

3. SUNSHADES

2017 APPROVED DESIGN

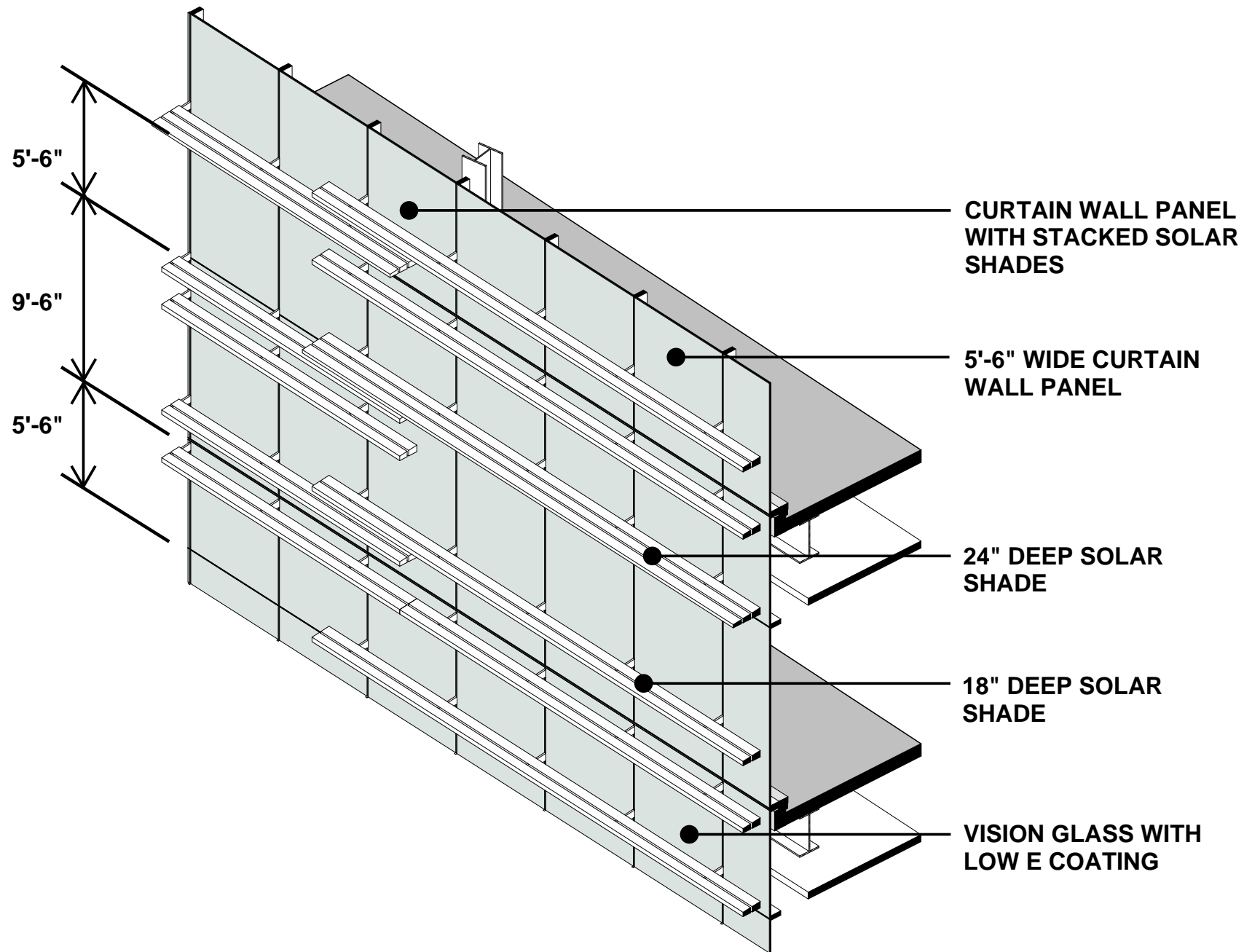


2018 PROPOSED DESIGN



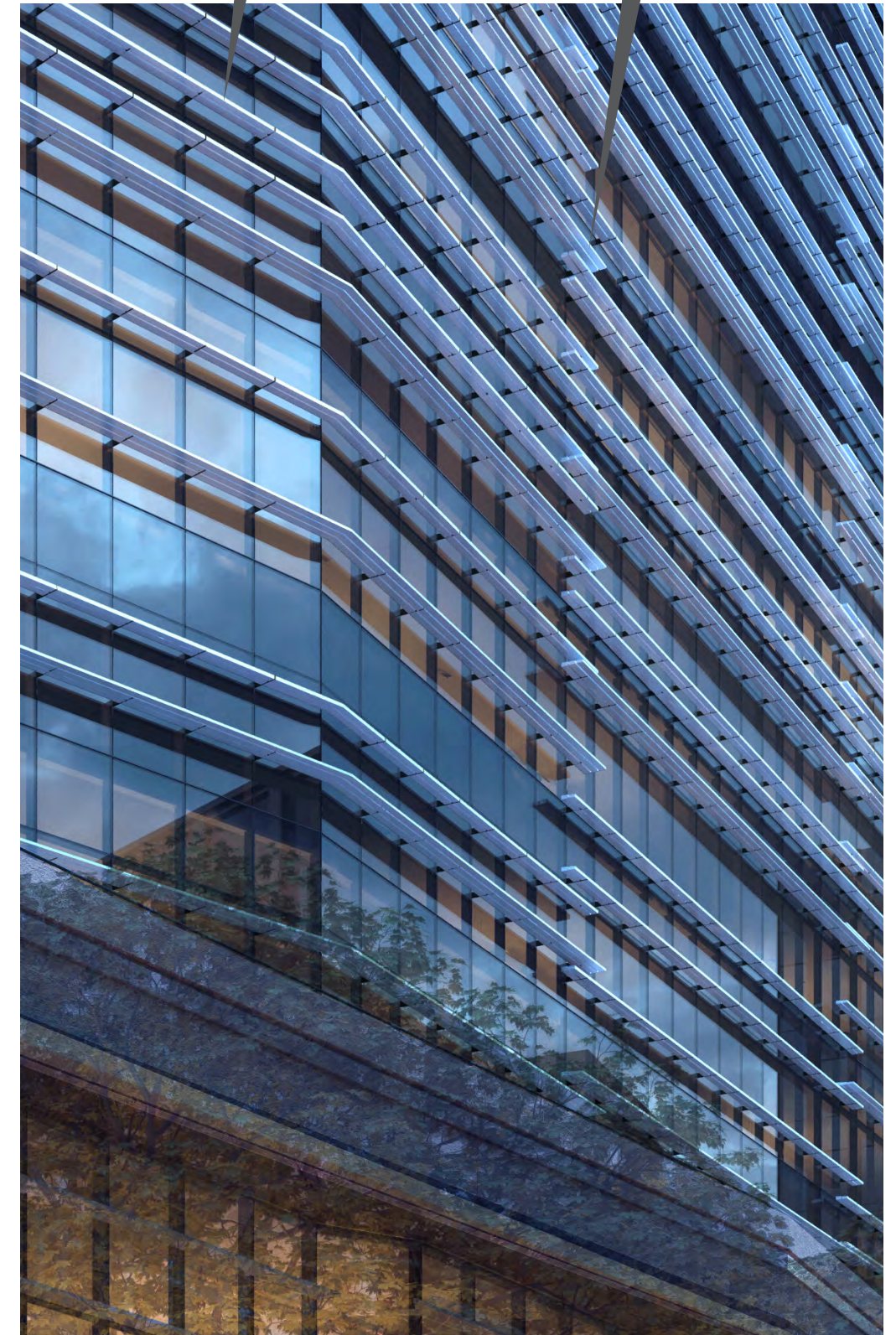
3. SUNSHADES

2018 PROPOSED DESIGN



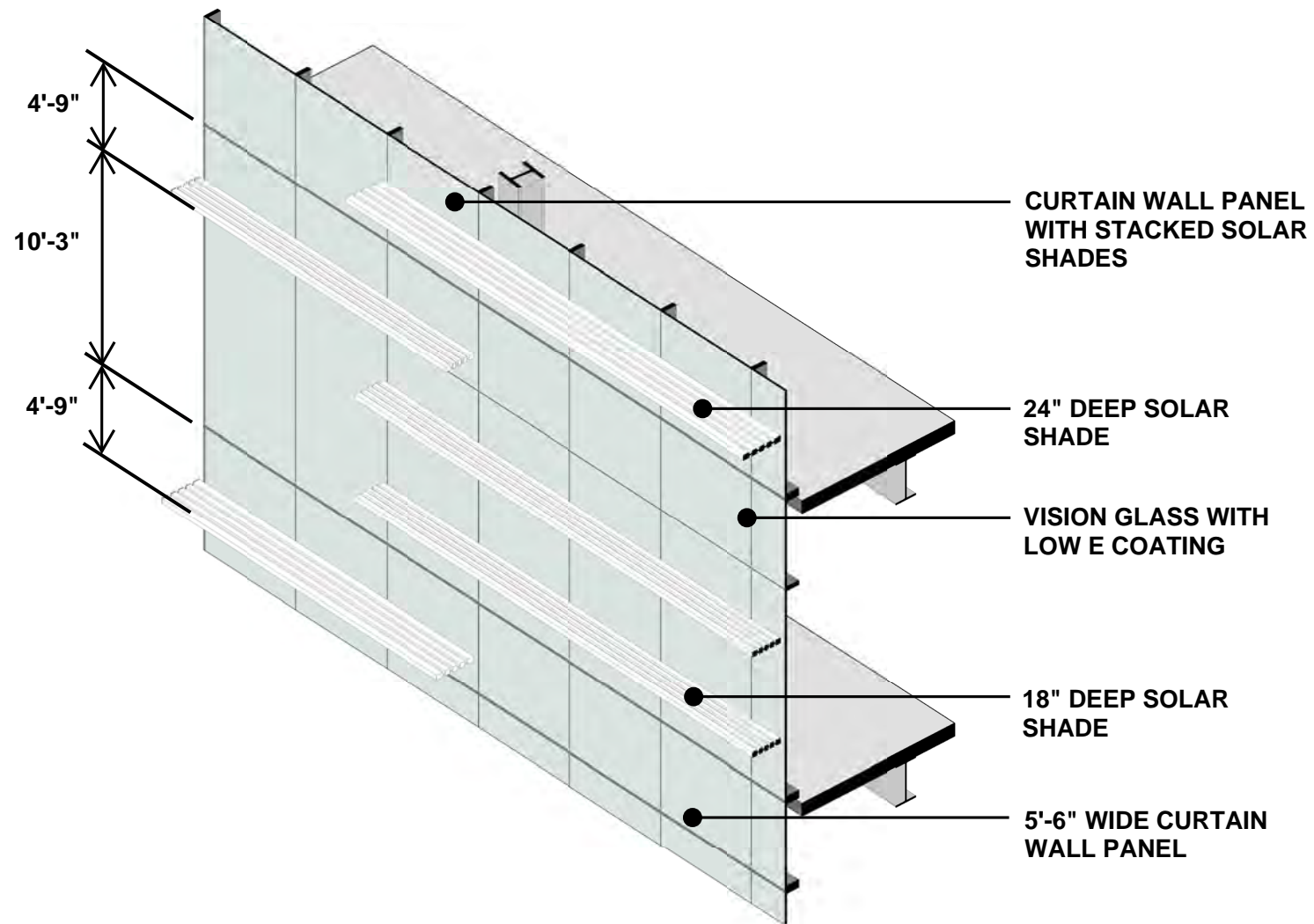
SUNSHADE DEPTHS RESTORED TO 2017 APPROVED DIMENSIONS

'JOINT' MOVED EAST OF 'FOLD' LINE

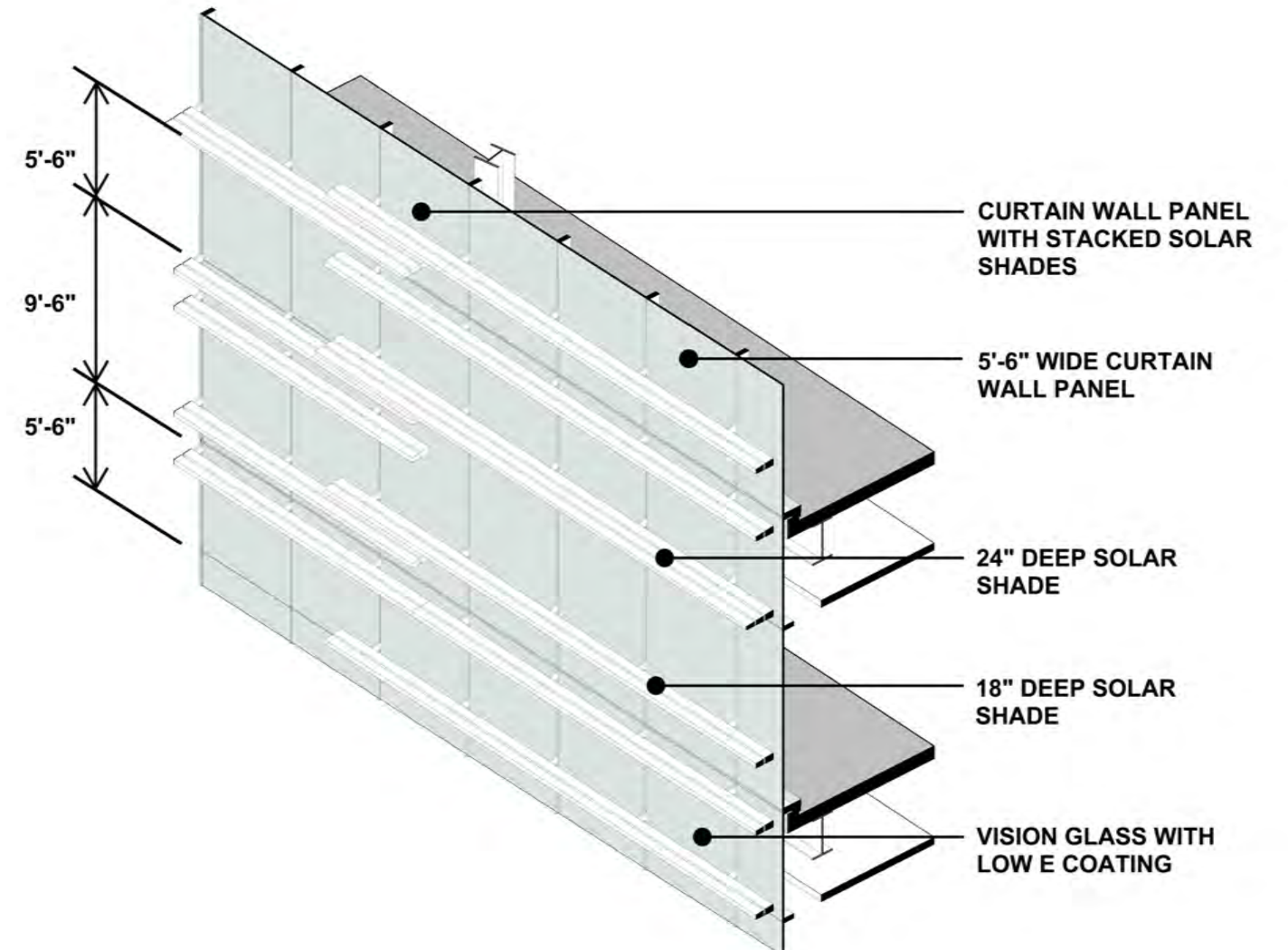


3. SUNSHADES

2017 APPROVED DESIGN



2018 PROPOSED DESIGN



4. NORTH FACADE

2017 APPROVED DESIGN

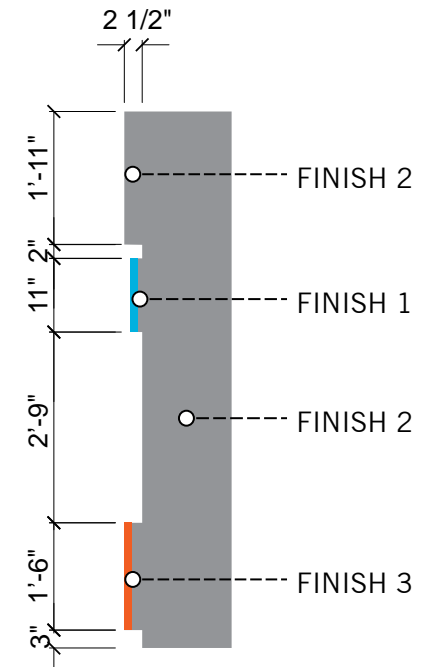
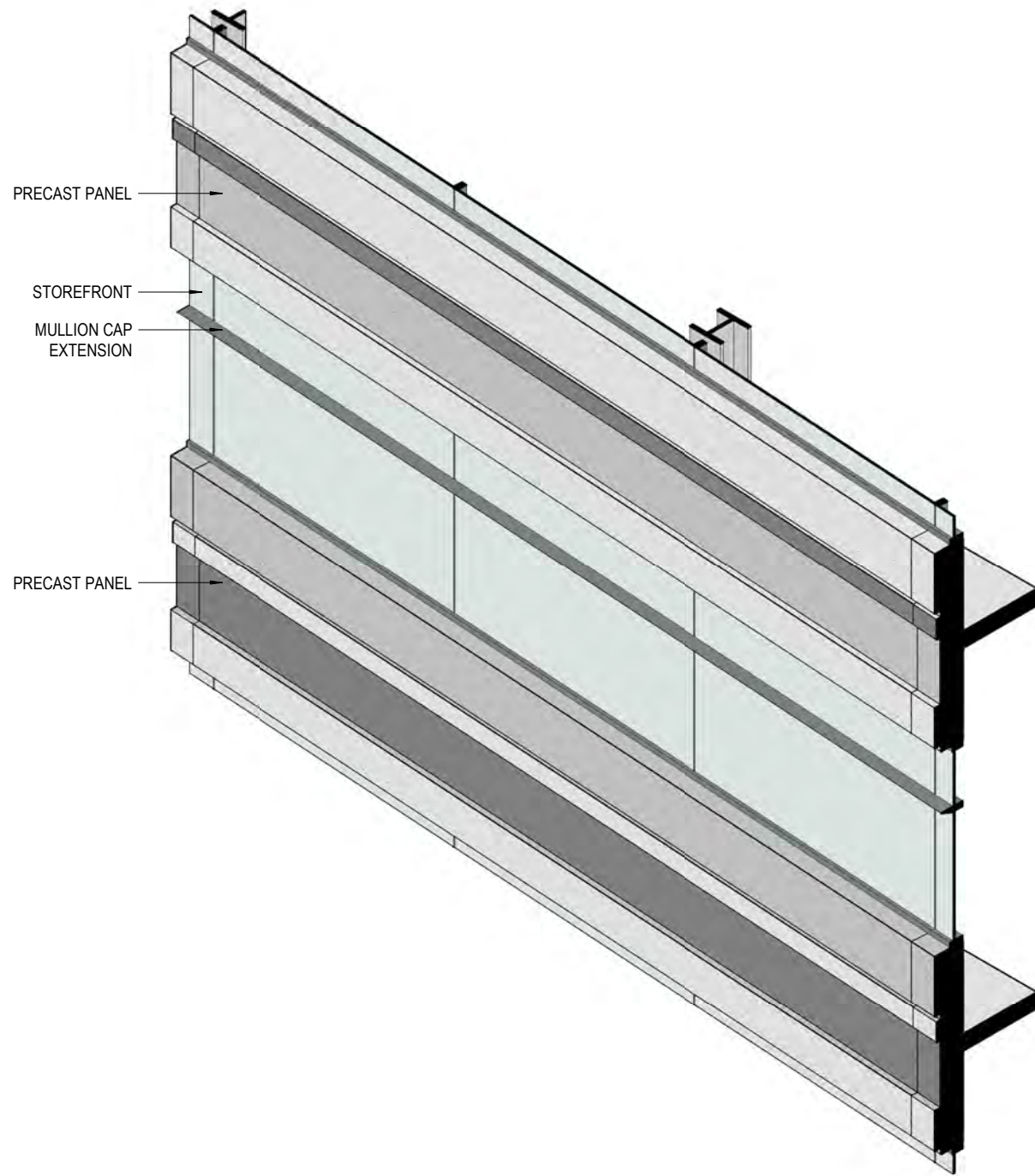


2018 PROPOSED DESIGN

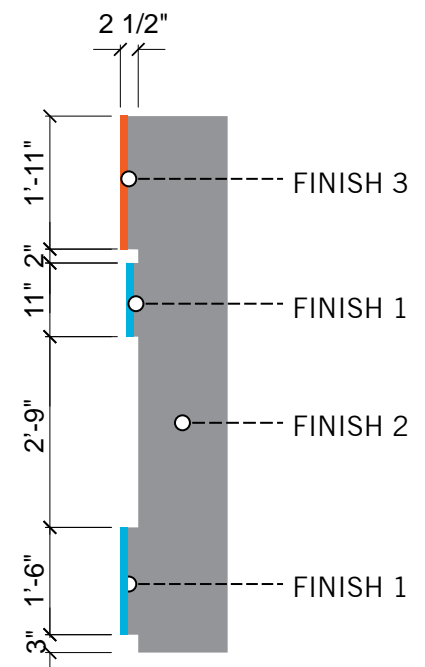


4. NORTH FACADE

2018 PROPOSED DESIGN

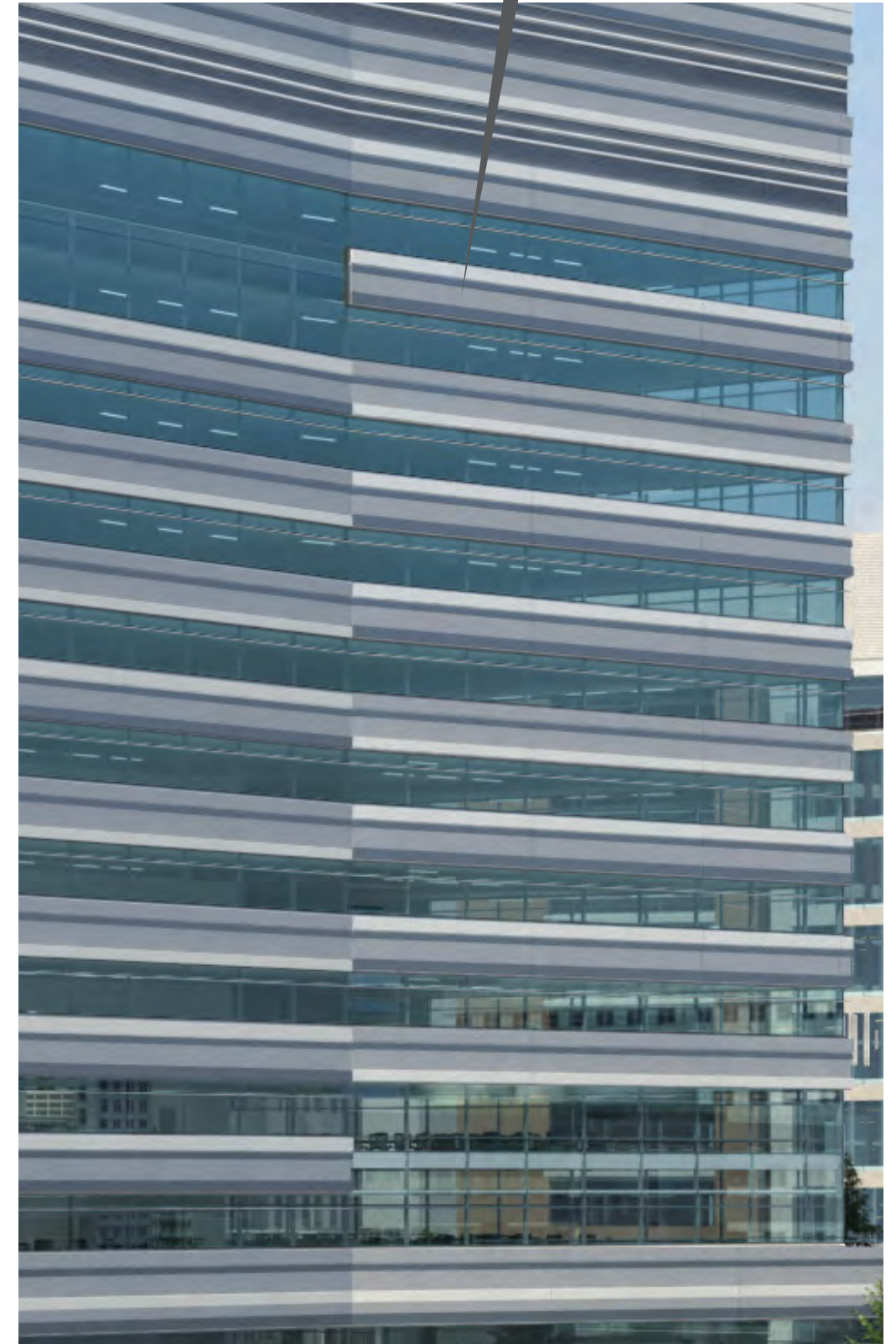


PRECAST PANEL TYPE A



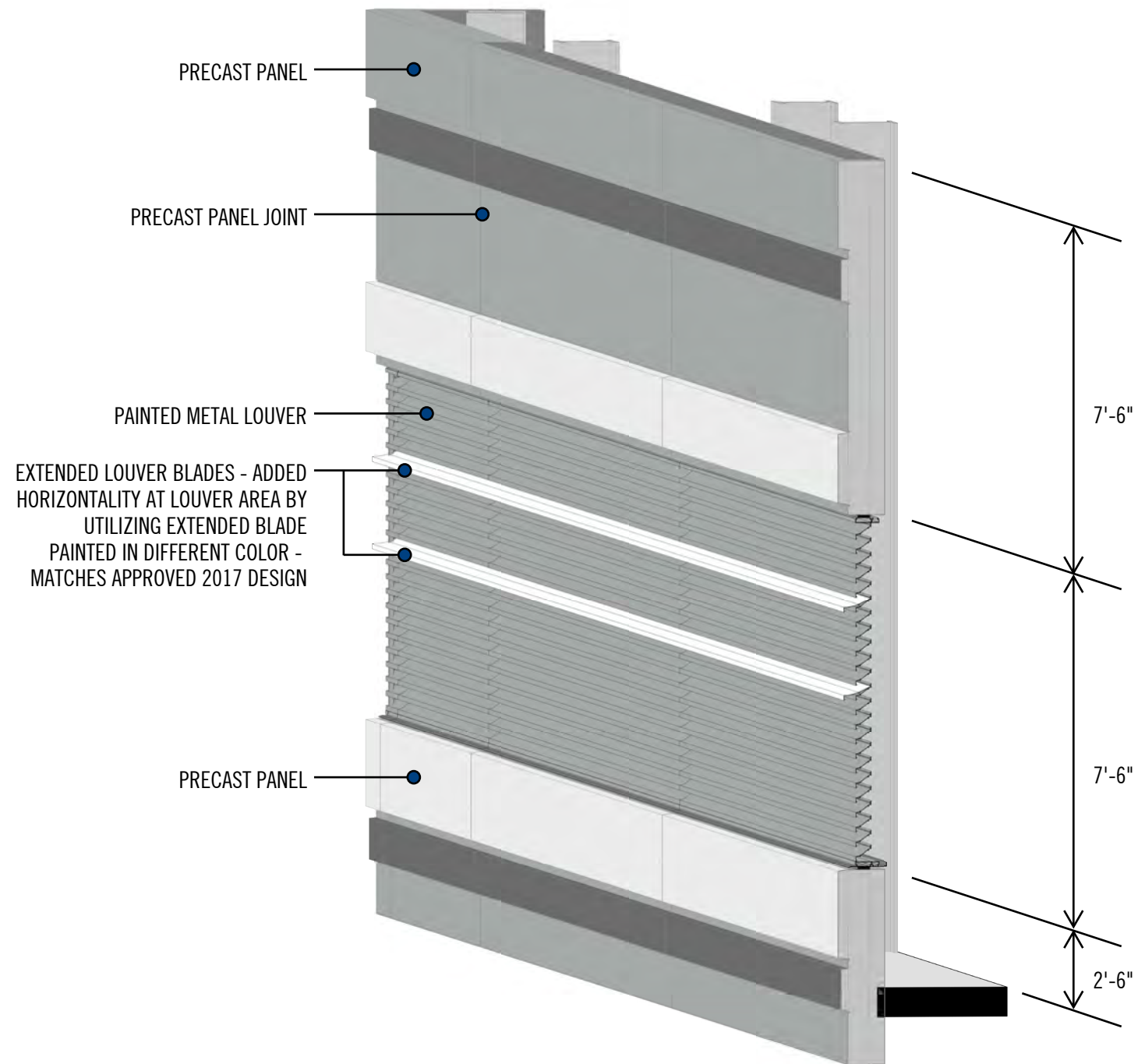
PRECAST PANEL TYPE B

RESTORED 2017 'SHIFTED' FACADE PATTERN



4. NORTH FACADE

2018 PROPOSED DESIGN



RESTORED 2017 APPROVED LOUVER TREATMENT



4. NORTH FACADE

2017 APPROVED DESIGN

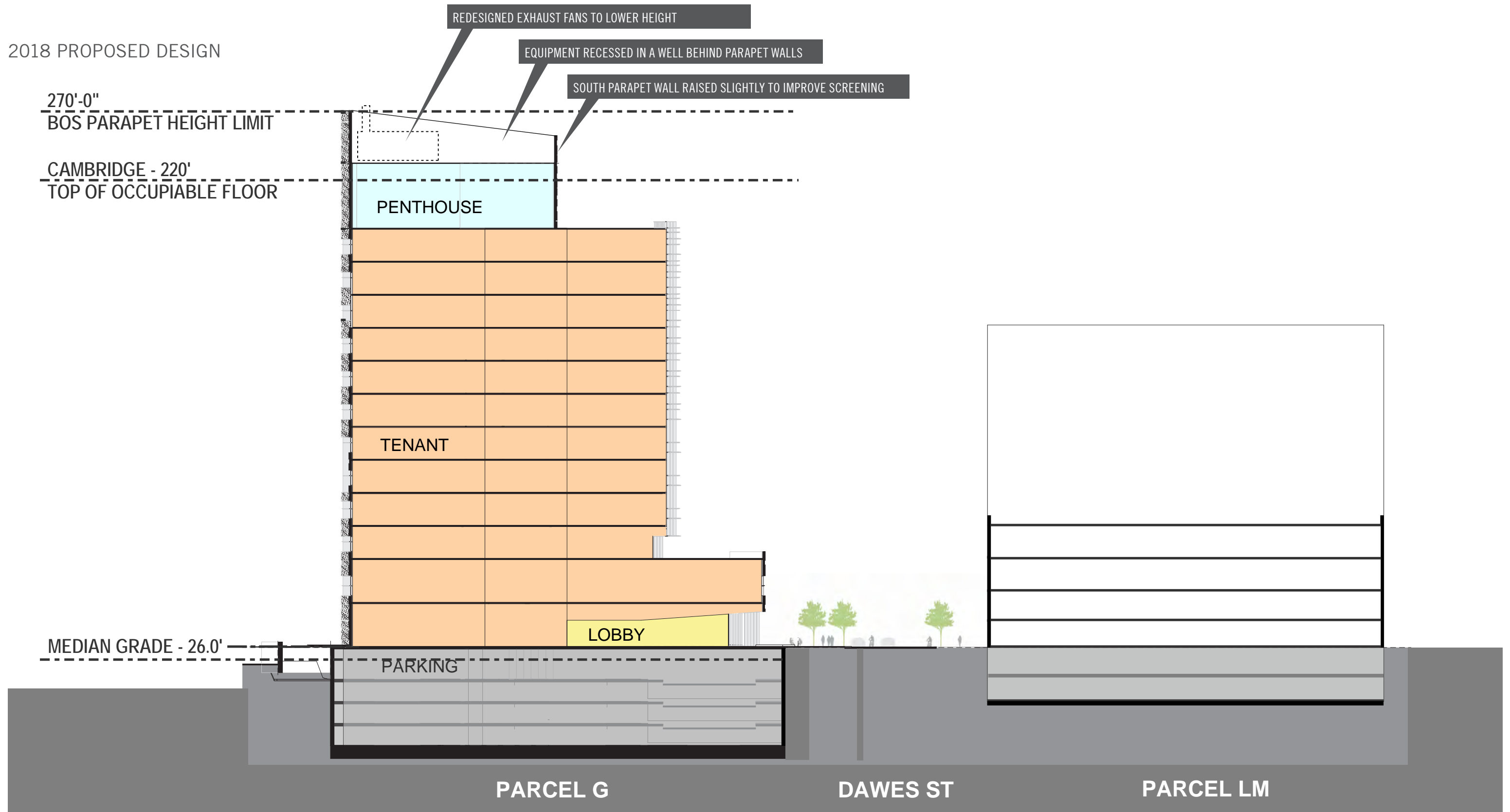


2018 PROPOSED DESIGN

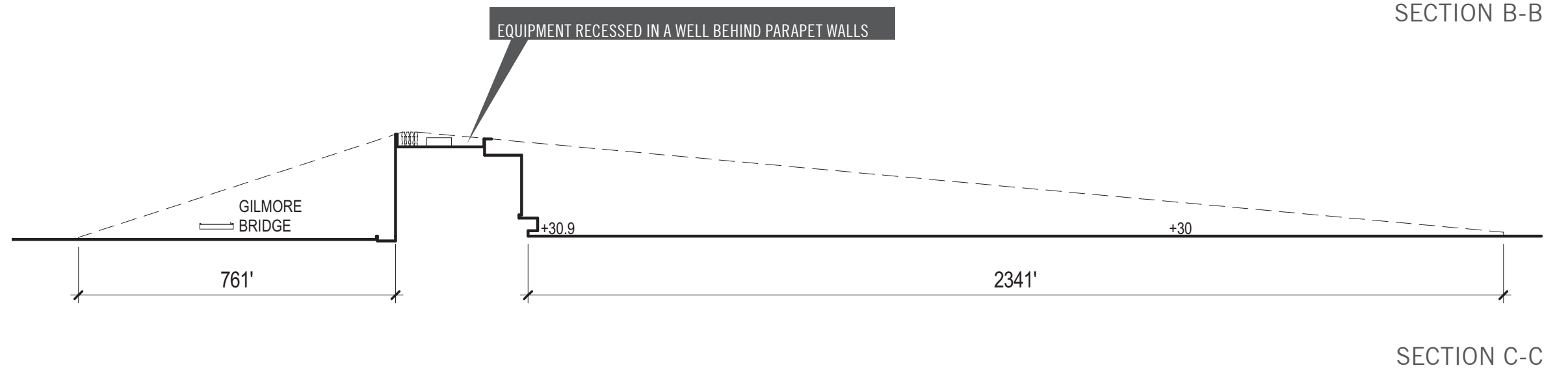
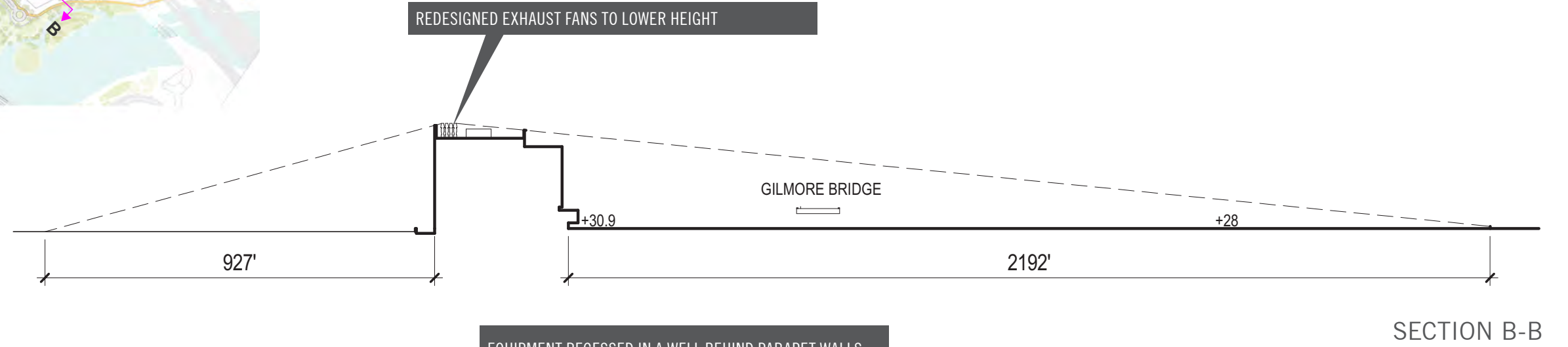
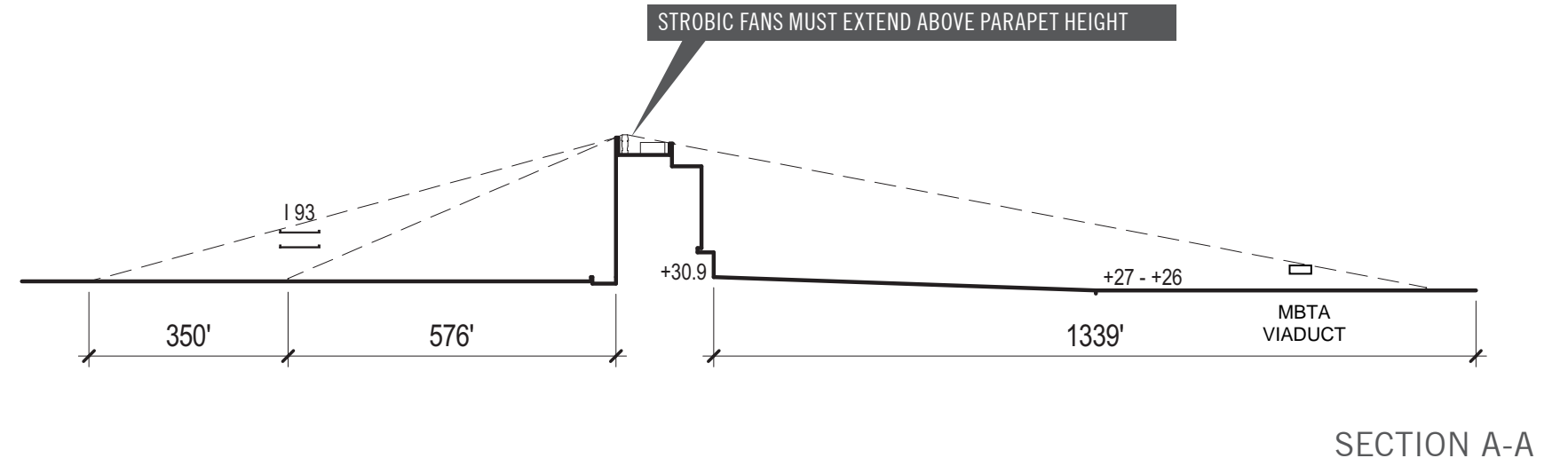
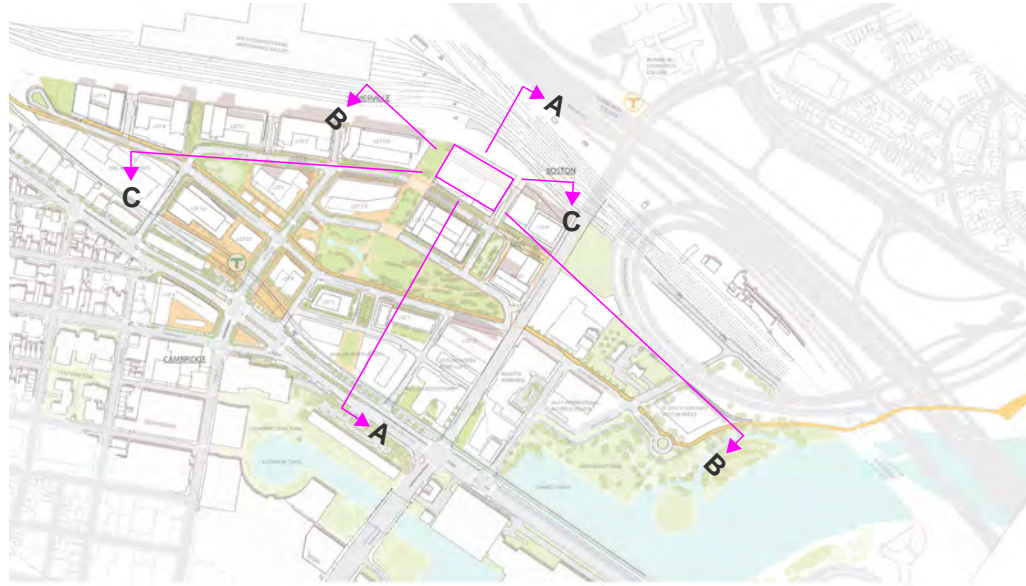


5. PENTHOUSE SCREENING

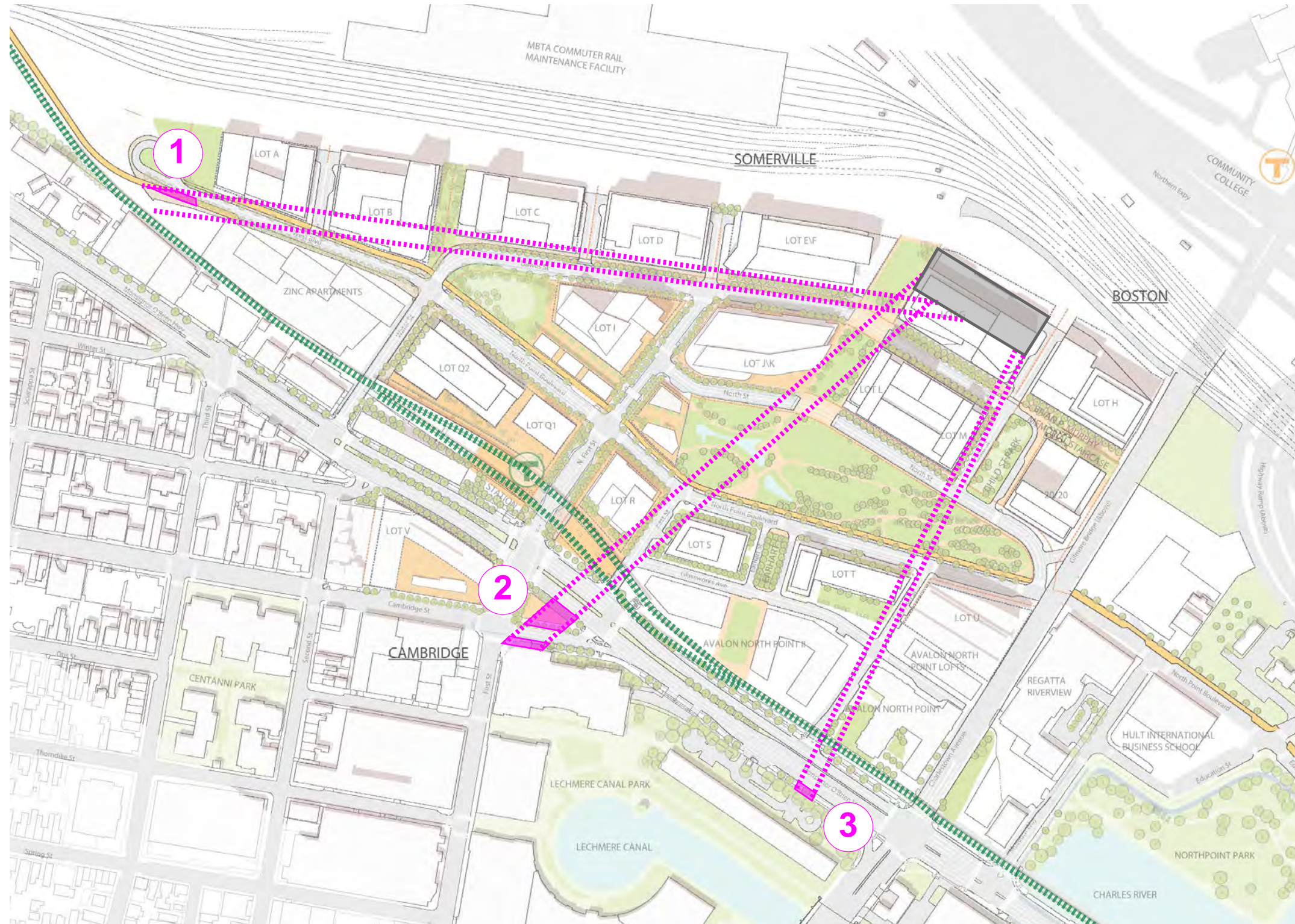
2018 PROPOSED DESIGN



5. PENTHOUSE SCREENING



5. PENTHOUSE SCREENING



APPENDIX A

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- DESIGN REVIEW NARRATIVE**
- DESIGN REVIEW GRAPHICS**
- SUSTAINABILITY NARRATIVE**
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- DESIGN GUIDELINE / ZONING CHECKLIST**

SUMMARY OF MEETING

JULY, 2016
AUGUST 23, 2017
AUGUST 24, 2017
SEPT 18, 2017
SEPT 19, 2017
SEPT 25, 2017
OCT 25, 2017
NOV 22, 2017
NOV 27 2018
NOV 28, 2017
NOV 13, 2018

MASTERPLAN APPROVAL
STAFF REVIEW
STAFF REVIEW
STAFF REVIEW
PLANNING BOARD - DESIGN REVIEW
JOINT STAFF REVIEW OF PARCEL G (W/ BOSTON BPDA)
DESIGN REVIEW FILING
CAMB COMMUNITY DEVELOPMENT DEPARTMENT MEMO
SUPPLEMENTAL DESIGN REVIEW FILING
PLANNING BOARD - DESIGN REVIEW (APPROVED)
PLANNING BOARD - DESIGN UPDATE REVIEW

FEB 27, 2018
OCT 10, 2018
OCT 24, 2018
OCT 31, 2018
OCT 31, 2018
NOV 05, 2018
NOV 06, 2018
NOV 08, 2018

OTHER REVIEW EVENTS:
CAMBRIDGE FIRE DEPARTMENT STAFF REVIEW
CAMBRIDGE COMMUNITY DEVELOPMENT DEPARTMENT STAFF REVIEW
SUBMISSION OF ADDITIONAL REQUESTED MATERIALS
CFD STAFF REVIEW
DESIGN REVIEW FILING OF PARCEL H TO CAMBRIDGE COMMUNITY DEVELOPMENT DEPARTMENT
CAMBRIDGE TRAFFIC, PARK & TRANSPORTATION DEPARTMENT STAFF REVIEW MEETING
CAMBRIDGE COMMUNITY DEVELOPMENT DEPARTMENT STAFF REVIEW MEETING
CAMBRIDGE DEPARTMENT OF PUBLIC WORKS STAFF REVIEW MEETING

DESIGN REVIEW NARRATIVE

Design Concept

Parcel G is a 451,000 GFA commercial lab and office building that is sited on the north side of Dawes Street between Child Street and open space within the mixed-use Cambridge Crossing development. The 14-story building includes flexible lab and office space from levels 1-12 and two levels of mechanical penthouse. The height of the top of the highest occupied floor is approximately 190 feet. A two-story mechanical penthouse completes the program to accommodate base building and tenant equipment. The Project forms the edge between the growing Cambridge Crossing neighborhood to its south and the commuter and freight rail tracks to the north.

The building's primary entry is accessed from a lobby located at the south west corner of the Project Site on Dawes Street. The three-level below grade garage is accessed by a ramp which extends down the north side of the building and is accessed from a service drive that can be entered from the intersection of Child and Dawes Street. Elevators from the garage will give access to the public lobby. Bicycles have required indoor parking with direct access to the main building lobby. In addition there is a separate public garage entrance and elevator on the southeast corner of the building. A separate entry for bicycles is located off of the open space within visibility of the building security desk, this area has access to shower facilities and a bicycle repair area. The building's fully enclosed loading dock is accessed via a truck ramp from the Child Street entry drive at grade and connects directly to the buildings elevator core.

The Project will reinforce the scale and character of Dawes Street as described in the NorthPoint Design Guidelines. The new building is to have a two story base expressed by larger floor sizes that allow for visible and active high-bay research space. These floors align consistently with the two-story expression that is planned for the surrounding buildings. This pedestrian scaled base expression wraps around the edge of the tower to make an appropriately scaled pedestrian experience at the adjacent open space and connects the scale of the adjacent Building H. Entry into the building is located at the south-west corner of the building's base, making it visible from pedestrians approaching from Lechmere station as well as the Brian P. Murphy Memorial Staircase.

Height and Massing

There are two primary strategies for the building, both forming an appropriately scaled public realm.

The first strategy governs the shape of the building in plan. The form of the building is inflected inward on its narrowest sides such that it loosely describes the shape of a bowtie when viewed from above. This bowtie form allows the floorplates to appear more slender and elegant when viewed from the side. This fits with the scale of more narrow residential and office buildings to the south and east.

The second strategy governs the section of the building and helps to form an open, vibrant landscape along Dawes Street. The tower mass of the building is pushed as far north on the property as possible, allowing direct light and sky-dome visibility to benefit the landscape and public spaces along Dawes Street. In addition to this stepping, the mechanical penthouse is located on the northern most half of the bowtie form. The resulting terracing of the building scale maximizes daylight on Dawes Street and gives the building a lower perceived height from the pedestrian side of the building. The upper ten stories facing south on Dawes Street rise from the two-story base and allow for a new tenant landscaped terrace to be accessed from the third level. This roof terrace, completed by the tenant, would be visible from the Gilmore Bridge and surrounding residential developments to the south. This southern lower volume of the building is further inflected at its corners to allow for more daylight access to the adjacent open space.

Character and Exterior Materials

The exterior of Building G on the north, east and west sides will receive a horizontal cladding system with a variety of textures and depths to give interest and composition when seen from the highway and the Gilmore Bridge. The building's volume will be articulated to reflect the contrast between the rail-beds to the north and the pedestrian streetscape to the south.

From the south the building language will be primarily a curtainwall glazing system. The glazing will be shaded with the appropriate amount of horizontal exterior sun shades.

The two languages will use material differences to give hierarchy to the pedestrian facing facades and break down the scale of the building. The use of a dominantly horizontal language will unify the building. The lower two floors of the building as well as the landscape design will be articulated in a way to give interest and scale at the pedestrian level.

Open Space and Open Space Plan

The open space on all four sides of Parcel G will be designed to create seamless connections between the building and the wider open space network at Cambridge Crossing. These connections will be particularly strong on the west side, where the adjacent open space in Cambridge and Somerville will abut the entrance plaza and planted base of the building. In this area landscape materials, planting and site furniture and outdoor exercise equipment will be chosen to extend the open space to the building. On the south side of the building on Dawes Street, the sidewalk materials will be extended towards the building and a plaza for food trucks and picnic tables is established as part of the streetscape, framed with shade planting running along the southern edge of the building to create a comfortable microclimate in this area.

On the building's east side the service drive, shared with Building H will be planted with shade trees and groundcover, protecting and defining the sidewalk. On the north side of the building the service drive will descend to parking at the building's lower level, with a planted buffer running along the northern edge of the Project Site screening the rail yards.

DESIGN REVIEW GRAPHICS





view from gilmore bridge



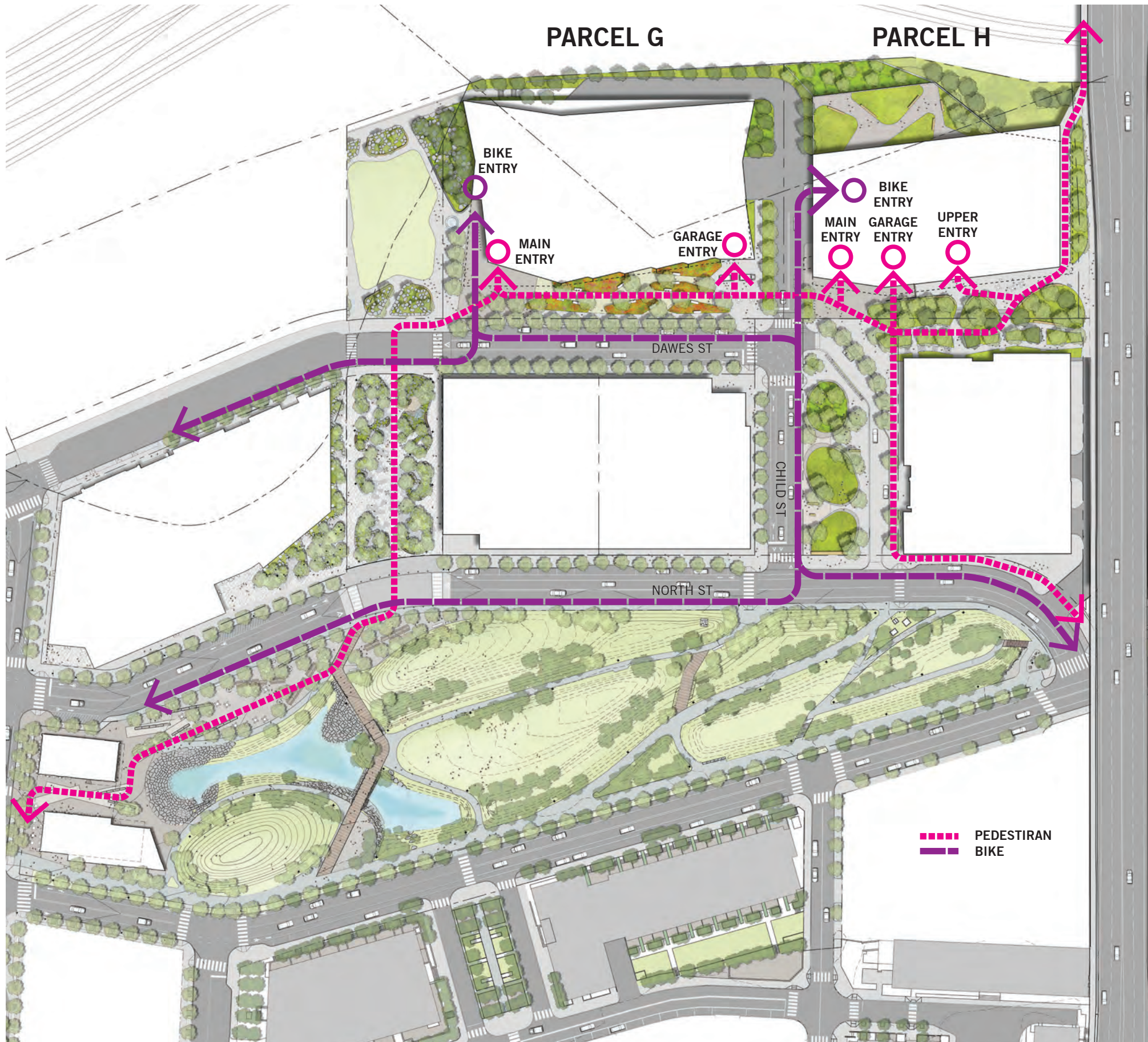
view from community college

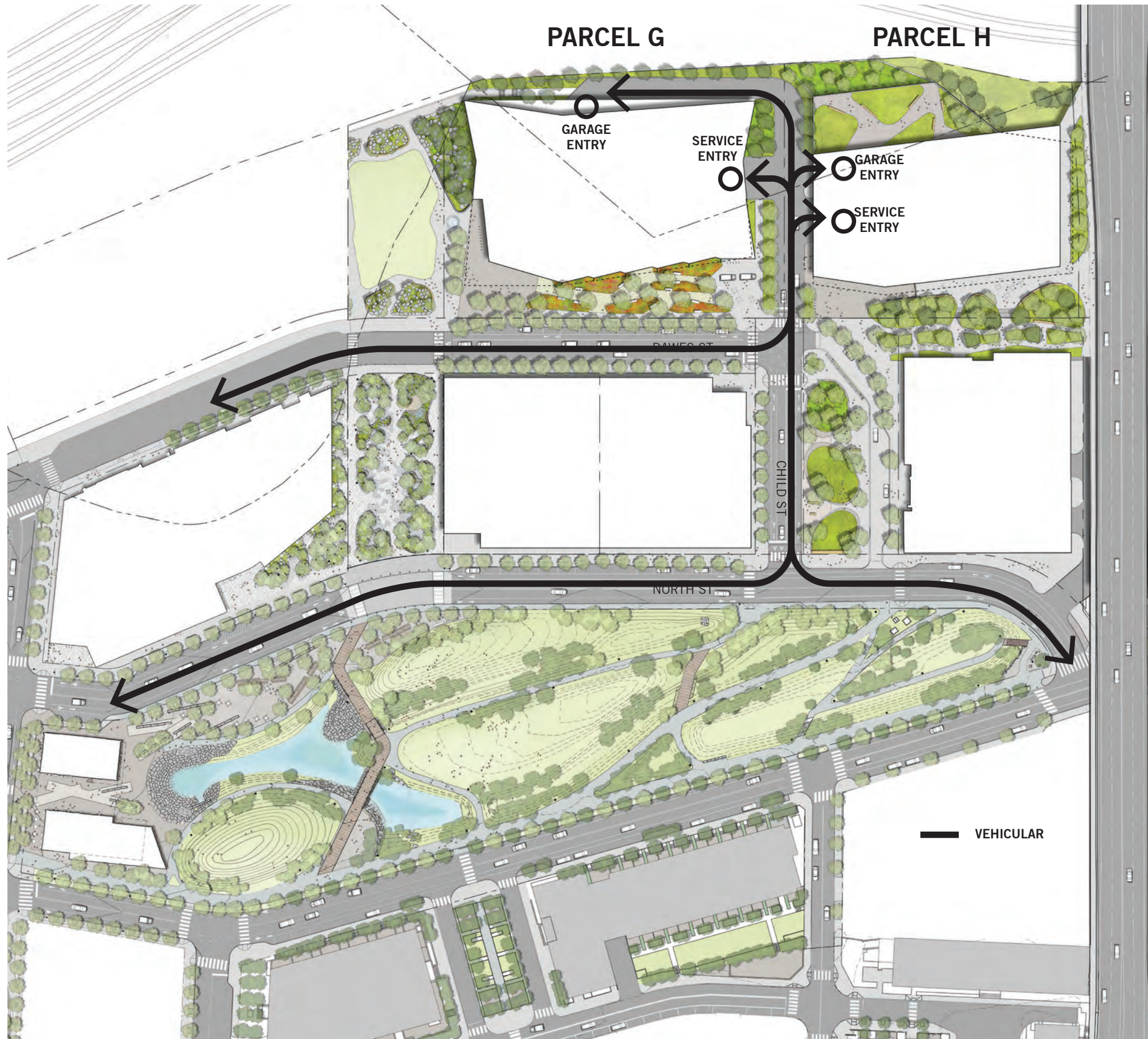


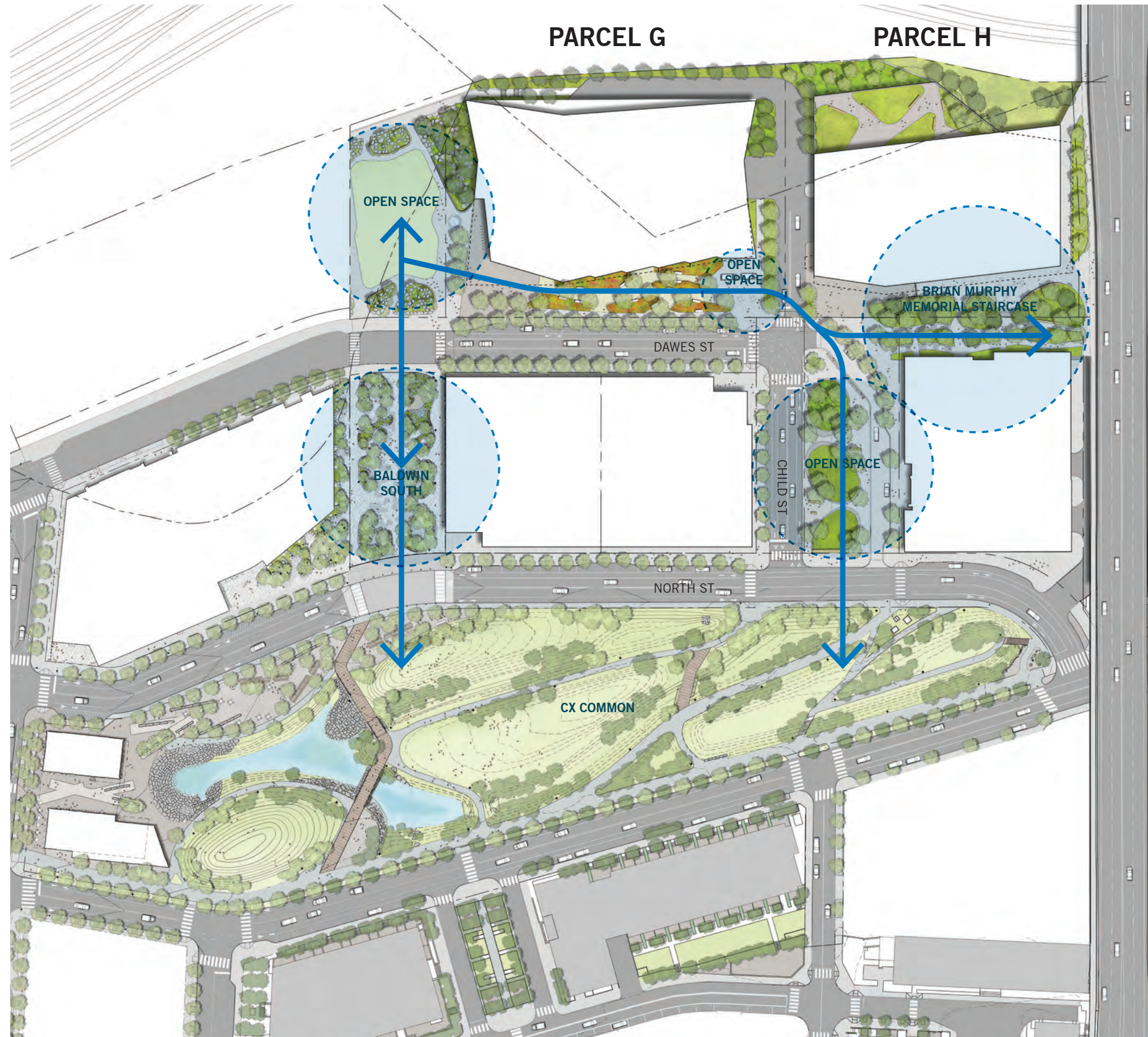
view towards murphy memorial stair

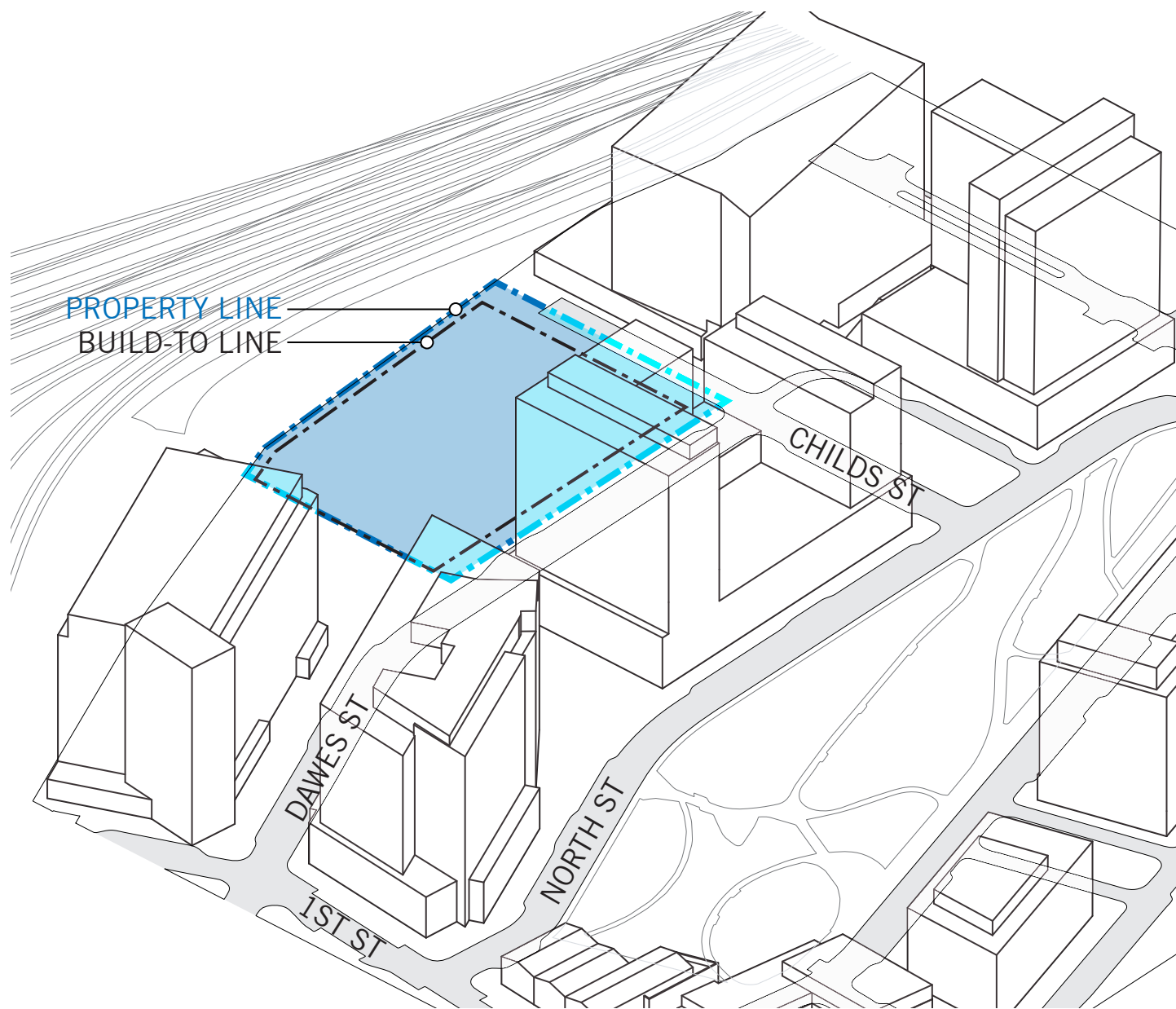


view from top of murphy memorial stair

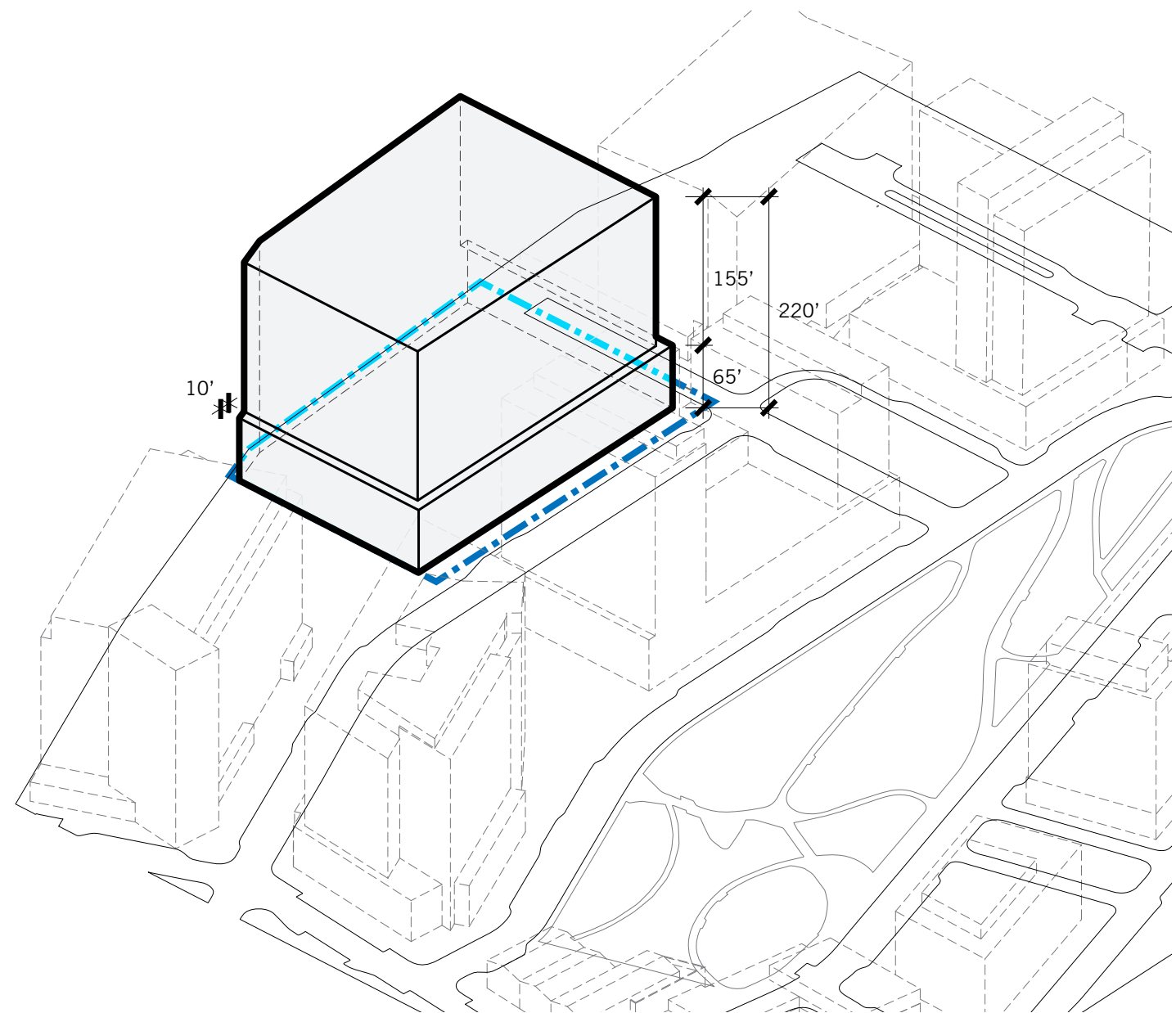




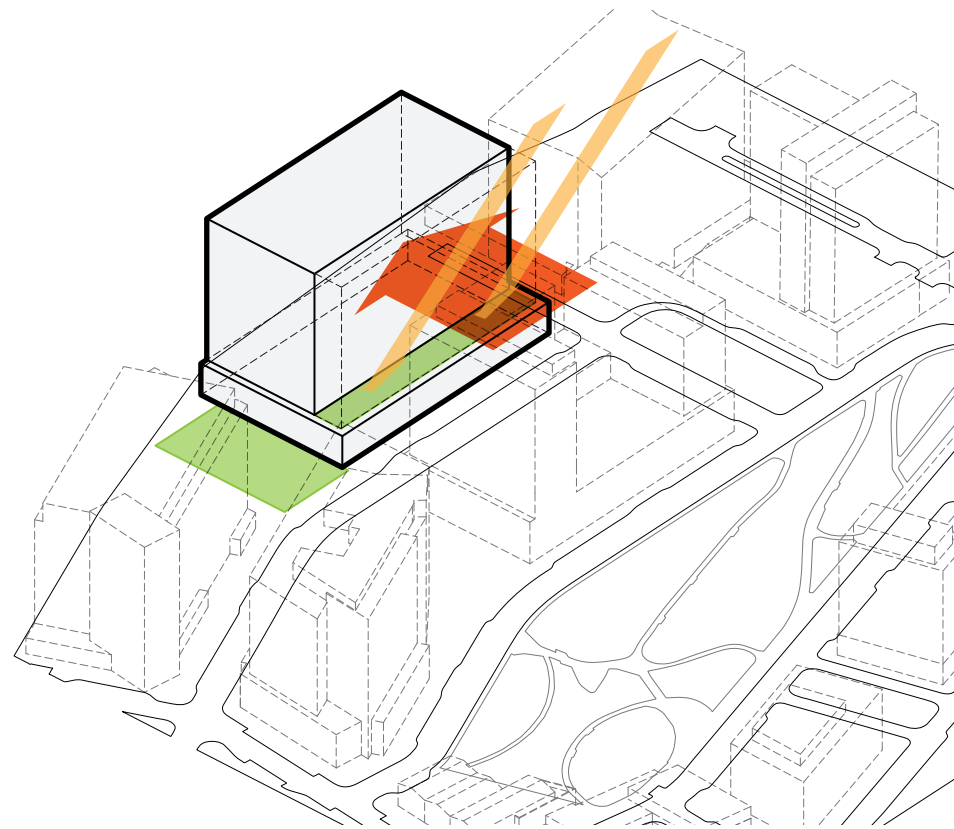




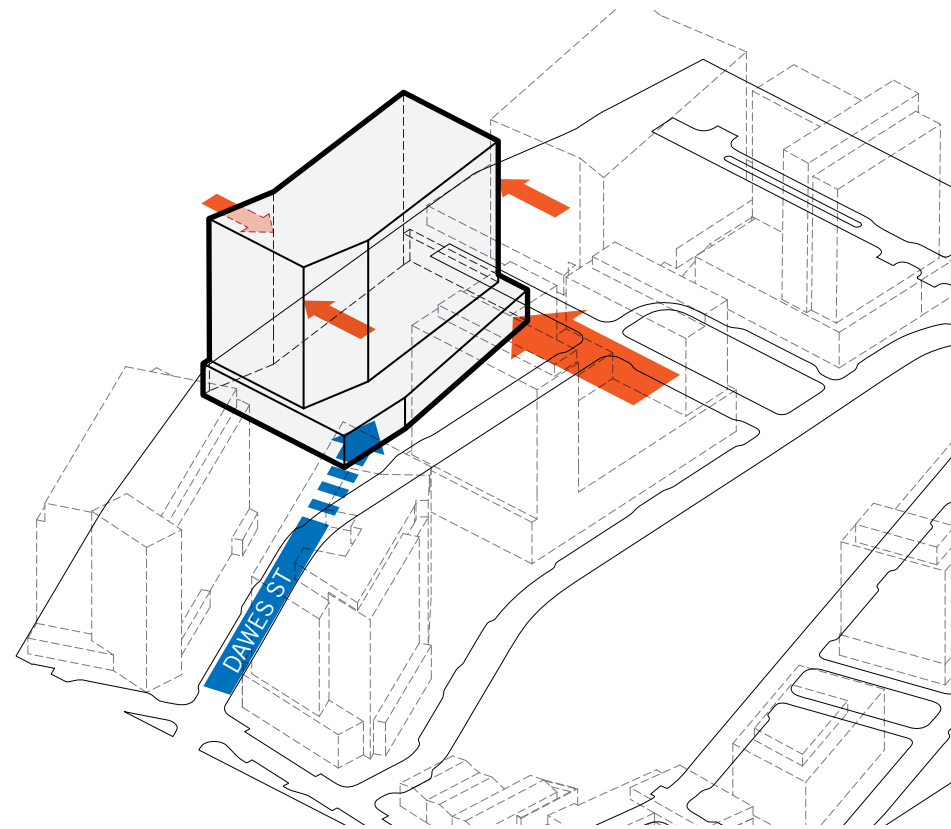
site boundary



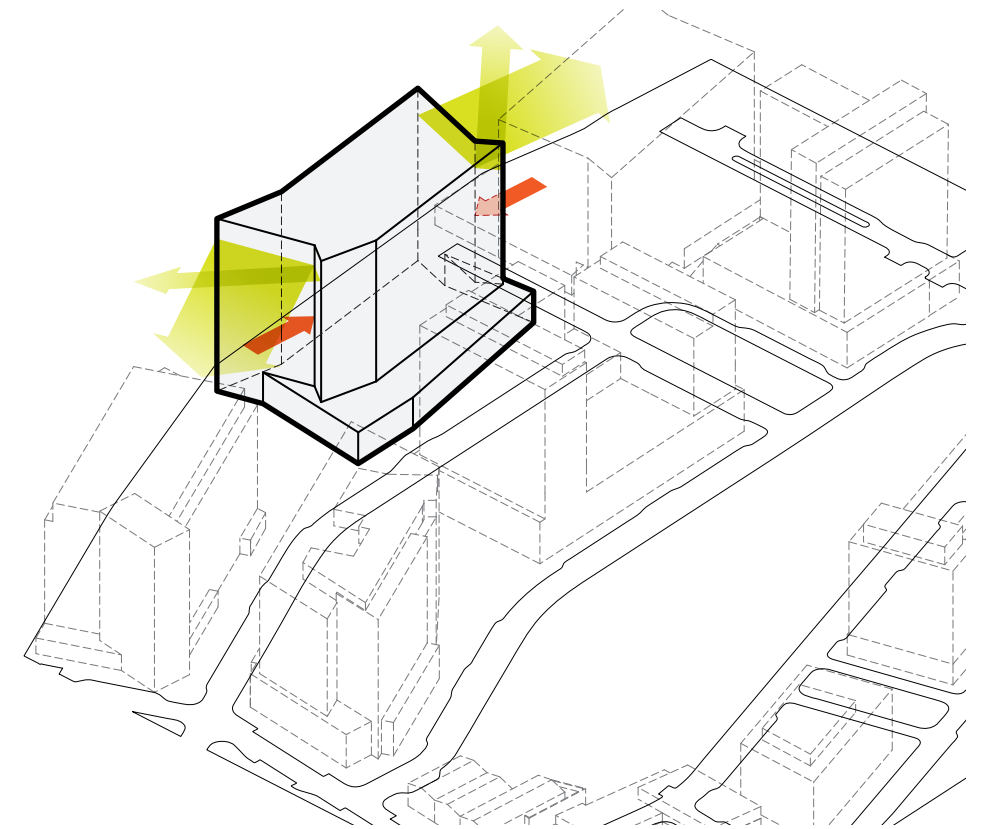
height boundary



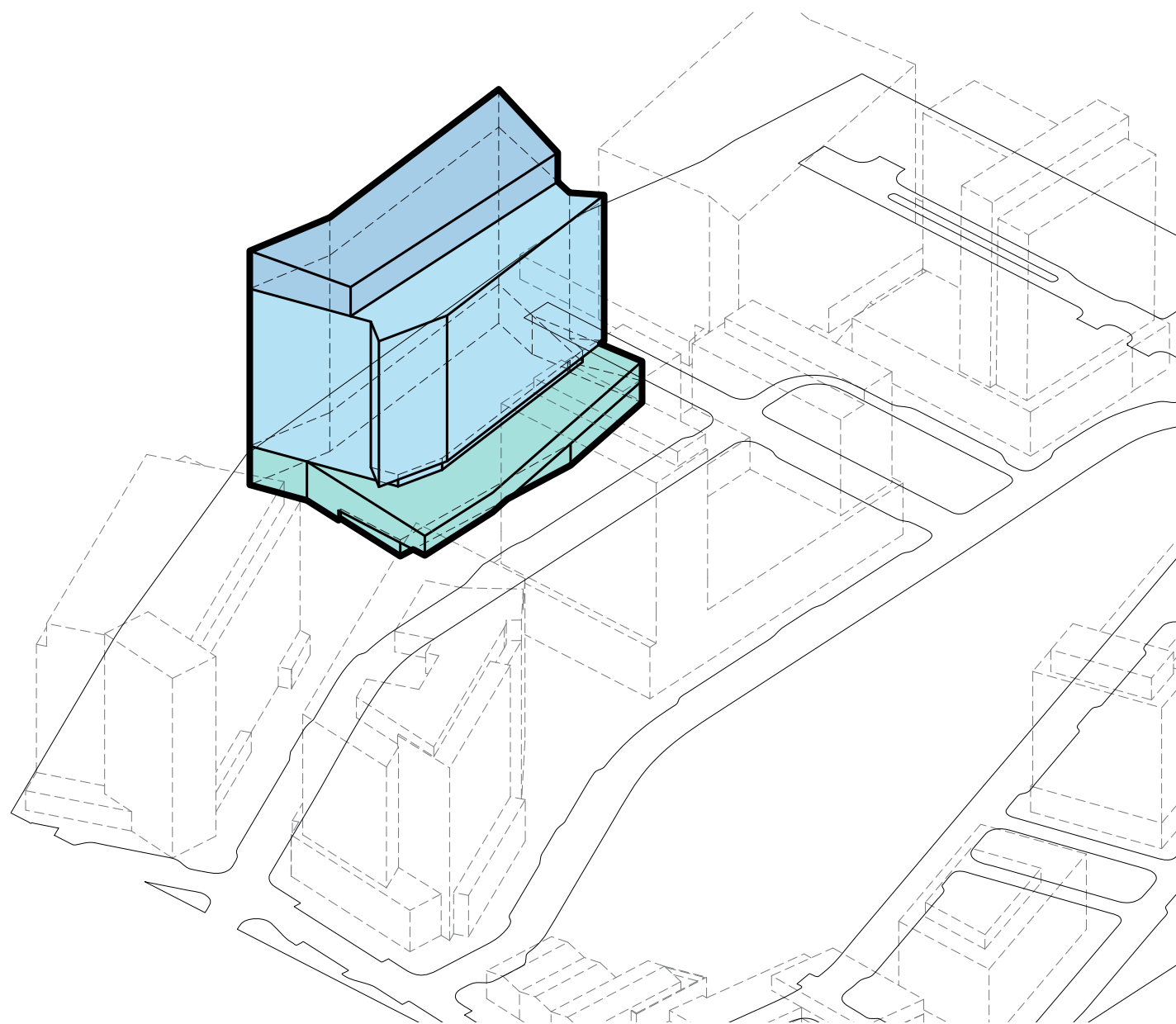
maximizing sky view



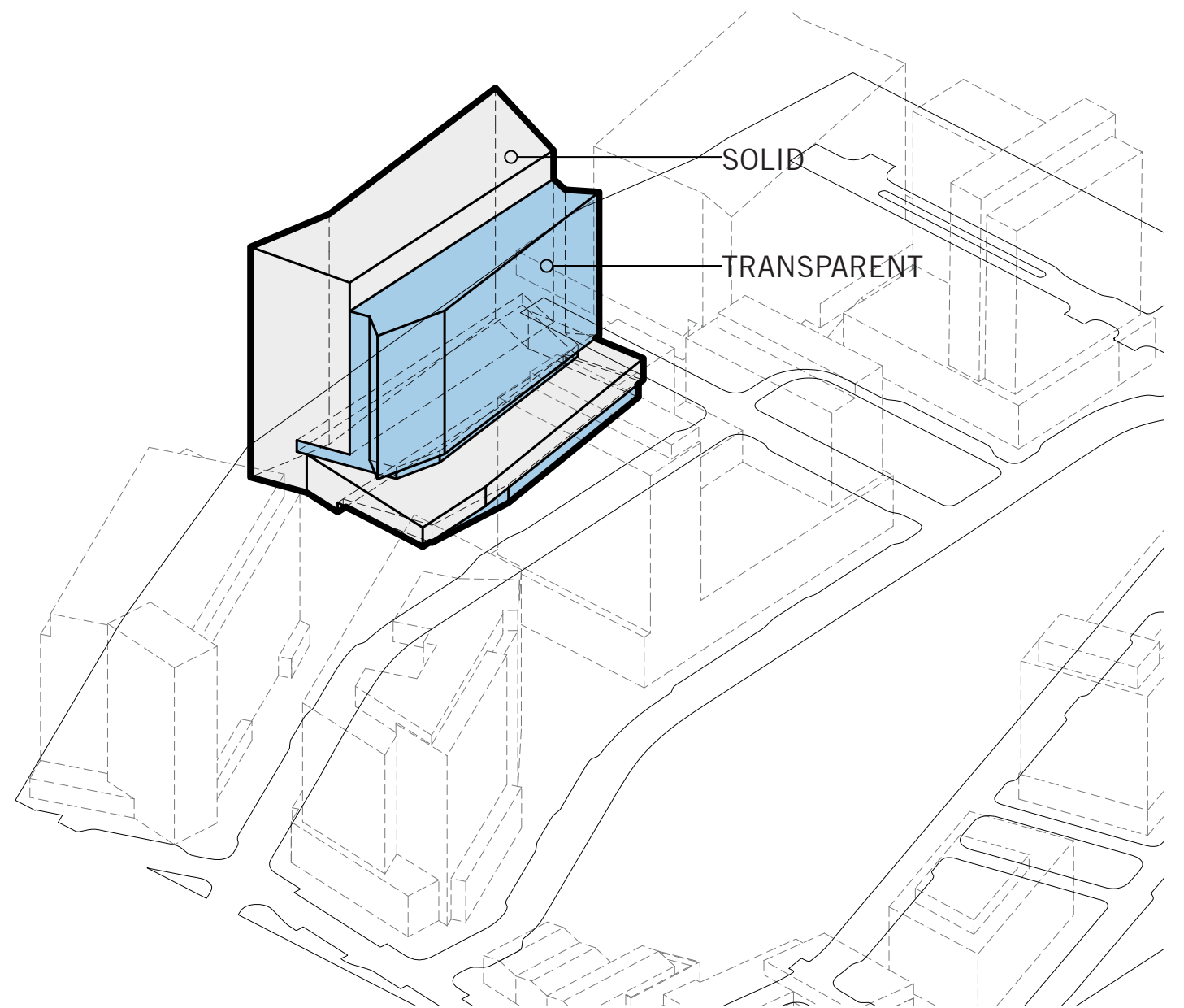
responding to site connection points



view towards Cambridge+Charlestown



identifying base-middle-top



contrast in materiality



