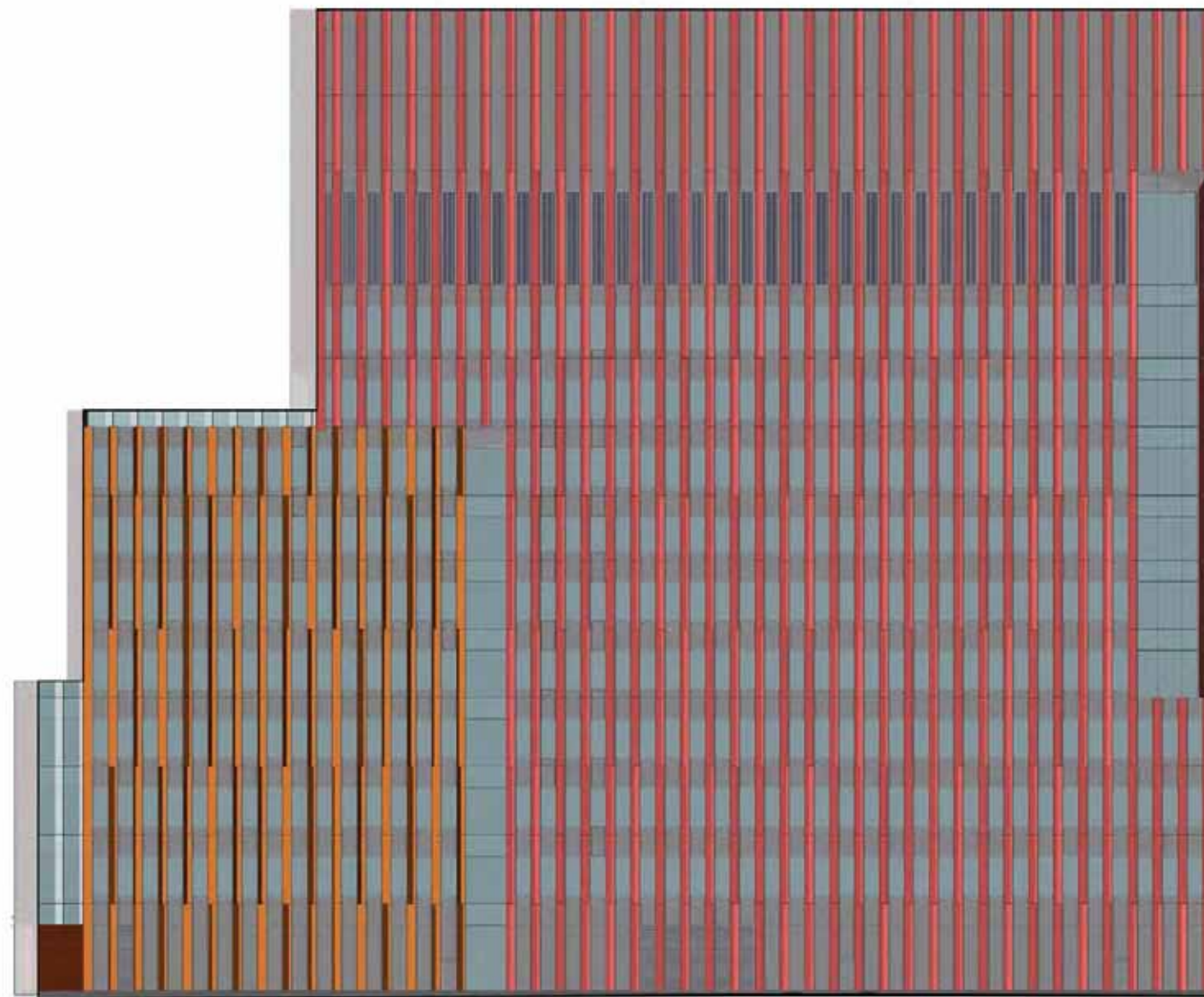
Vision glass: 27.0% 0 10 20 40



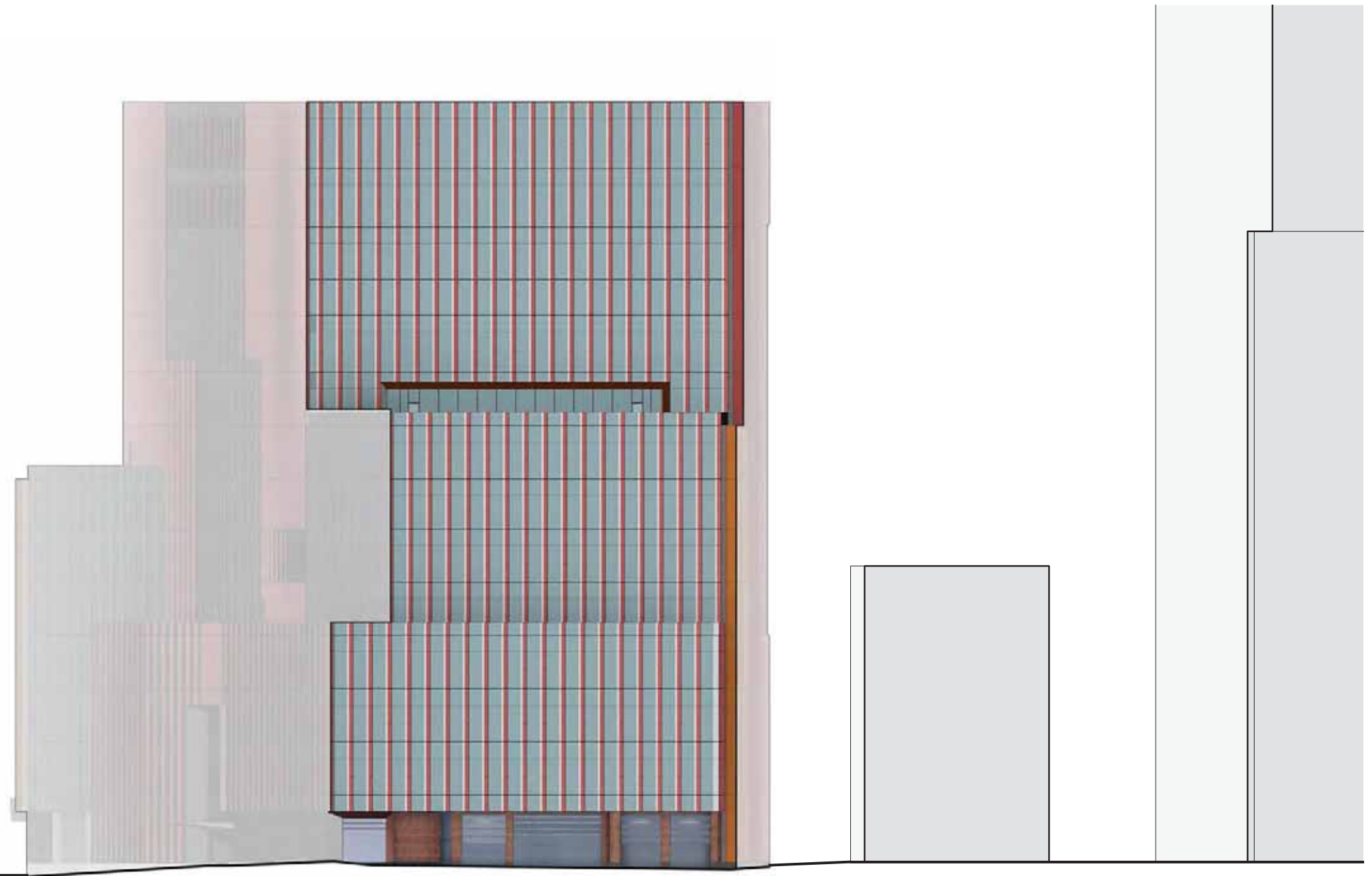
Top of Last  
Occupied Floor  
+175'-2"

Average Grade  
+25'-3½"

- Mech Parapet  
+234'-0"
- Roof  
+215'-2"
- Penthouse 2  
+199'-2"
- Penthouse 1  
+175'-2"
- Level 10  
+159'-8"
- Level 9  
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- Level 8  
+130'-8"
- Level 7  
+117'-0"
- Level 6  
+102'-6"
- Level 5  
+88'-0"
- Level 4  
+73'-6"
- Level 3  
+59'-0"
- Level 2  
+44'-6"
- Level 1  
+26'-0"



Vision glass: 27.0% | 0 | 10 | 20 | 40



Vision glass: 42.0% | 0 | 10 | 20 | 40

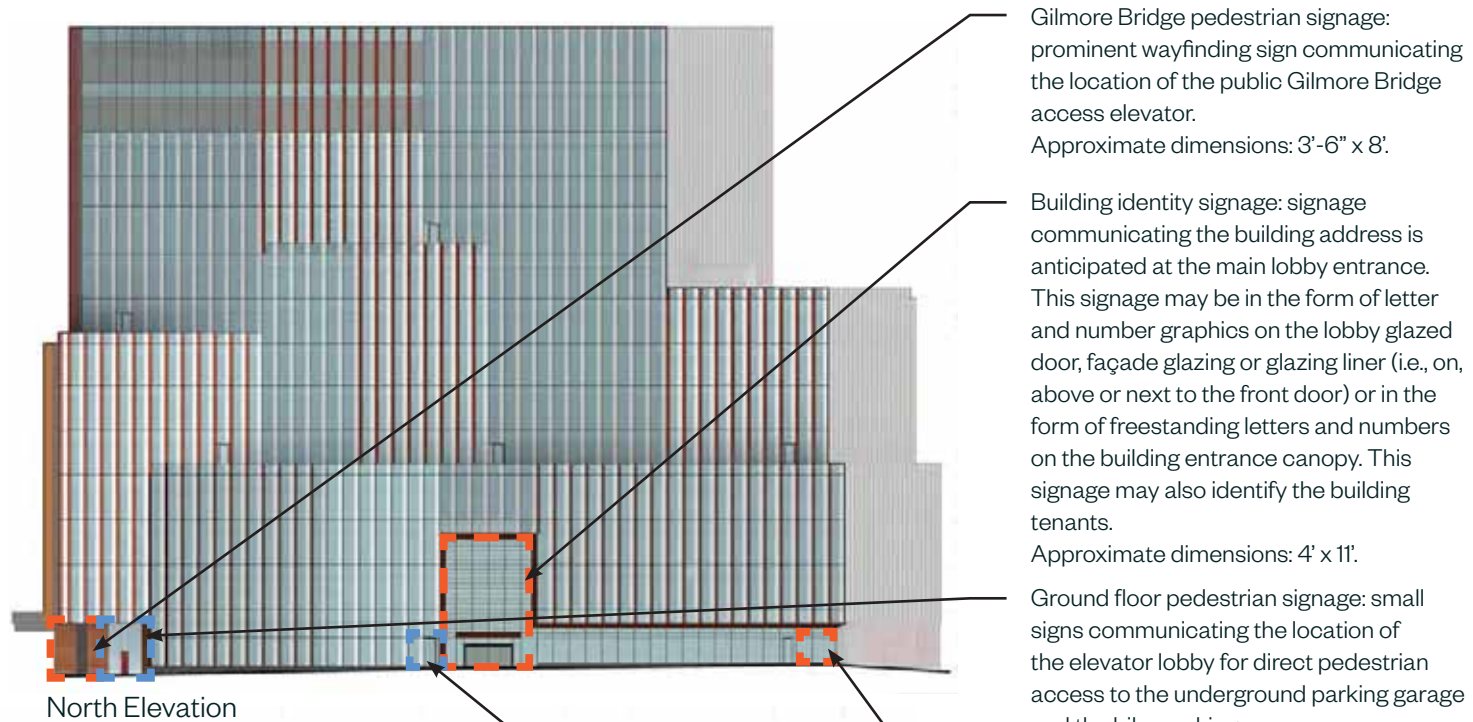
Top of Last  
Occupied Floor  
+175'-2"

Average Grade  
+25'-3½"

- Mech Parapet  
+234'-0"
- Roof  
+215'-2"
- Penthouse 2  
+199'-2"
- Penthouse 1  
+175'-2"
- Level 10  
+159'-8"
- Level 9  
+145'-2"
- Level 8  
+130'-8"
- Level 7  
+117'-0"
- Level 6  
+102'-6"
- Level 5  
+88'-0"
- Level 4  
+73'-6"
- Level 3  
+59'-0"
- Level 2  
+44'-6"
- Level 1  
+26'-0"



Vision glass: 42.0% | 0 | 10 | 20 | 40

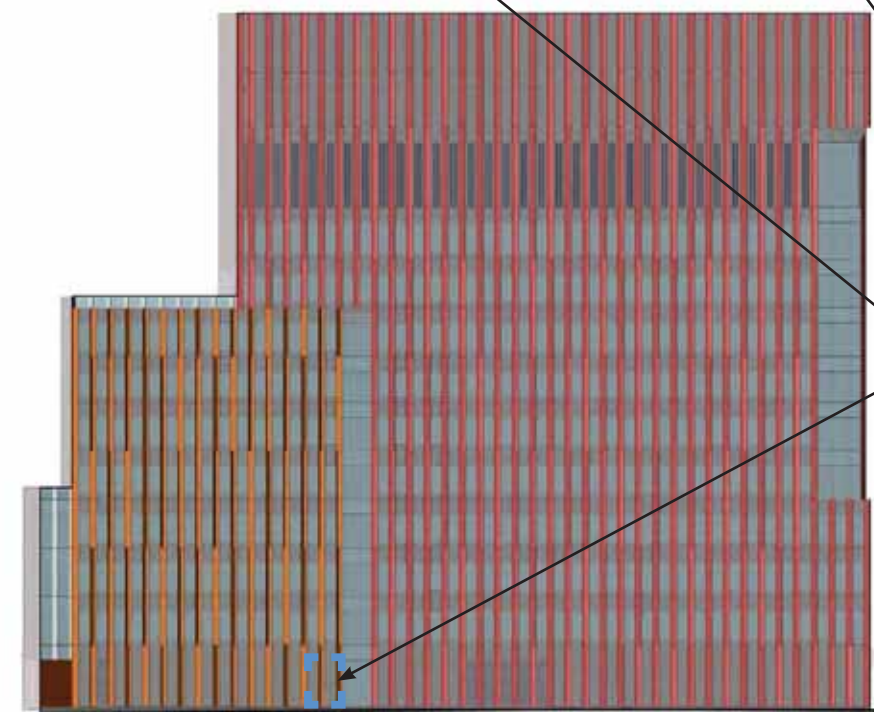


North Elevation

Gilmore Bridge pedestrian signage: prominent wayfinding sign communicating the location of the public Gilmore Bridge access elevator.  
Approximate dimensions: 3'-6" x 8'.

Building identity signage: signage communicating the building address is anticipated at the main lobby entrance. This signage may be in the form of letter and number graphics on the lobby glazed door, façade glazing or glazing liner (i.e., on, 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.  
Approximate dimensions: 4' x 11'.

Ground floor pedestrian signage: small signs communicating the location of the elevator lobby for direct pedestrian access to the underground parking garage and the bike parking room access.  
Approximate dimensions: 3' x 4'.



South Elevation

Building identity signage: signage communicating the building address, which may also identify the tenants, is anticipated at the main pedestrian corner. This signage may be in the form of letter and number graphics façade glazing.  
Approximate dimensions: 10'-6" x 4'.

Ground floor utility signage: small signs will identify the purpose of multiple doors (e.g., fire command center, electrical utility vault, loading dock entrances, fire pump room) around the ground floor of the building.  
Approximate typical dimensions: 9" x 1'-6".

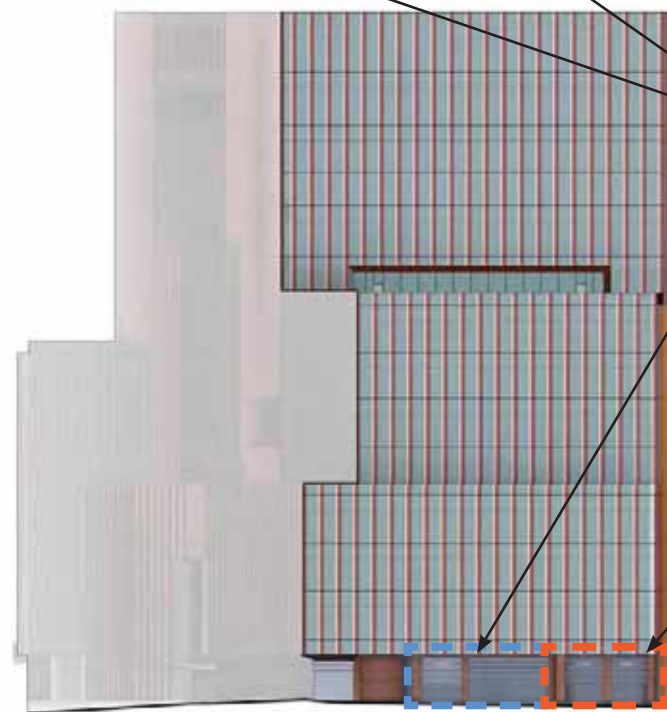


East Elevation

Connection to Gilmore Bridge shown pending approval from MassDOT

Exact signage locations and dimensions to be finalized by tenant

Gilmore Bridge pedestrian signage: prominent wayfinding sign communicating the location of the public Gilmore bridge access elevator to Morgan Avenue.  
Approximate dimensions: 3'-6" x 8'.

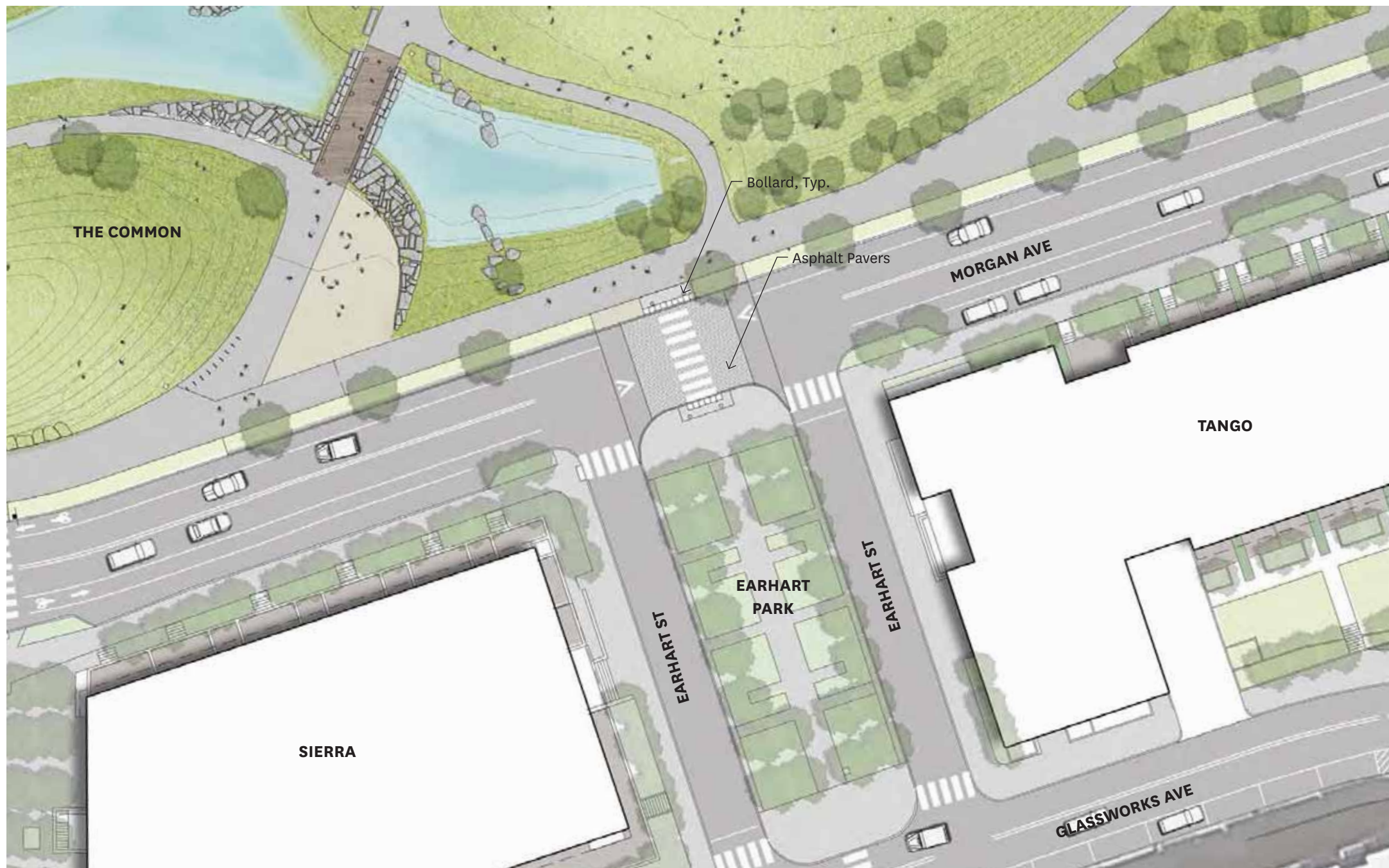


West Elevation

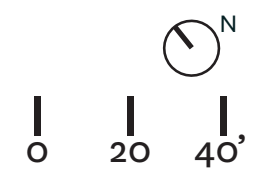
Ground floor utility signage: small signs will identify the purpose of multiple doors (e.g., fire command center, electrical utility vault, loading dock entrances and overhead vehicle clearances) around the ground floor of the building.  
Approximate typical dimensions: 9" x 1'-6".

Parking signage: signage mounted above the parking vehicular entrance will direct motorists into the parking garage. Additional signage at the parking entrance will provide information about the parking facility including overhead vehicle clearances.  
Approximate typical dimensions: 11' x 1'-6".





- Per city staff request, Divco West has agreed to institute traffic calming measures on Morgan Avenue as part of this project.
- After studying Morgan Avenue traffic flows, it was determined that a raised table would reduce traffic speeds, and that the best location for the raised table would be one block west, at Earhart Street.
- A raised table in this location continues the open space pedestrian pathway across the common.
- It is also located at the midpoint of the straightaway between the Gilmore Bridge and East Street, and is thus located where automobile speeds are likely to be greatest. By reducing automobile speeds, the raised table improves all pedestrian crosswalks along Morgan Avenue, including those at Parcel U.

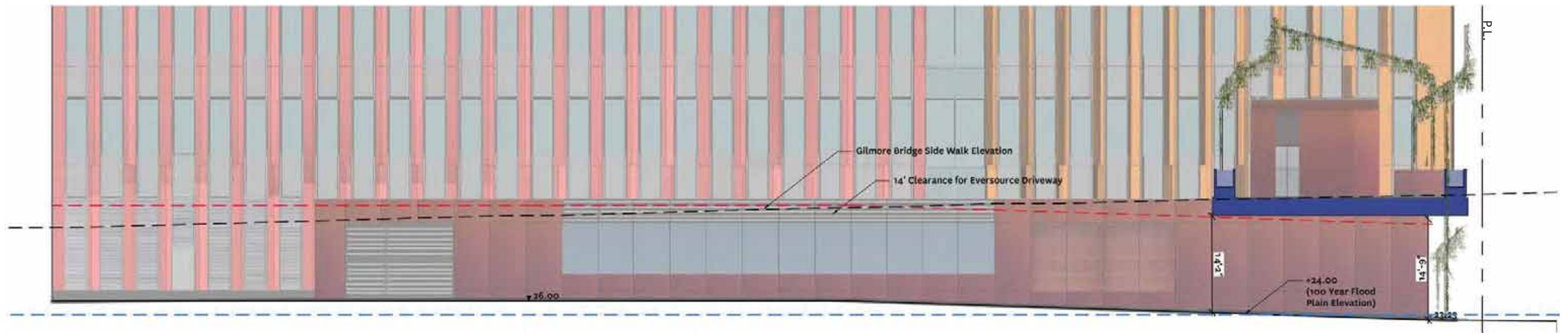


Connection to Gilmore Bridge shown pending approval from MassDOT

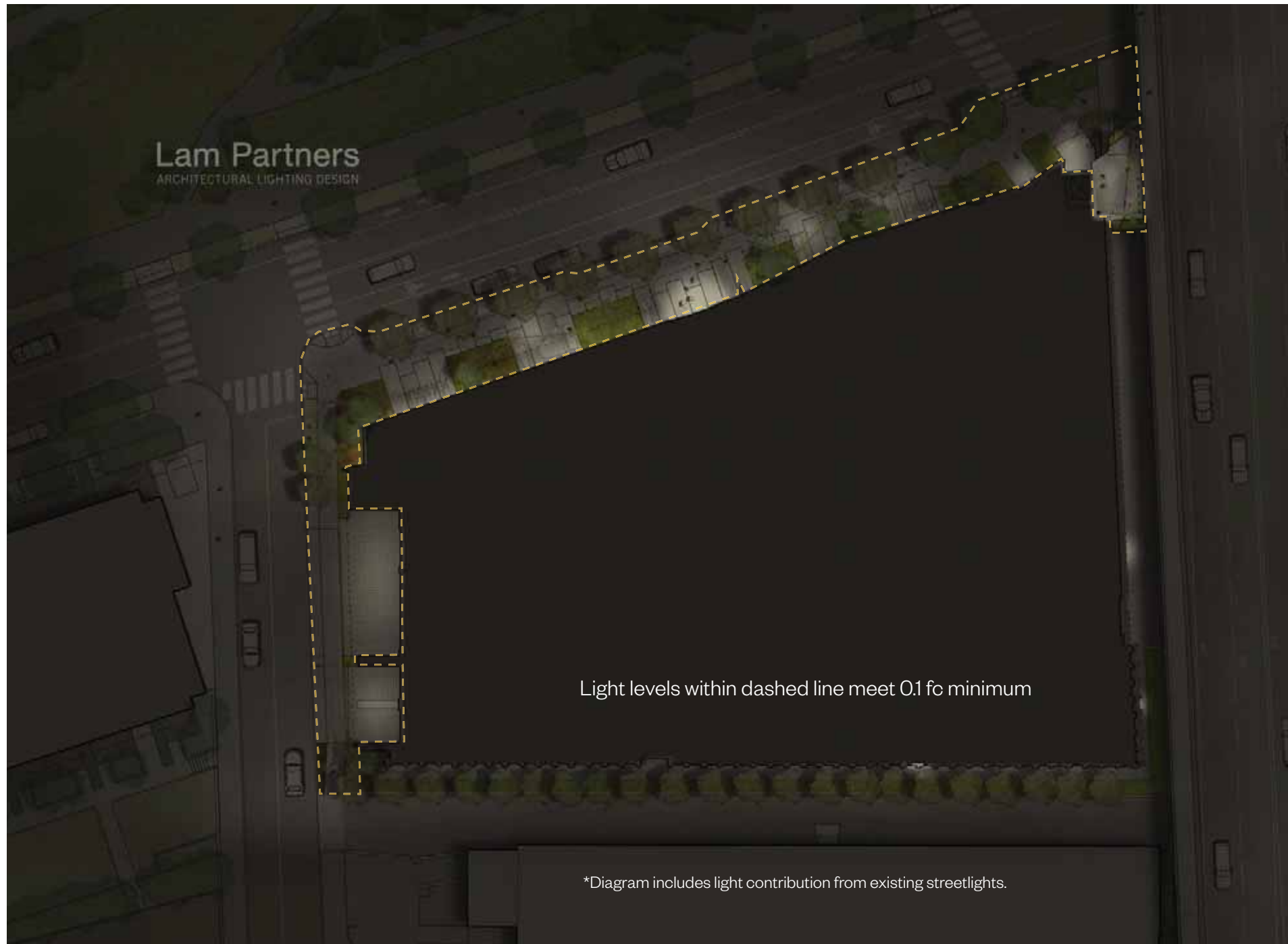


# OPEN SPACE CONNECTIVITY

Connection to Gilmore Bridge shown pending approval from MassDOT







Connection to Gilmore Bridge shown pending approval from MassDOT

**In-Grade Lighting**  
Illuminate building entrance by lighting wood overhang and entry canopy.



Regressed light source to provide visual comfort and light cutoff. All light to be contained by overhang and canopy.

**Pole Mounted Spotlight**  
Highlight walkway and gathering spaces



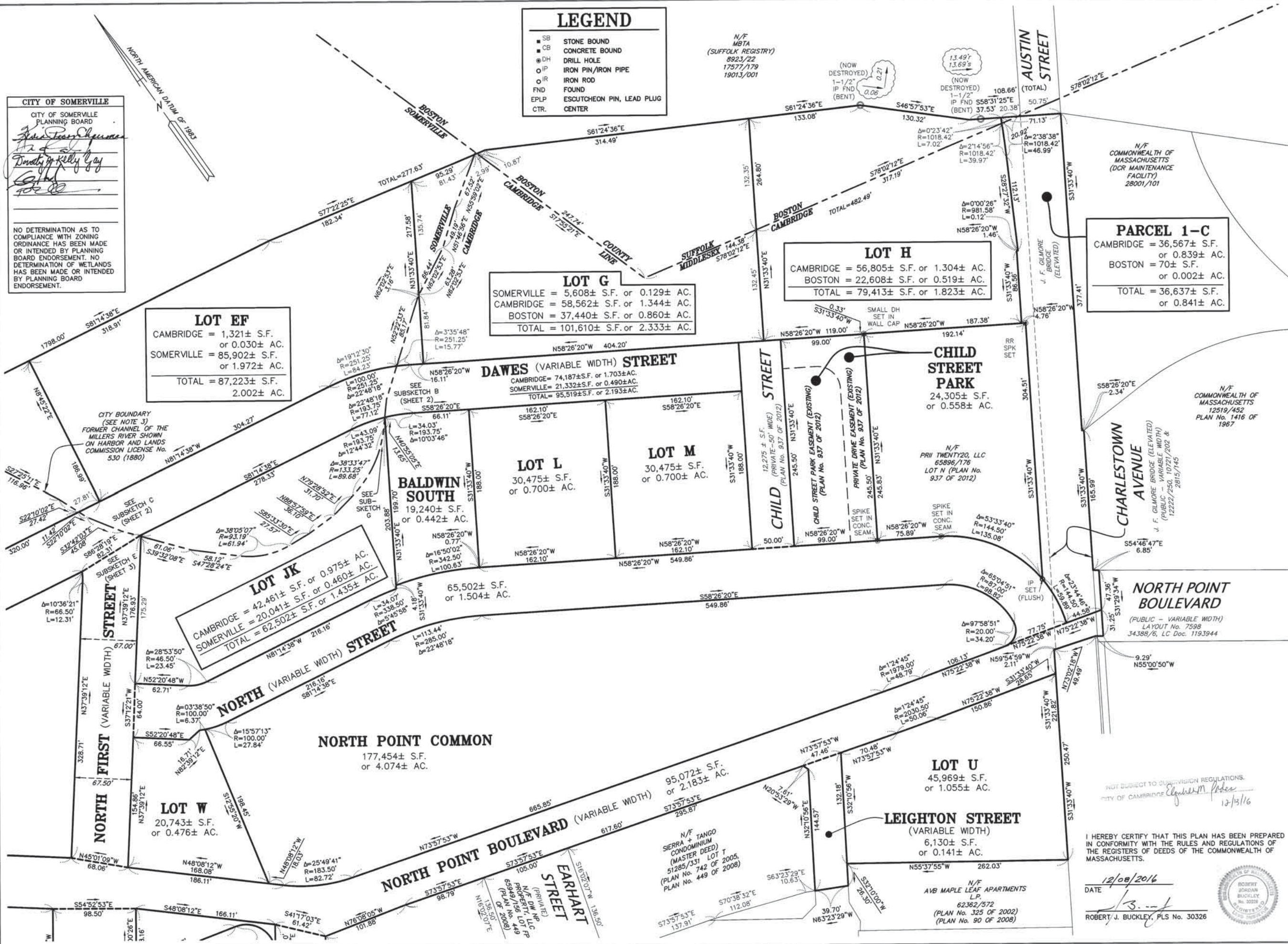
Snoot accessory to minimize light spill and glare.

- The lighting criteria for the pedestrian walkways, located throughout Cambridge Crossing, is based on the recommended best practices of the IES (Illuminating Engineering Society).
- The Parcel U exterior lighting strategies have been designed to meet all of the LEED Lighting Pollution Credit requirements.
- The pedestrian walkways at Parcel U have been designed to meet an illuminance target of .5FC average along the walking path with a minimum illuminance value of .1FC. (similar to all of the other walkways located within Cambridge Crossing).
- The lighting design criteria balances the need for lighting to enhance visual guidance, and create a comfortable nighttime experience by illuminating building entrances for wayfinding, and highlighting pedestrian gathering spaces.
- All of the light fixtures used have been carefully selected to consider user comfort, minimize glare, and provide cutoff.

**CITY OF SOMERVILLE**  
 CITY OF SOMERVILLE  
 PLANNING BOARD  
 [Signatures]  
 NO DETERMINATION AS TO COMPLIANCE WITH ZONING ORDINANCE HAS BEEN MADE OR INTENDED BY PLANNING BOARD ENDORSEMENT. NO DETERMINATION OF WETLANDS HAS BEEN MADE OR INTENDED BY PLANNING BOARD ENDORSEMENT.

**LEGEND**

- SB STONE BOUND
- CB CONCRETE BOUND
- DH DRILL HOLE
- IP IRON PIN/IRON PIPE
- IR IRON ROD
- FND FOUND
- EPLP ESCUTCHEON PIN, LEAD PLUG
- CTR CENTER



**LOT EF**  
 CAMBRIDGE = 1,321± S.F. or 0.030± AC.  
 SOMERVILLE = 85,902± S.F. or 1.972± AC.  
 TOTAL = 87,223± S.F. 2.002± AC.

**LOT G**  
 SOMERVILLE = 5,608± S.F. or 0.129± AC.  
 CAMBRIDGE = 58,562± S.F. or 1.344± AC.  
 BOSTON = 37,440± S.F. or 0.860± AC.  
 TOTAL = 101,610± S.F. or 2.333± AC.

**LOT H**  
 CAMBRIDGE = 56,805± S.F. or 1.304± AC.  
 BOSTON = 22,608± S.F. or 0.519± AC.  
 TOTAL = 79,413± S.F. or 1.823± AC.

**PARCEL 1-C**  
 CAMBRIDGE = 36,567± S.F. or 0.839± AC.  
 BOSTON = 70± S.F. or 0.002± AC.  
 TOTAL = 36,637± S.F. or 0.841± AC.

**LOT JK**  
 CAMBRIDGE = 42,461± S.F. or 0.975± AC.  
 SOMERVILLE = 20,041± S.F. or 0.460± AC.  
 TOTAL = 62,502± S.F. or 1.435± AC.

**LOT W**  
 20,743± S.F. or 0.476± AC.

**NORTH POINT COMMON**  
 177,454± S.F. or 4.074± AC.

**LOT L**  
 30,475± S.F. or 0.700± AC.

**LOT M**  
 30,475± S.F. or 0.700± AC.

**LOT U**  
 45,969± S.F. or 1.055± AC.

**LEIGHTON STREET**  
 (VARIABLE WIDTH)  
 6,130± S.F. or 0.141± AC.

PREPARED FOR:  
**DW NP PROPERTY, LLC**  
 c/o DIVCO WEST REAL ESTATE SERVICES, LLC  
 575 MARKET STREET  
 35th FLOOR  
 SAN FRANCISCO, CA 94105

RECORD OWNERS:  
**DW NP PROPERTY, LLC**  
 65949/156 PARCEL 1  
 65949/293 PARCEL 2  
 "CENTRAL PARK" PARCEL (PLAN NO. 597 OF 2010) (MIDDLESEX COUNTY)

54949/293 PARCEL 1  
 54949/293 PARCEL 2  
 (PLAN BOOK 2010 PAGES 270, 271) (SUFFOLK COUNTY)

5	
4	
3	
2	
1	
0	12/08/2016 INITIAL ISSUE
	ISSUE DATE DESCRIPTION
ATL	MEB MEB RJB
FLD	CALC DWN CHK'D

Middlesex Registry of Deeds,  
 Southern District  
 Cambridge, Massachusetts  
 Plan No. 1151 S/S of 2016  
 Rec'd 12-13 2016  
 at    H    M    M

Attest  
 [Signature]  
 Register

**PLAN OF LAND**  
 NORTHPOINT  
 IN CAMBRIDGE AND  
 SOMERVILLE, MA  
 (MIDDLESEX COUNTY)  
 AND BOSTON, MA  
 (SUFFOLK COUNTY)

PREPARED BY:  
**BEALS + THOMAS**  
 Civil Engineers + Landscape Architects +  
 Land Surveyors + Planners +  
 Environmental Specialists

BEALS AND THOMAS, INC.  
 Reservoir Corporate Center  
 144 Turnpike Road  
 Southborough, Massachusetts 01772-2104  
 T 508.366.0560 | www.bealsandthomas.com

DATE: DECEMBER 8, 2016 METERS  
 0 25 50 100 150  
 SCALE: 1"=50'  
 BTT JOB NO. 2084.02  
 BTT PLAN NO. 208402P2448-005  
 SHEET 5 OF 5

NOT SUBJECT TO SUBDIVISION REGULATIONS.  
 CITY OF CAMBRIDGE [Signature]  
 12/13/16

I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

12/08/2016  
 DATE  
 [Signature]  
 ROBERT J. BUCKLEY, PLS No. 30326



**Appendix I: Revised Statistical Summary of the Approved Master Plan**

**I. Project as a Whole**

**A. Three City Summary**

a. Parcel Area	Total Area in Acres (Square Feet):	45.37 acres (1,976,501 square feet)
b. Floor Area	FAR at North Point:	2.66
	FAR at Lechmere	2.5
	Total GFA	5,245,854 square feet
c. Non-Residential	Maximum FAR	1.10
	Approved GFA	2,185,062 square feet for all non-residential uses
	Retail GFA:	300,000 square feet at North Point Amount TBD at Lechmere
d. Residential	Maximum FAR:	1.55
	GFA:	3,060,792 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	392,000 square feet
	Other/Common Open Space in Square feet:	TBD
f. Parking Spaces	Maximum Permitted:	3,807 spaces +300 replacement MBTA spaces
	Maximum non-residential:	See Special Permit
	Residential:	0.5-1.0 spaces/unit for each building Average of 0.75/unit for the entire project at full build-out
g. Dwelling Units	Proposed Number:	3,177 units

**B. Development in Cambridge**

a. Parcel Area	Total Area in Acres:	38.77 acres
	Square Feet:	1,690,276 square feet
	Area at North Point in Acres:	37.1 acres
b. Floor Area	Square Feet:	1,617,534 square feet
	Area at Lechmere in Acres:	1.67 acres
	Square Feet:	72,742 square feet
c. Non-Residential	FAR at North Point:	2.52
	FAR at Lechmere:	2.57
	GFA at North Point:	4,062,000 square feet
d. Residential	GFA at Lechmere:	186,695 square feet
	Total GFA:	4,248,695 square feet
	Maximum FAR at North Point:	TBD
e. Open Space	Maximum FAR at Lechmere:	TBD
	Approved GFA at North Point:	1,409,063 square feet
	Approved GFA at Lechmere:	4,840 (Retail Only)
f. Parking Spaces	Minimum FAR at North Point:	TBD
	Minimum FAR at Lechmere:	TBD
	Approved GFA at North Point:	2,652,937 square feet
g. Dwelling Units	Approved GFA at Lechmere:	181,855 square feet
	Minimum Public, Green Area or Permeable Open Space Provided at North Point:	323,507 square feet
	at Lechmere:	11,000 square feet
Other Open Space in Square feet:		TBD
	Maximum non-residential at North Point:	See Special Permit
	at Lechmere:	See Special Permit
Residential:		TBD 0.5 – 1.0 spaces/unit for each building - Average of 0.75/unit at full build-out for all municipalities
	Proposed Number:	TBD

**C. Development in Somerville**

a. Parcel Area	Total Area in Acres:	5.28 acres
	Square Feet:	229,856 square feet

**D. Development in Boston**

a. Parcel Area	Total Area in Acres:	1.29 acres
	Square Feet:	56,369 square feet

**E. Development in Boston + Somerville**

a. Parcel Area	Total Area in Acres:	6.57 acres
	Square Feet:	286,225 square feet
b. Floor Area	Total FAR	3.49
	Total GFA	997,159 square feet
c. Non-Residential	Maximum FAR	2.70
	GFA	771,159 square feet
d. Residential	FAR	0.79
	GFA	226,000 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	TBD
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum permitted:	TBD
g. Dwelling Units	Proposed Number:	TBD

**II. PHASES****A. Statistical Summary - Phase 1A****1. Overall Dimensional Limits**

a. Parcel Areas	Total Phase 1A in Square Feet:	454,406 square feet
b. Floor Area	Total GFA	2,088,637 square feet
	GFA	444,710 square feet
c. Non-Residential	Retail GFA	TBD
	GFA	1,643,927 square feet
d. Residential	GFA	1,643,927 square feet
e. Open Space	Public, Green Area or Permeable Open Space Provided:	4.12 acres or 179,902 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Non-residential:	See Special Permit
	Residential:	TBD - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

**2. Dimensional Limits on Individual Parcels**

Parcel I	a. Total Parcel Area:	100,837 square feet
	b. Total GFA:	397,102 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, 26,036 square feet
	f. Residential GFA:	371,066 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel N (completed prior to this Major Amendment)	a. Total Parcel Area:	49,284 square feet
	b. Total GFA:	394,000 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	8,600 square feet
	e. Retail:	8,600 square feet
	f. Residential GFA:	385,400 square feet
	g. Total Parking Spaces:	184
	h. Associated Public, Green Area or Permeable Open Space:	8,760 square feet
Parcel JK	a. Total Parcel Area:	62,502 square feet
	b. Total GFA:	371,828 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	371,828 square feet
	e. Retail:	Allowed, 15,600 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel T (completed prior to this Major Amendment)	a. Total Parcel Area:	38,986 square feet
	b. Total GFA:	242,194 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Retail not proposed
	f. Residential GFA:	242,194 square feet
	g. Total Parking Spaces:	151 spaces in garage, 79 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	13,861 square feet

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Parcel S (completed prior to this Major Amendment)	a. Total Parcel Area:	30,090 square feet
	b. Total GFA:	112,398 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	None
	f. Residential GFA:	112,398 square feet
	g. Total Parking Spaces:	51 spaces in garage, 49 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	11,255 square feet
Parcel L	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	314,038 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Allowed, None
	f. Residential GFA:	314,038 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel M	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	221,831 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	3,000 square feet
	e. Retail:	Required, 3,000 square feet
	f. Residential GFA:	218,831 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel Q1	a. Total Parcel Area:	14,799 square feet
	b. Total GFA:	18,851 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	18,851 square feet
	e. Retail:	Required, 8,533 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	None
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Parcel W	a. Total Parcel Area:	20,743 square feet
	b. Total GFA:	16,395 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	16,395 square feet
	e. Retail:	Required, 16,395 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

**B. Statistical Summary - Phase 1B**

**1. Overall Dimensional Limits**

a. Parcel Areas	Total Phase 1B in Square Feet:	383,237 square feet
b. Floor Area	Total GFA:	1,938,472 square feet
c. Non-Residential	GFA:	1,555,726 square feet
	Retail GFA:	0
d. Residential	GFA:	382,746 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	3.6 acres or 158,820 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	See Special Permit
	Residential:	TBD 0.5 – 1.0 spaces/unit for each building - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD



**2. Dimensional Limits on Individual Parcels – Phase 1B**

Parcel C	a. Total Parcel Area:	69,003 square feet
	b. Total GFA:	382,746 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel EF	a. Total Parcel Area:	87,225 square feet
	b. Total GFA:	419,529 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	419,529 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel G	a. Total Parcel Area:	101,610 square feet
	b. Total GFA:	450,895 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	450,895 square feet
	e. Retail:	Allowed, None
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel H	a. Total Parcel Area:	79,430 square feet
	b. Total GFA:	365,110 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	365,110 square feet
	e. Retail:	Allowed, None
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Parcel U	a. Total Parcel Area:	45,969 square feet
	b. Total GFA:	320,192 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	320,192 square feet
	e. Retail:	Retail not proposed
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

**C. Statistical Summary - Phase 2**

**1. Overall Dimensional Limits**

a. Parcel Areas	Total Phase 2 in Square Feet:	426,813 square feet
b. Floor Area	Total GFA:	1,218,745 square feet
c. Non-Residential	Maximum GFA:	184,626 square feet
	Retail GFA:	24,301 square feet
d. Residential	Minimum GFA:	1,034,119 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	Balance of 11 acres
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	See Special Permit
	Residential:	TBD 0.5 – 1.0 spaces/unit for each building - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

**2. Dimensional Limits on Individual Parcels – Phase 2**

Parcel A	a. Total Parcel Area:	65,373 square feet
	b. Total GFA:	93,971 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Retail not proposed
	f. Residential GFA:	93,971 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

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Parcel B	a. Total Parcel Area:	80,325 square feet
	b. Total GFA:	335,251 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel D	a. Total Parcel Area:	59,838 square feet
	b. Total GFA:	306,491 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel Q2	a. Total Parcel Area:	114,928 square feet
	b. Total GFA:	162,126 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	162,126 square feet
	e. Retail:	Required, 1,801 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel R	a. Total Parcel Area:	46,343 square feet
	b. Total GFA:	134,211 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Required, 17,660 square feet
	f. Residential GFA:	116,551 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Parcel V	a. Total Parcel Area:	60,006 square feet
	b. Total GFA:	186,695 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	4,840 square feet
	e. Retail:	Required, 4,840 square feet
	f. Residential GFA:	181,855 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD