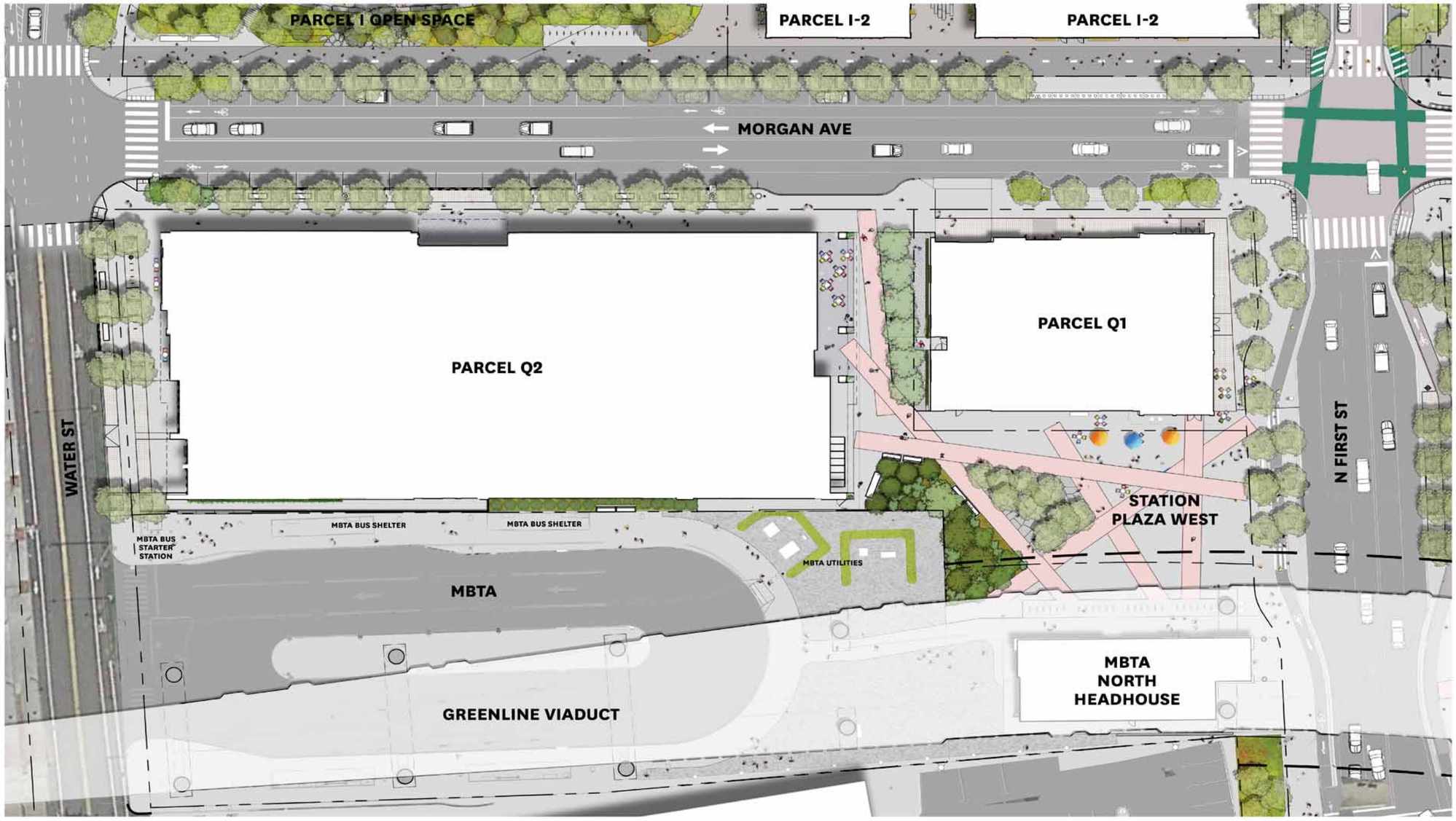
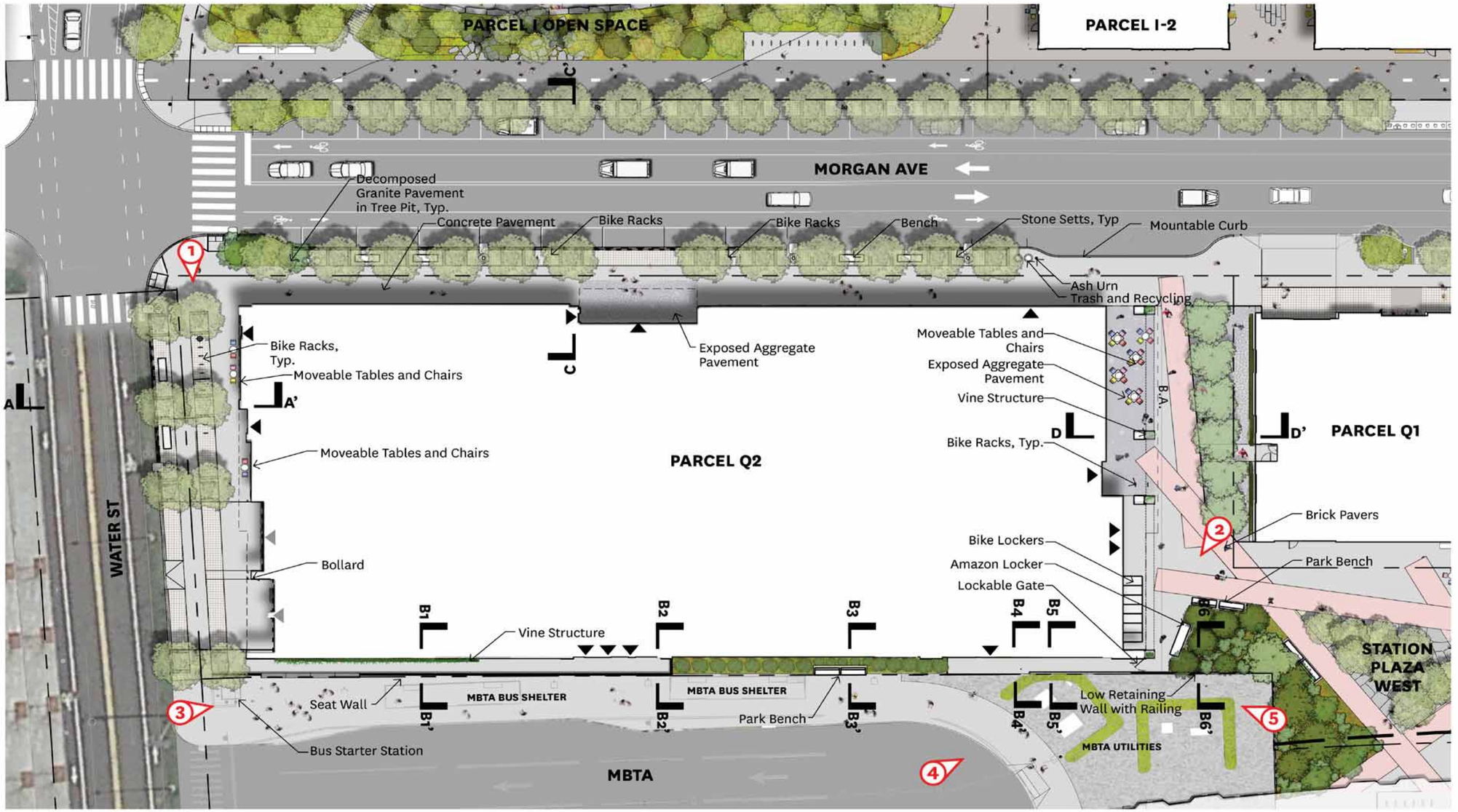
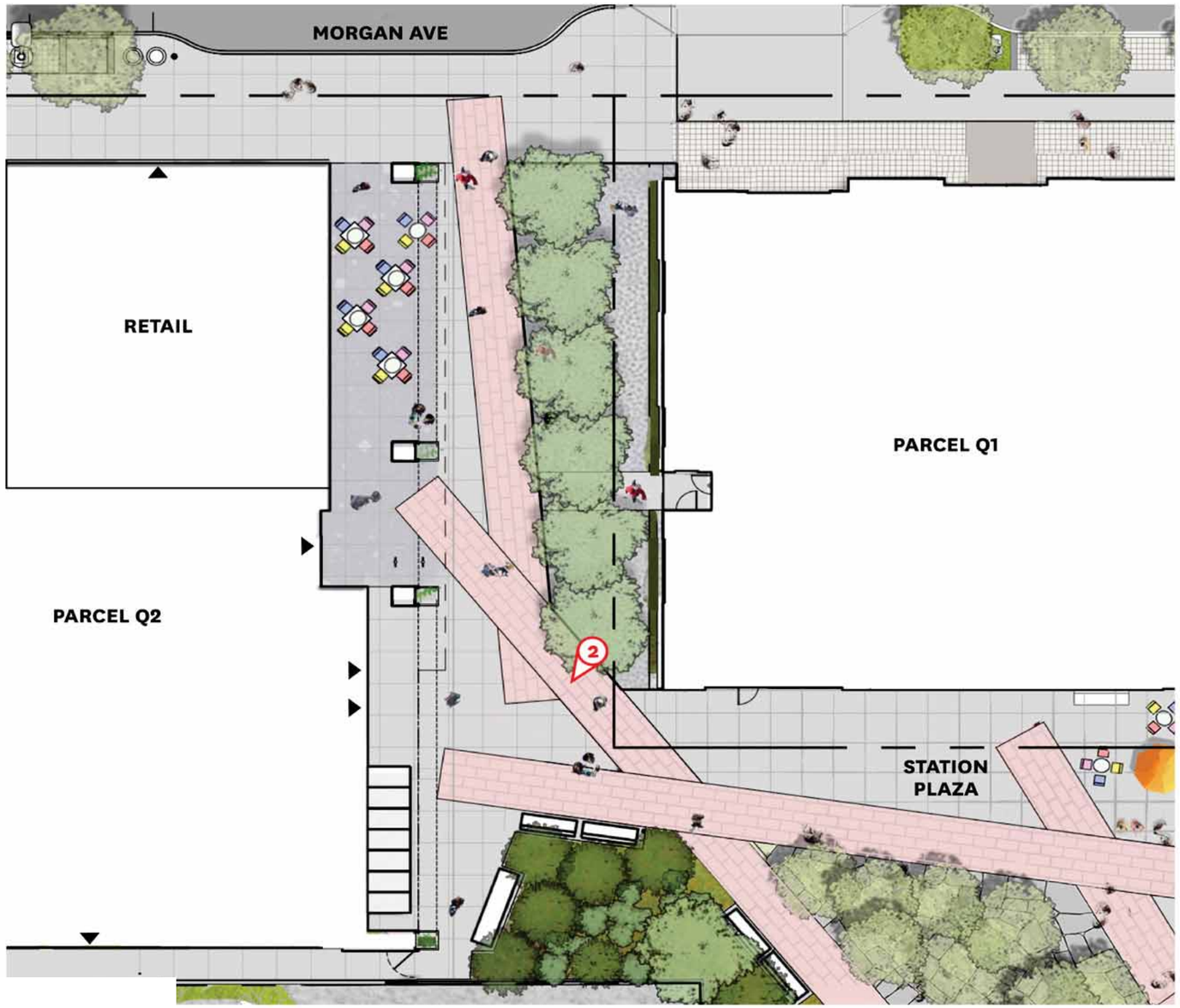
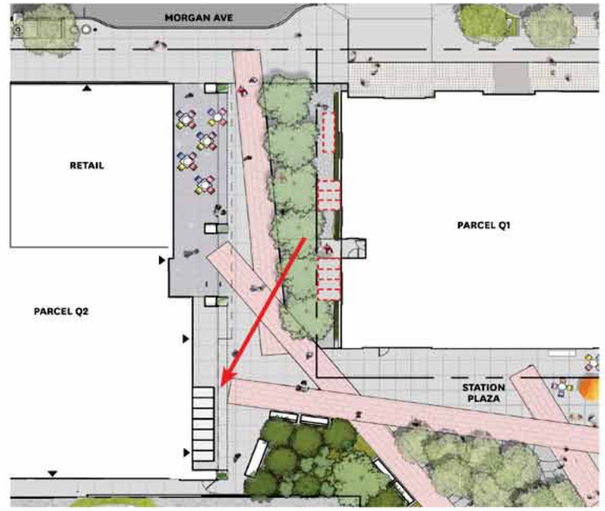
3

Public Realm

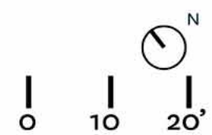

PARCEL I OPEN SPACE
PARCEL I-2
PARCEL I-2
MORGAN AVE
PARCEL Q2
PARCEL Q1
WATER ST
N FIRST ST
STATION
PLAZA WEST
MBTA BUS SHELTER
MBTA BUS SHELTER
MBTA BUS
STARTER
STATION
MBTA UTILITIES
MBTA
MBTA
NORTH
HEADHOUSE
GREENLINE VIADUCT
N
0
20
40'

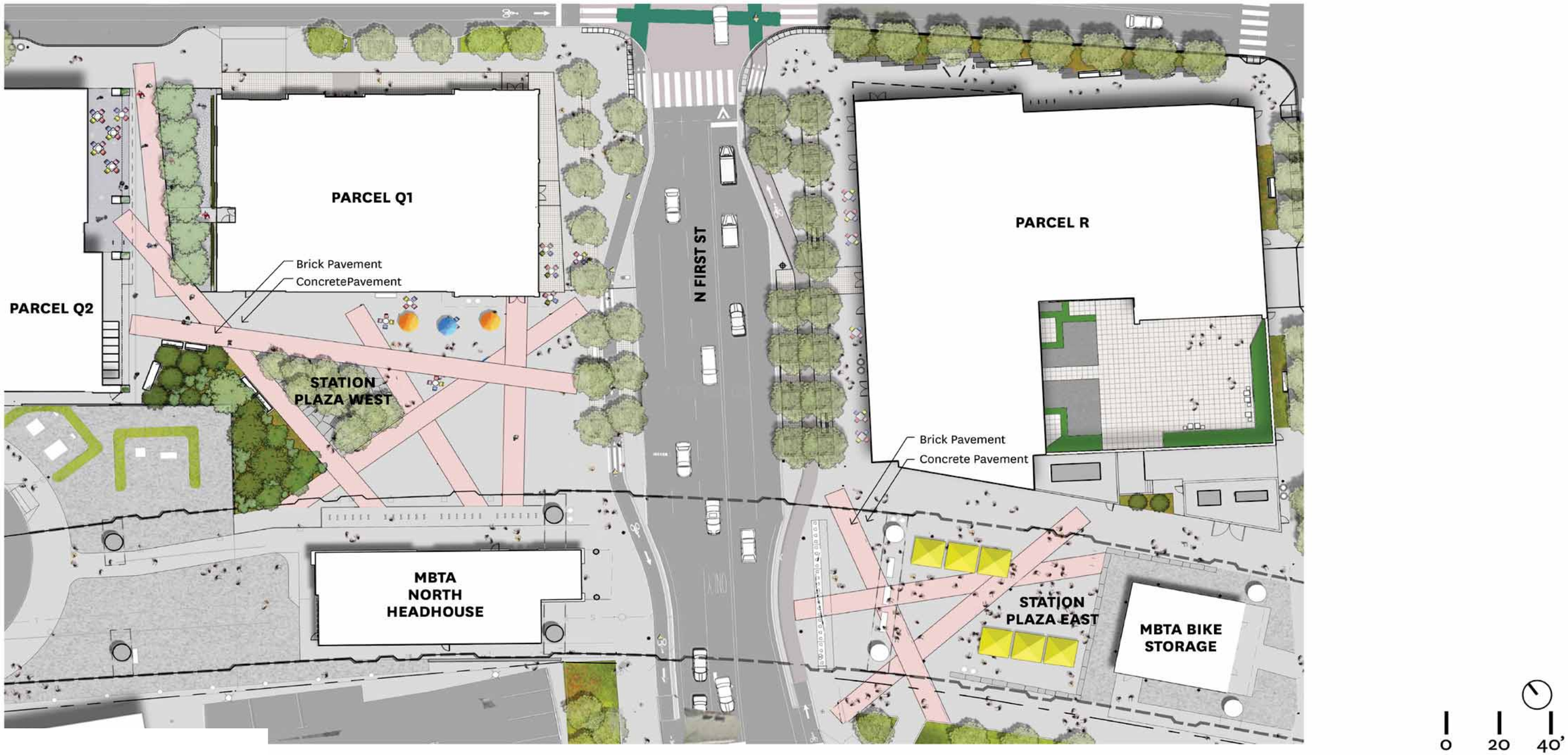

PARCEL I OPEN SPACE
PARCEL I-2
MORGAN AVE
Decomposed Granite Pavement in Tree Pit, Typ.
Concrete Pavement
Bike Racks
Bike Racks
Bench
Stone Setts, Typ
Mountable Curb
Ash Urn
Trash and Recycling
Bike Racks, Typ.
Moveable Tables and Chairs
Exposed Aggregate Pavement
Moveable Tables and Chairs
Exposed Aggregate Pavement
Vine Structure
Bike Racks, Typ.
PARCEL Q2
PARCEL Q1
WATER ST
Bollard
Moveable Tables and Chairs
Brick Pavers
Bike Lockers
Amazon Locker
Lockable Gate
Park Bench
Vine Structure
Seat Wall
MBTA BUS SHELTER
MBTA BUS SHELTER
Park Bench
Low Retaining Wall with Railing
MBTA UTILITIES
STATION PLAZA WEST
Bus Starter Station
MBTA
A
A'
B1
B1'
B2
B2'
B3
B3'
B4
B4'
B5
B5'
B6
B6'
C
C'
D
D'
B.A.
1
2
3
4
5
N
0
20
40'

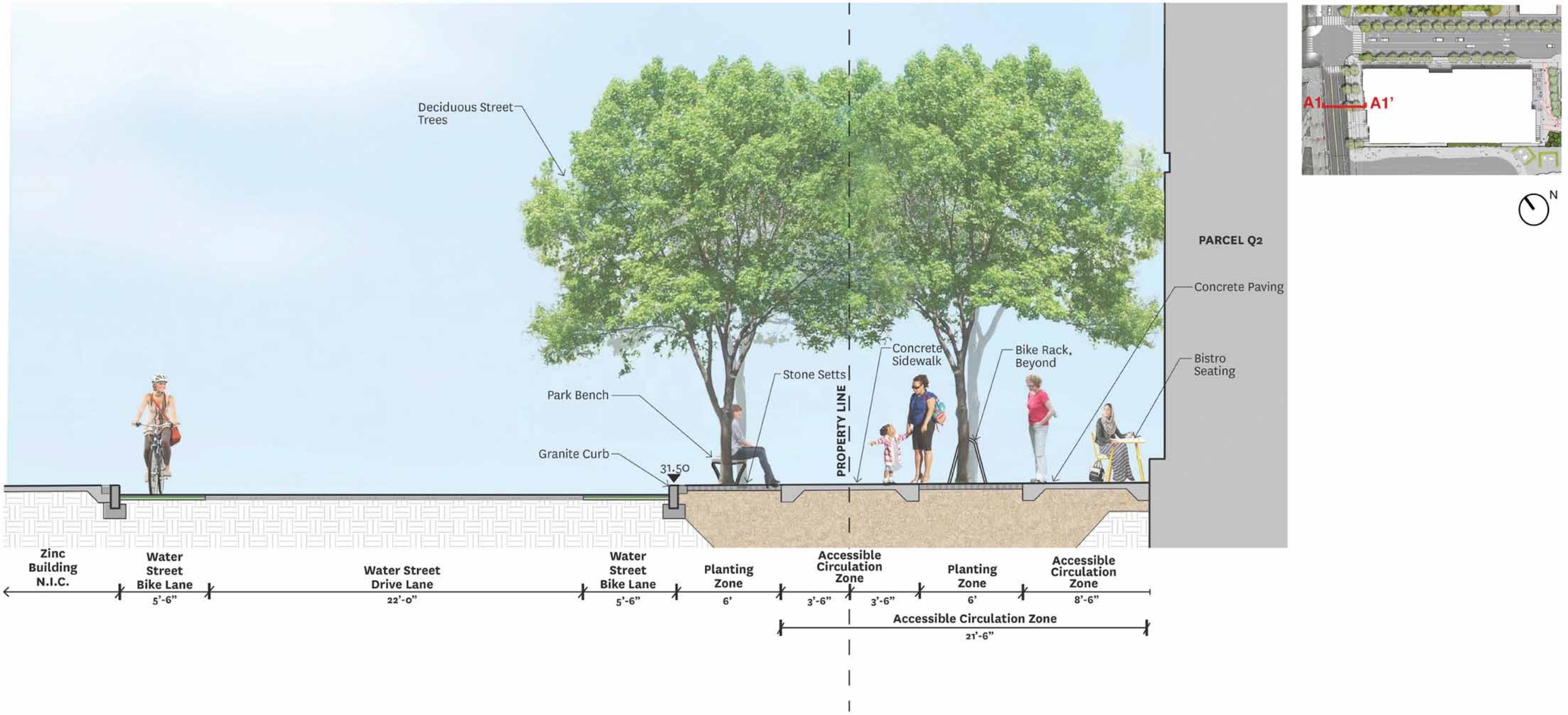




PREVIOUS LOCATION OF BIKE LOCKERS AND AMAZON LOCKER

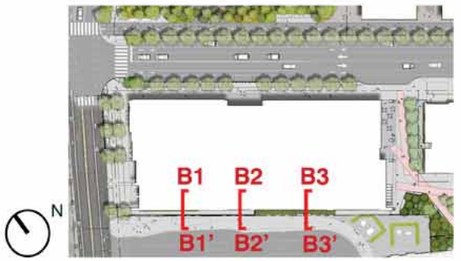


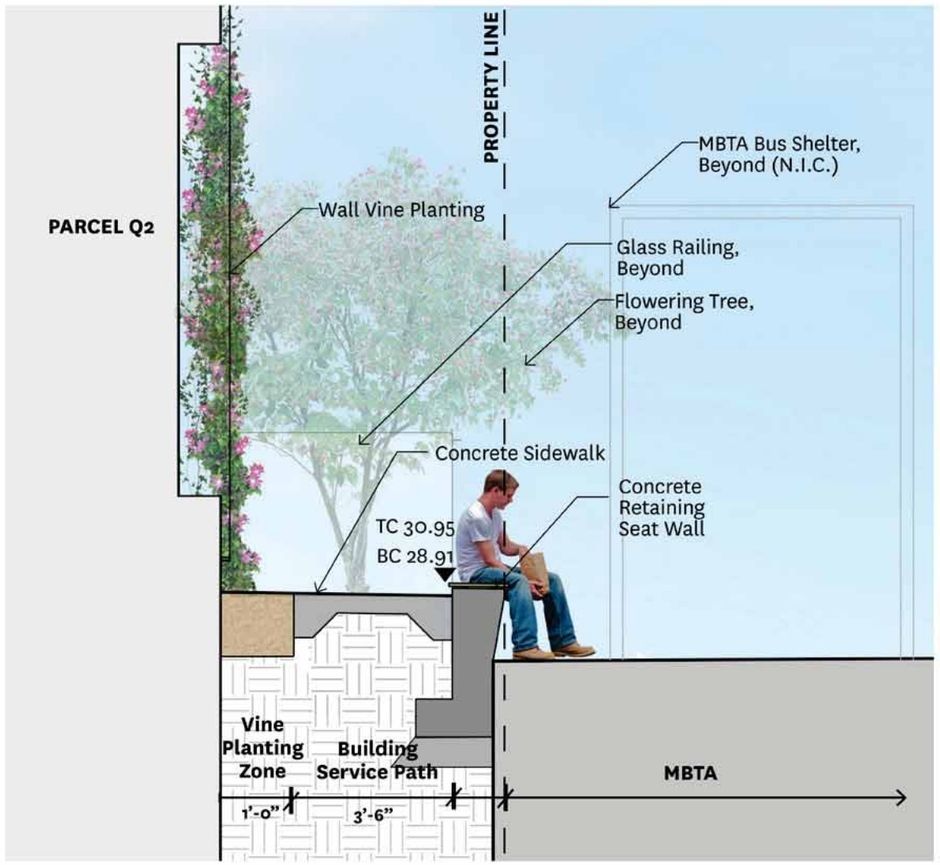

PARCEL Q1
PARCEL Q2
PARCEL R
N FIRST ST
Brick Pavement
ConcretePavement
STATION
PLAZA WEST
MBTA
NORTH
HEADHOUSE
Brick Pavement
Concrete Pavement
STATION
PLAZA EAST
MBTA BIKE
STORAGE
0
20
40'



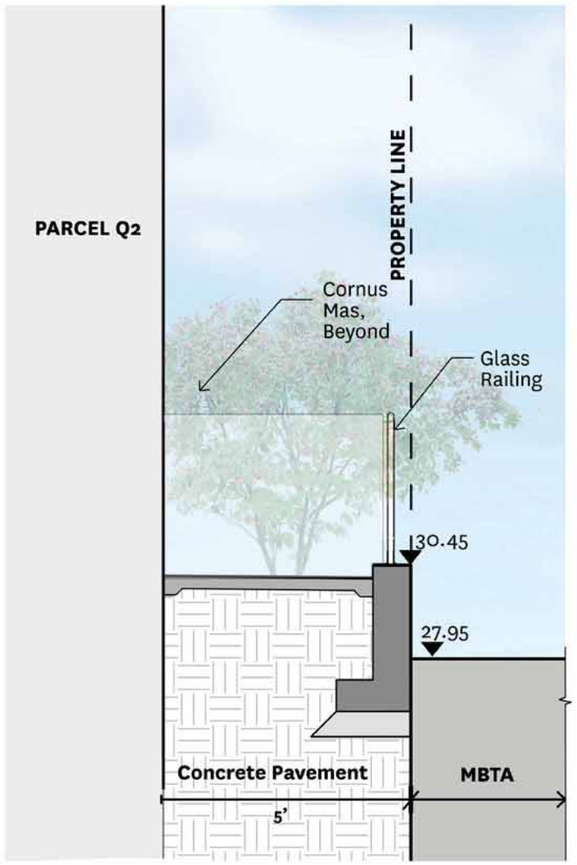
SECTION A - A'

0 3' 6' 12'

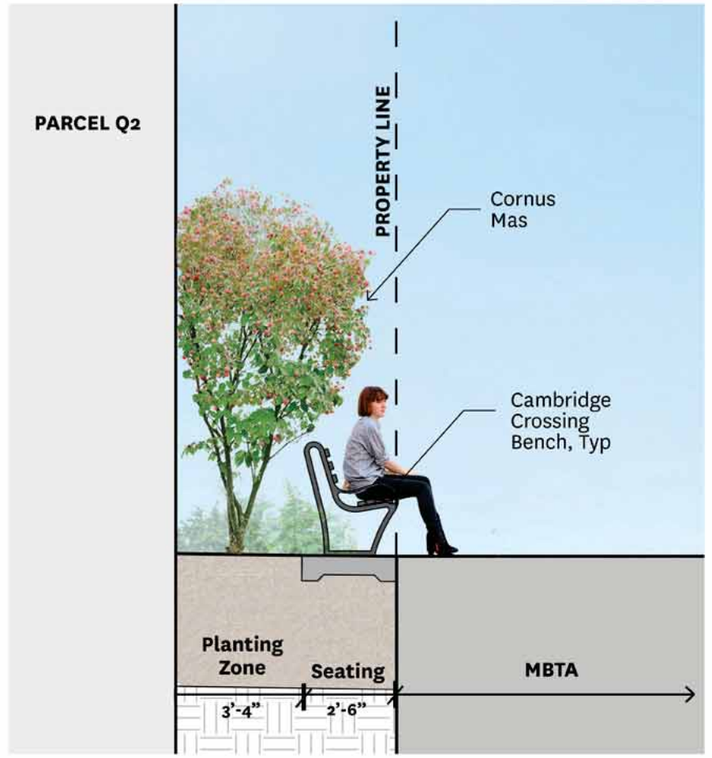




SECTION B1-B1'

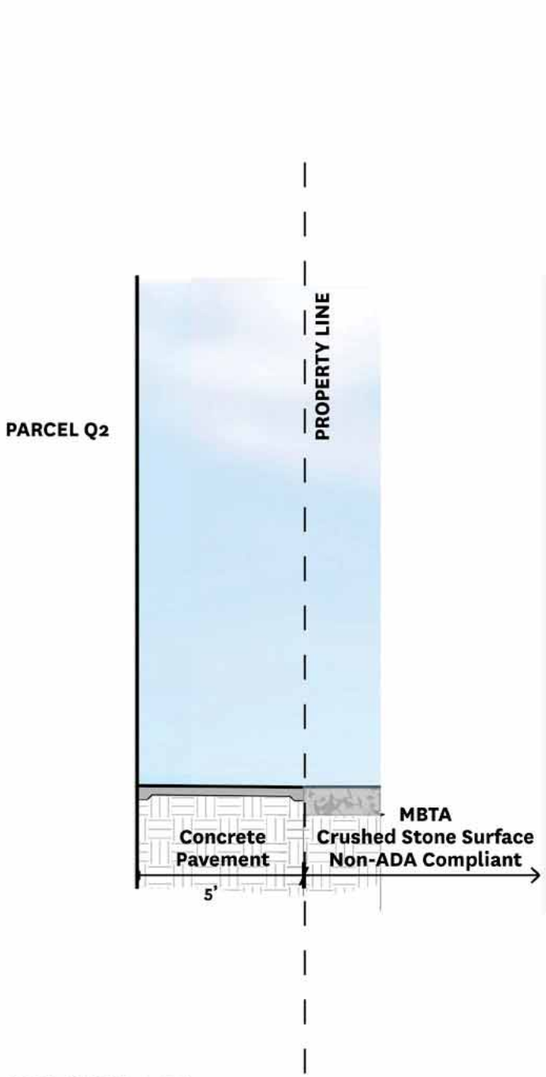


SECTION B2-B2'

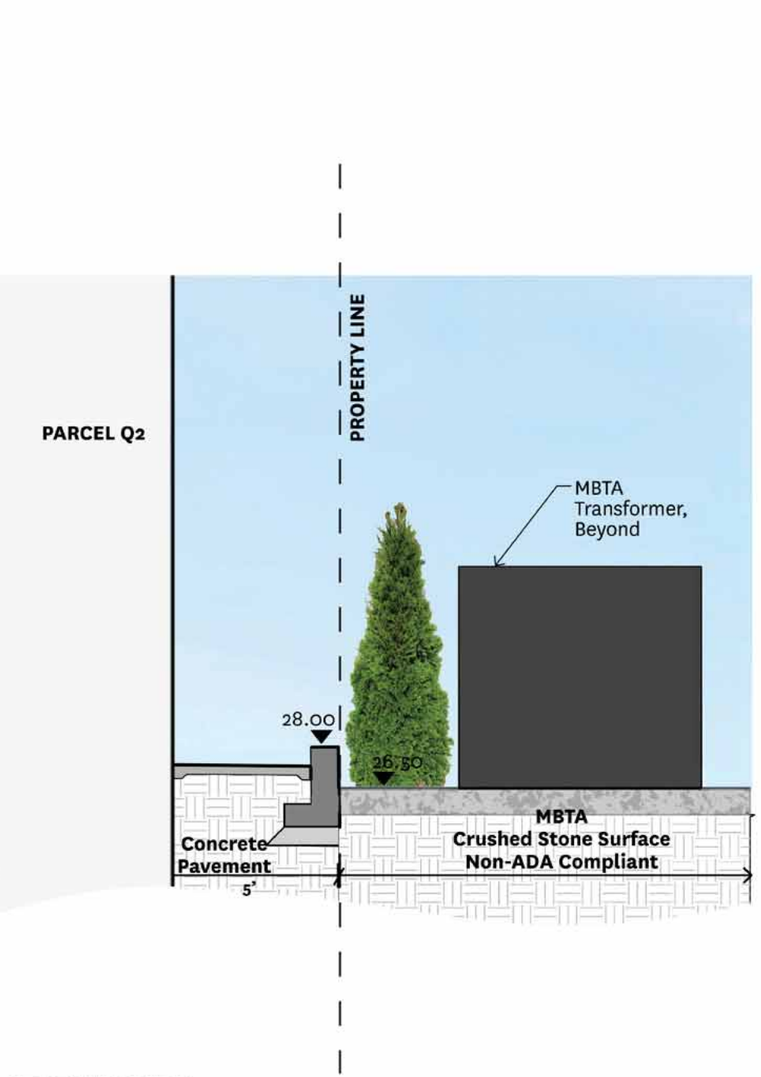


SECTION B3-B3'

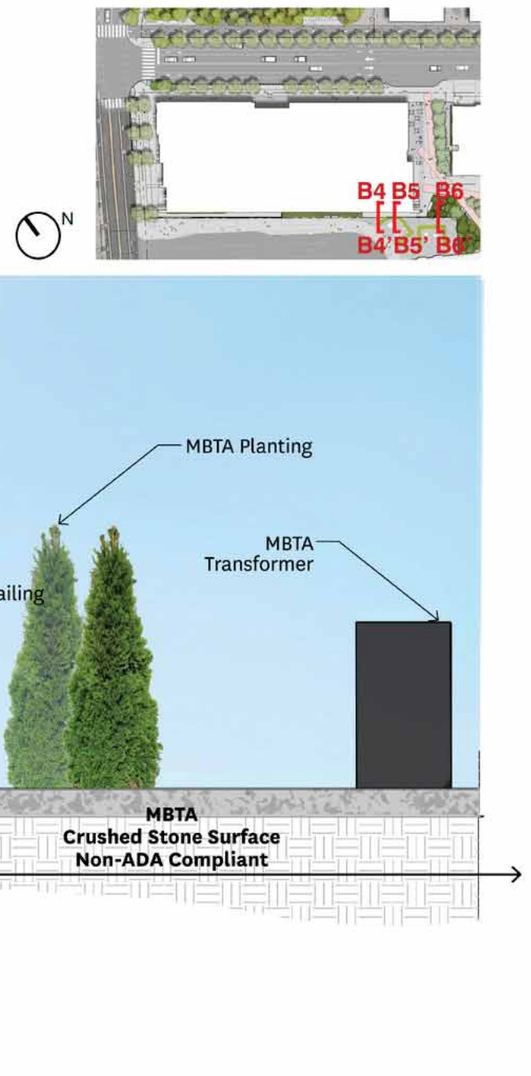
0 2' 4' 8'



SECTION B4-B4'

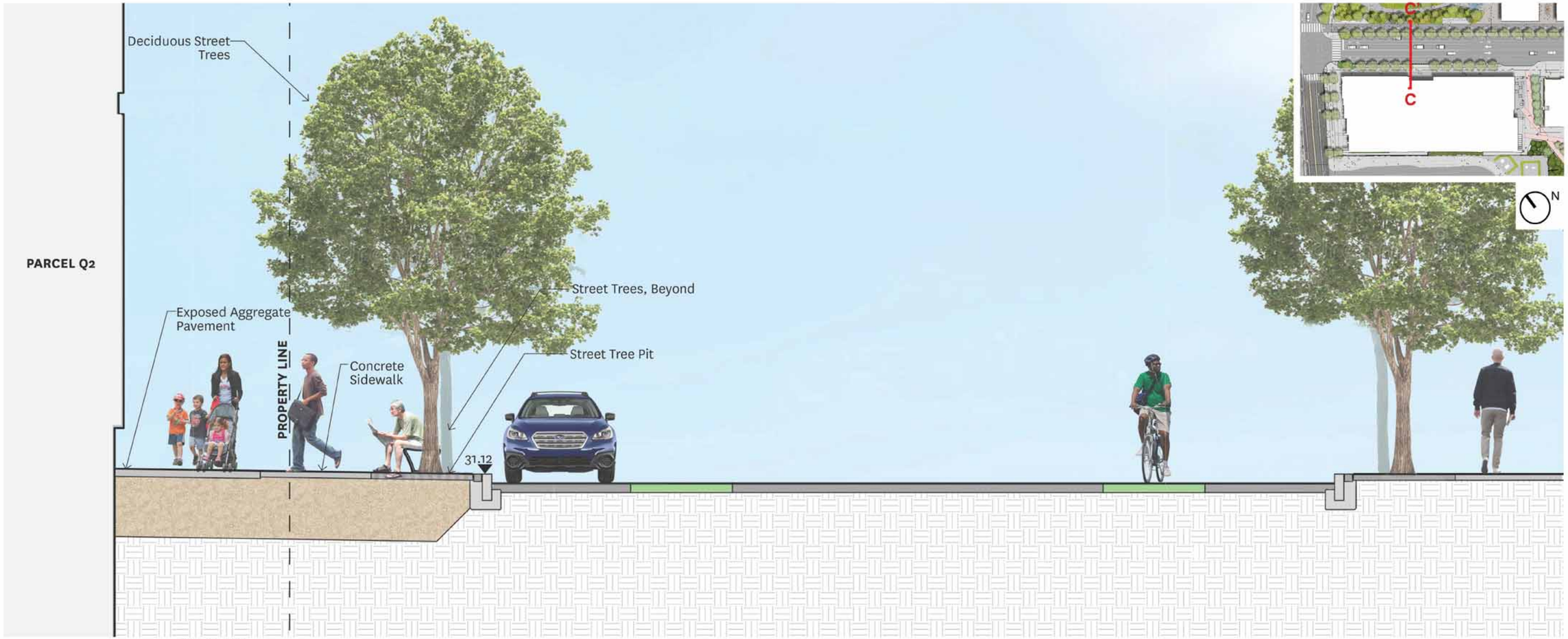


SECTION B5-B5'



SECTION B6-B6'

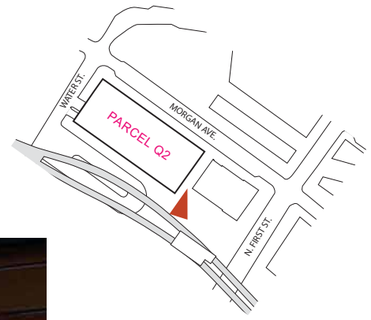
0 3' 6' 12'

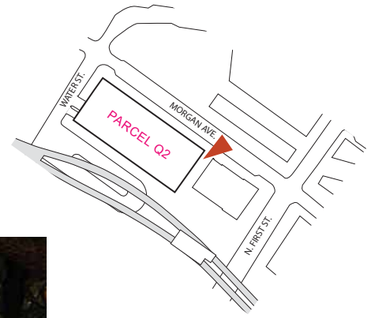

PARCEL Q2
Deciduous Street Trees
Exposed Aggregate Pavement
PROPERTY LINE
Concrete Sidewalk
Street Trees, Beyond
Street Tree Pit
31.12
C
C'
N
Accessible Circulation Zone
10'-6"
3'-6"
Planting Zone
6'
Morgan Ave Street Parking
7'-6"
Morgan Ave Bike Lane
5'-6"
Morgan Ave Drive Lane
20'-0"
Morgan Ave Bike Lane
5'-6"
Morgan Ave Street Parking
7'-6"
Parcel I
0
3'
6'
12'

SECTION C-C'

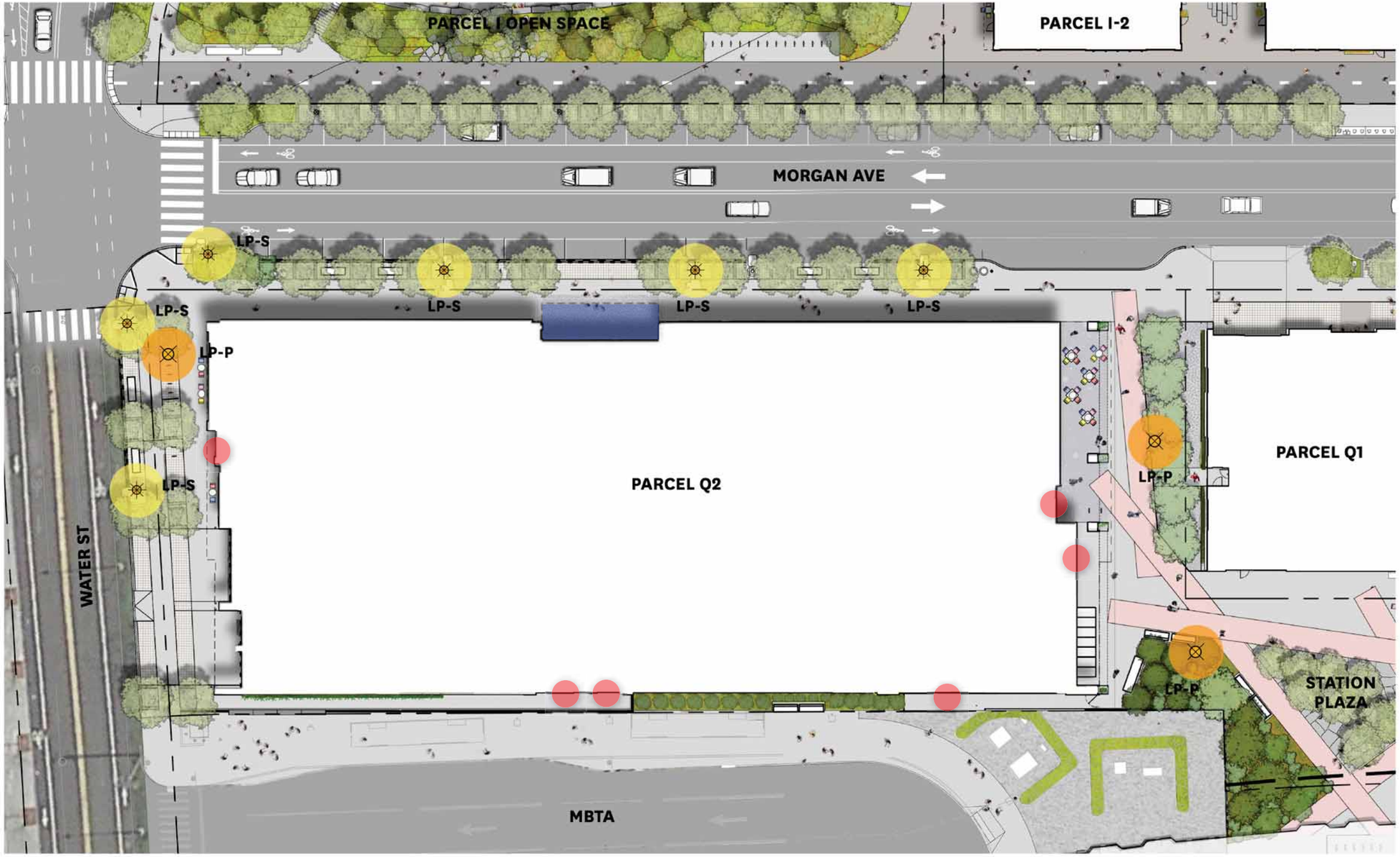

PARCEL Q2
Stainless Steel
Vine Structure
PARCEL Q1
D
D'
N
Exposed
Aggregate Pavement
16'
Vine
Planting
3'
Vehicular
Concrete Pavement
6'
Plaza
50'
Brick
Pavement
8'
Decomposed Granite
27'
0
2'
4'
8'

SECTION D-D'


MAIN ST.
PARCEL Q2
MORGAN AVE.
N. FIRST ST.


WATER ST.
MORGAN AVE.
PARCEL Q2
N. FIRST ST.

WATER STREET AND MORGAN AVENUE VIEW



LP-S: Street Light Pole

LP-P: Pedestrian Scale Light Pole

Building Mounted egress and service down lighting with sharp cut off

Entry canopy downlighing with sharp cutoff

N

NTS

Quercus bicolor
Swamp White Oak

Catalpa bignonioides
Southern Catalpa

Quercus imbricaria
Shingle Oak

Tilia cordata
Littleleaf Linden

Tilia x flavescens 'Glenleven'
Glenleven Linden

Gleditsia triacanthos var. inermis
Honey Locust "Skyline"

Chamaecyparis obtusa
Hinoki False Cypress

Thuja plicata 'Green Giant'
Western Red Cedar 'Green Giant'

Cornus mas
Cornelian Cherry

Koelreuteria paniculata
Golden Rain Tree

All trees are included in the City of Cambridge recommended species list.
** Trees included in the additional recommended list from Urban Forest Master Plan

Viburnum 'Pragense'
Prague Viburnum

Polystichum acrostichoides
Christmas Fern

Fothergilla gardenia
Dwarf fothergilla

Symphoricarpos orbiculatus
Coralberry

Itea virginica 'Sprich' Little Henry
Virginia Sweetspire

Alchemilla mollis
Lady's Mantle

Ajuga reptans 'Choclate Chip'
Common Bugle

Vinca
Periwinkle

Brunera macrophylla
Brunnera

Huechra villosa 'Autumn Bride'
Coral Bell

Aster divaricatus
White Woodland Aster

Xanthorhiza simplicissima
Yellowroot

Wisteria floribunda
Japanese Wisteria

Wisteria sinensis
Chinese Wisteria

Vitus labrusca
Concord Grape

Stone Setts Pavement

Decomposed Granite Pavement

Concrete Pavement

Exposed Aggregate

Brick Pavement

Bike Rack

Trash Receptacle

Light Pole - Street

Light Pole - Pedestrian

Plant Bed Rail

Stainless Steel Mesh Fence with Vines

Bench

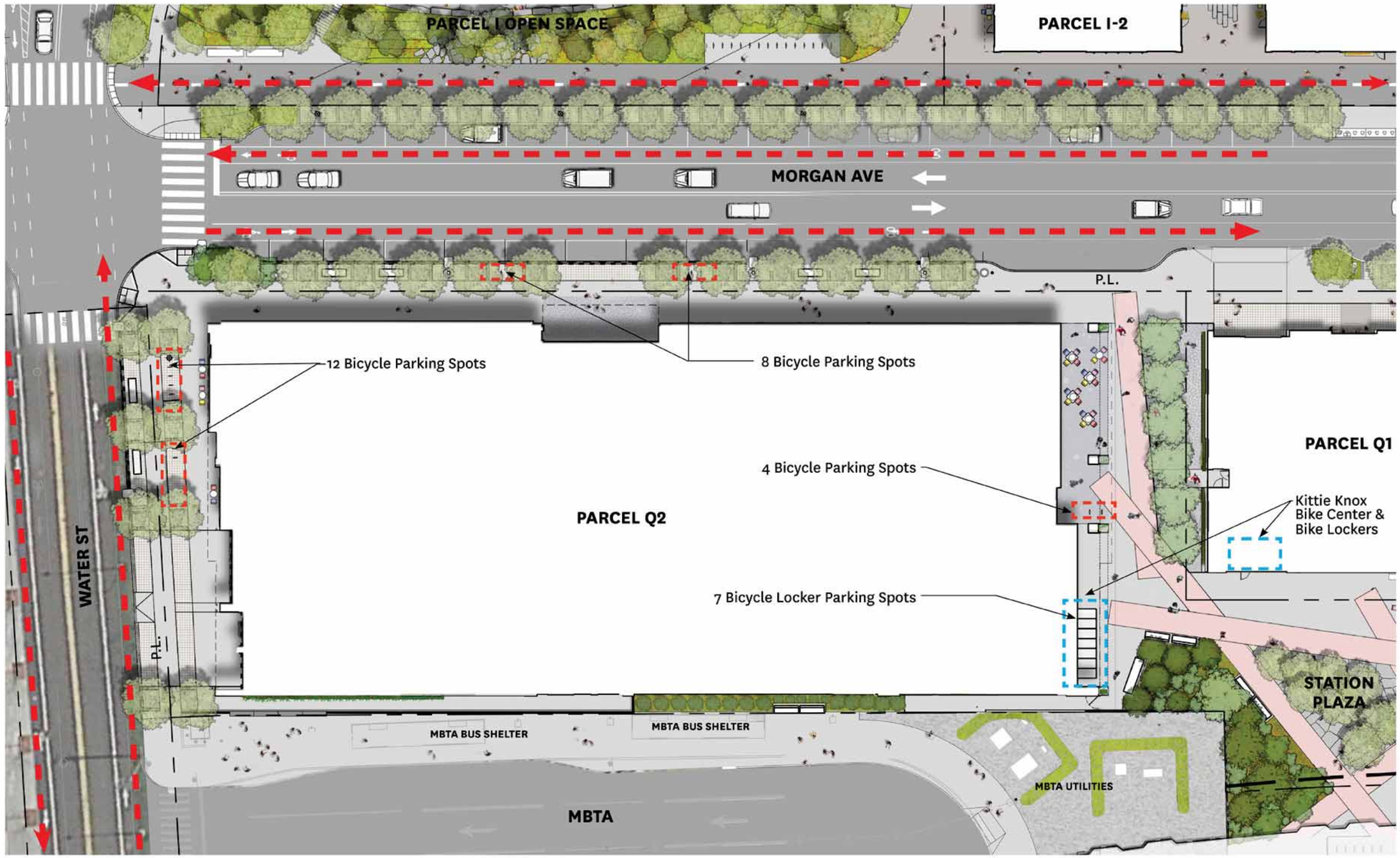
Backless Bench

Movable Tables and Chairs

Bike Lockers

Amazon Locker

Ash Urn

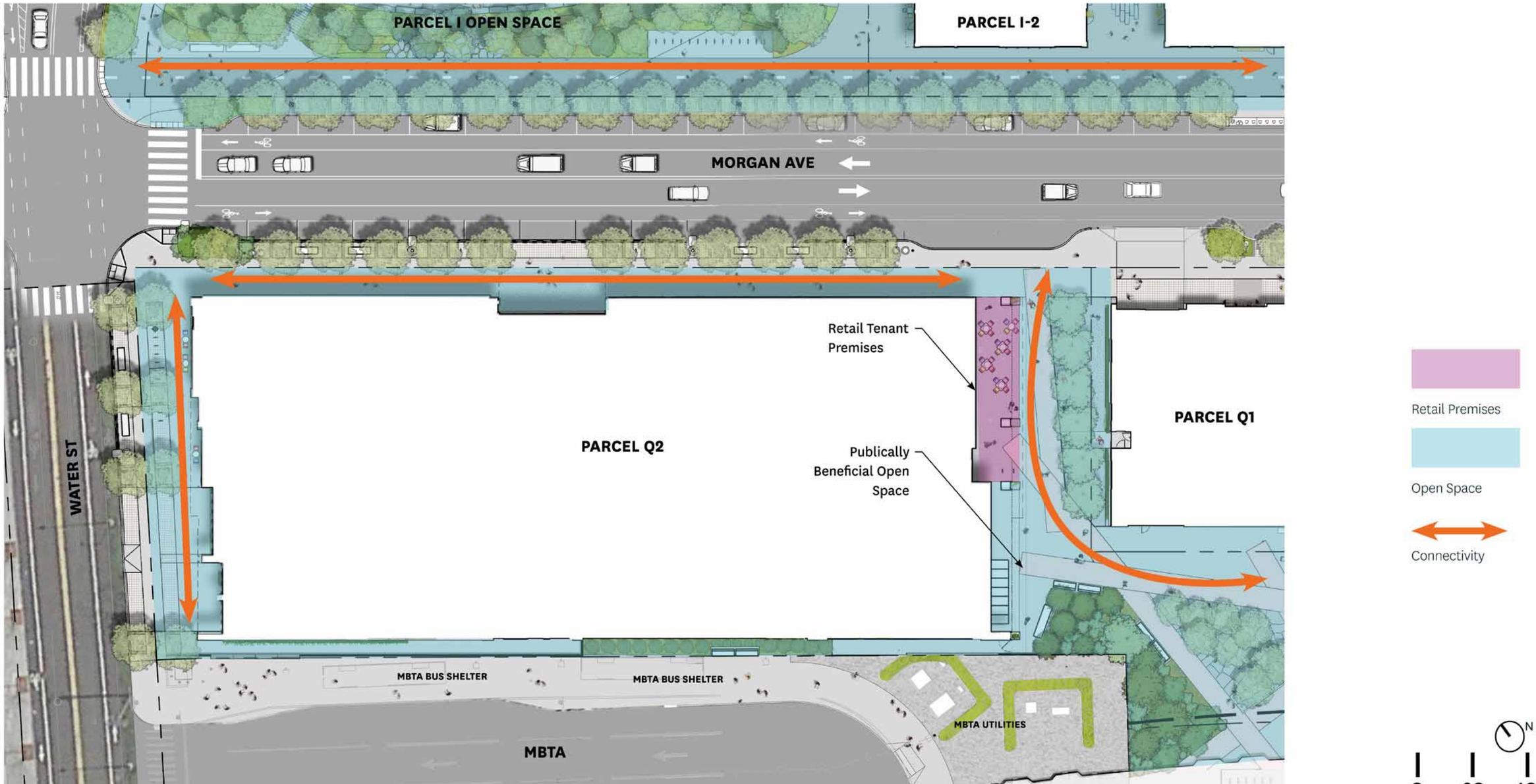


TOTAL BIKE PARKING (SITE)

24 BIKE PARKING SPOTS (SHORT TERM)

7 BICYCLE STORAGE LOCKERS (LONG TERM)

REFER TO PG. 134 FOR ENLARGED BIKE PLANS


PARCEL I OPEN SPACE
PARCEL I-2
MORGAN AVE
WATER ST
Retail Tenant Premises
PARCEL Q1
PARCEL Q2
Publically Beneficial Open Space
MBTA BUS SHELTER
MBTA BUS SHELTER
MBTA UTILITIES
MBTA
Retail Premises
Open Space
Connectivity
N
0
20
40'

CAMBRIDGE CROSSING URBAN FOREST MASTERLIST

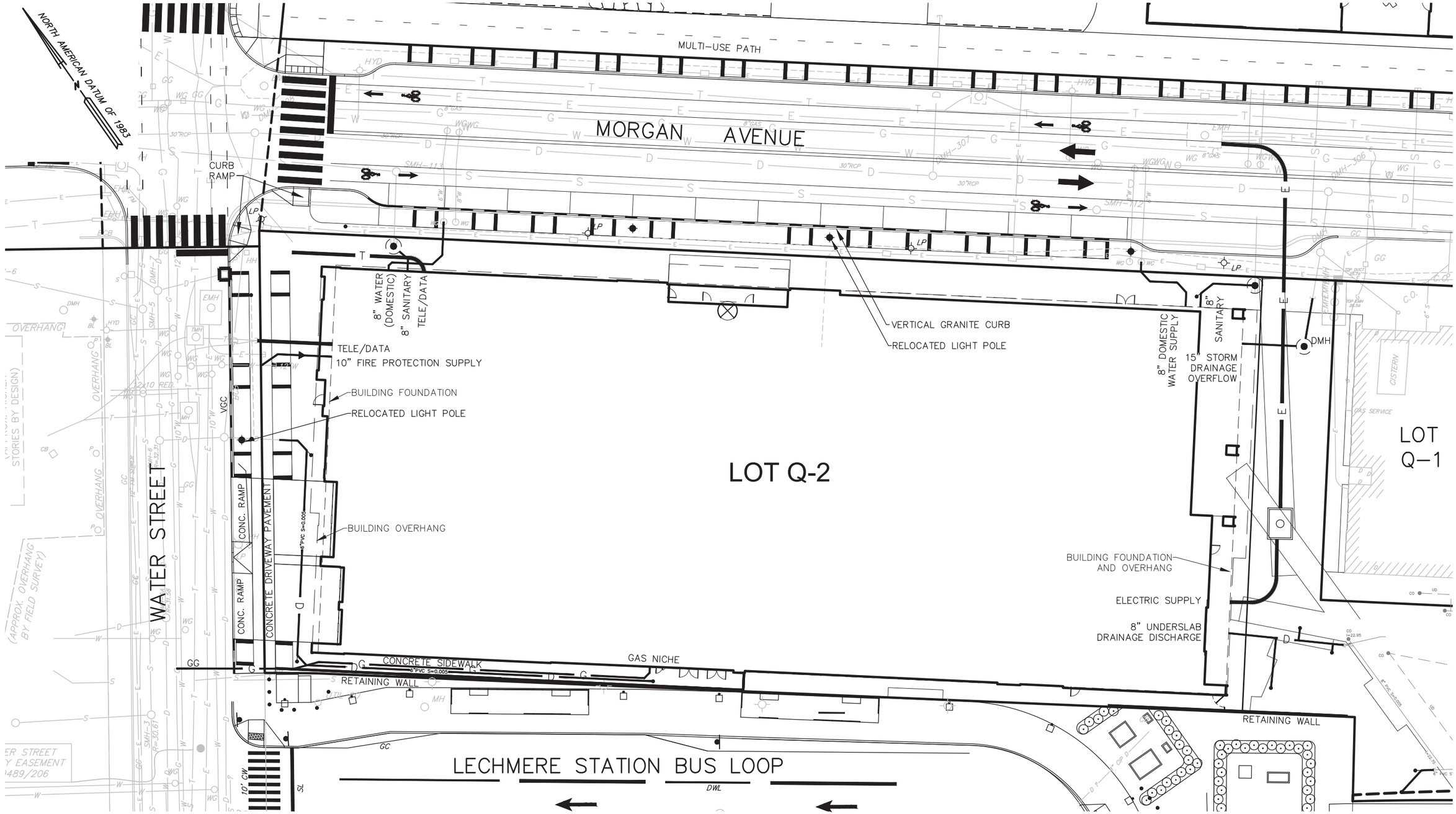
DECIDUOUS CANOPY TREES								Totals
Caliper Size	7"	6"	5"	4"-4.5"	3.5"	2.5"		
Totals	4	15	4	446	56	32		557
UNDERSTORY TREES								
Caliper Size	3.5"	2"-2.5"	1.5"-1"					
Totals	18	112	60					190
CONIFER TREES								
Heights	16'	12'	10'	8'	6'			
Totals	21	32	30	16	35			134
							Total Trees Planted	881

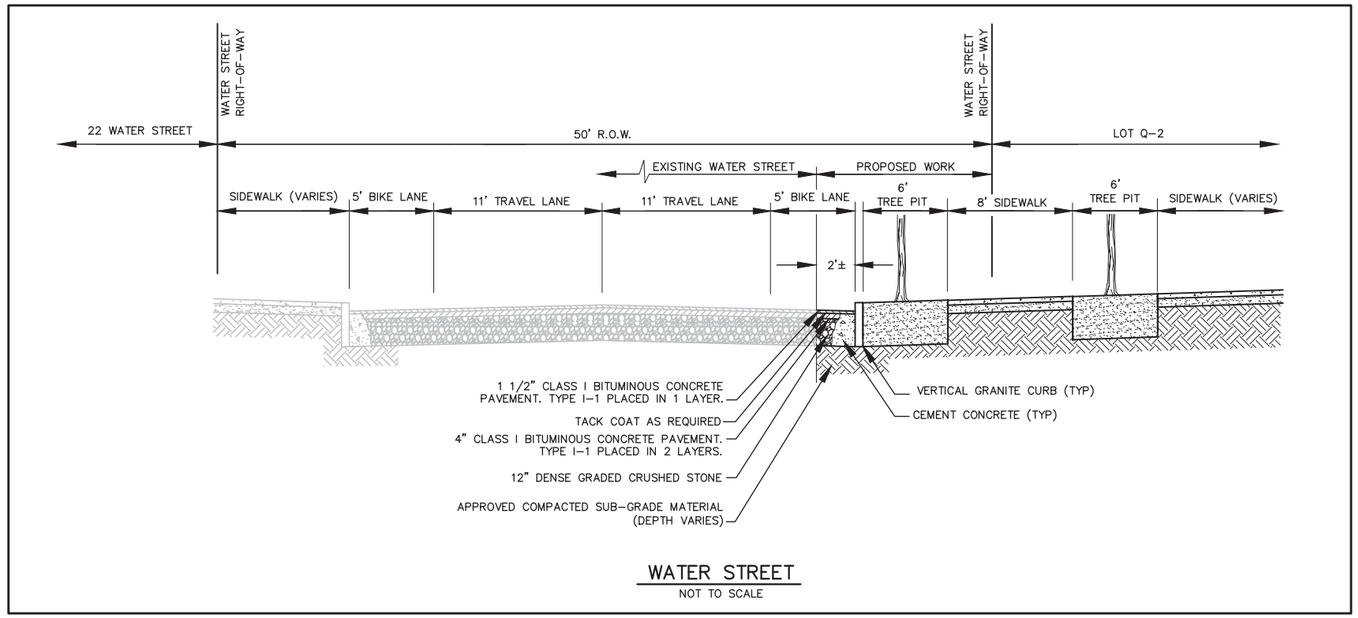
Deciduous Canopy Tree

Conifer Tree

Understory Tree

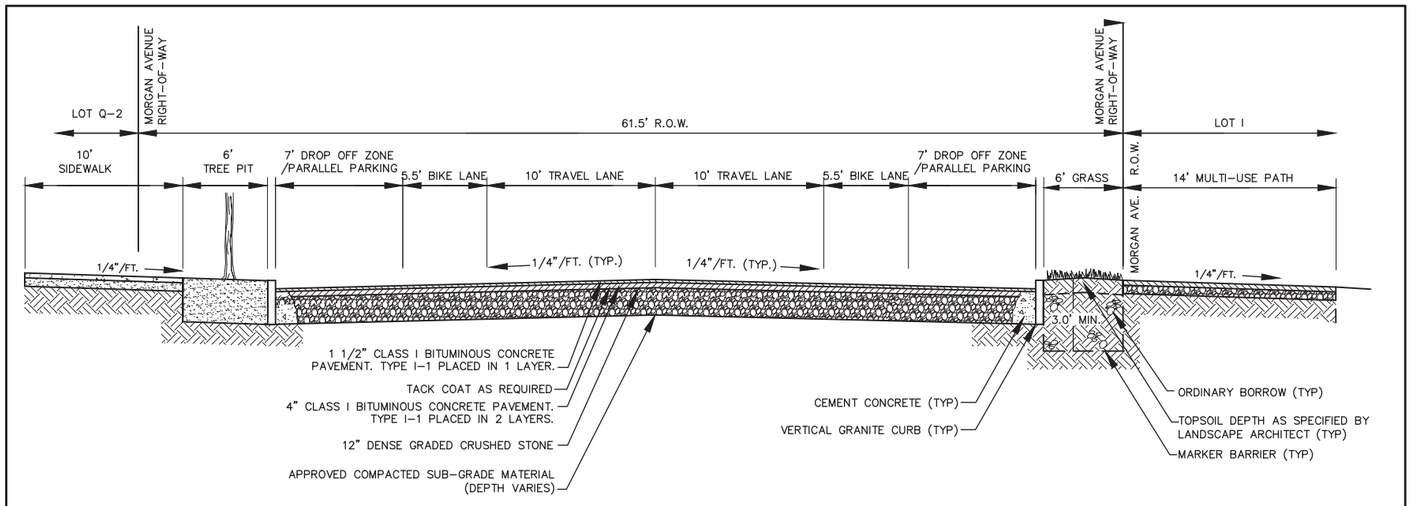
Page	Section	Cambridge Urban Forest Technical Report Nov 2019	Compliance	Check
120	4.2 Response Strategies - Prioritize Where to Act	Build Robust Canopy Corridor - To pri-oritize efforts to create distinct Canopy Corridors, the City should focus efforts on planting along primary arteries and neighborhood connectors, around existing public transit stations, and along the most commonly used walking, running and bicycle routes, especially where they connect to publicly accessible open spaces.	The streetscapes of Parcel Q2 are planted with high canopy trees to create a robust canopy corridor along public R.O.W consistent with the rest of Cambridge Crossing. Additionally, large vine structures match the scale of Parcel Q2 and enhance the green connection to the Common, across Morgan Avenue.	✓
127	4.3 Target Strategies to Urban Condition	A 44 acres project called Cambridge Crossing in East Cambridge will introduce a new mixed use neighborhood. Planting opportunities will depend on the zoning ordinance guiding the development in these areas. These are two large areas of the city that will experience new construction where zoning can influence planting opportunity.	NorthPoint East Cambridge Design Guideline released in 2016 has developed a robust set of guidelines to decide the nature of different types of open spaces and streetscapes with expanded planting and enhanced sidewalk. Parcel R not only meets the guideline but maximizes planting opportunity by introducing vegetated structures on plant beds.	✓
152	4.5 Strategy Toolbox - Design Strategies	To create a resilient urban forest, this plan recommends: — Plant well-adapted species with a higher climate resiliency score (refer to Section 3.5 Climate Resilience Score) — Plant fewer species that already have met their proportion limits — Diversify forest to the extent possible	Proposed species for street trees at Parcel Q2 complies with the recommended planting list (p153 & p154) from the technical report. Planting list has been revised to include additional tree species from the urban forest master plan to add diversity.	✓
157	4.5 Strategy Toolbox - Design Strategies 2C	Redesign streets to create optimal conditions when constraints limit tree viability - In these optimal approaches, planting balled and burlapped trees is a viable approach. Though a bare root planting is quicker to establish, there is also beneft to having a larger canopy at planting is situations where the ideal conditions can be provided, e.g. good drainage, good aeration, large soil volumes.	All trees in Cambridge Crossing, including Parcel Q2, will be planted as balled and burlapped with optimal planting conditions with 3'-4' of continuous soil volume with good drainage and aeration system, consistent with the rest of Cambridge Crossing.	✓
165	4.5 Strategy Toolbox - Design Strategies 2C	Create a continuous planting strip with expanded soils volume and multiple stories of vegetation in a pervious pavement	The streetscapes of Parcel Q2 creates continuous 5' wide planting strip along morgan ave with expanded soil volume. The trees will be planted in Decomposed Granite Pavement with stone setts pavements in between, consistent with the rest of Cambridge Crossing.	✓


NORTH AMERICAN DATUM OF 1983
MULTI-USE PATH
MORGAN AVENUE
CURB RAMP
8" WATER (DOMESTIC)
8" SANITARY
TELE/DATA
TELE/DATA
10" FIRE PROTECTION SUPPLY
BUILDING FOUNDATION
RELOCATED LIGHT POLE
VERTICAL GRANITE CURB
RELOCATED LIGHT POLE
8" DOMESTIC WATER SUPPLY
8" SANITARY
15" STORM DRAINAGE OVERFLOW
DMH
LOT Q-2
LOT Q-1
WATER STREET
CONC. RAMP
CONCRETE DRIVEWAY PAVEMENT
CONC. RAMP
BUILDING OVERHANG
BUILDING FOUNDATION AND OVERHANG
ELECTRIC SUPPLY
8" UNDERSLAB DRAINAGE DISCHARGE
CONCRETE SIDEWALK
RETAINING WALL
GAS NICHE
RETAINING WALL
LECHMERE STATION BUS LOOP
(APPROX. OVERHANG BY FIELD SURVEY)
OVERHANG
STORIES BY DESIGN)



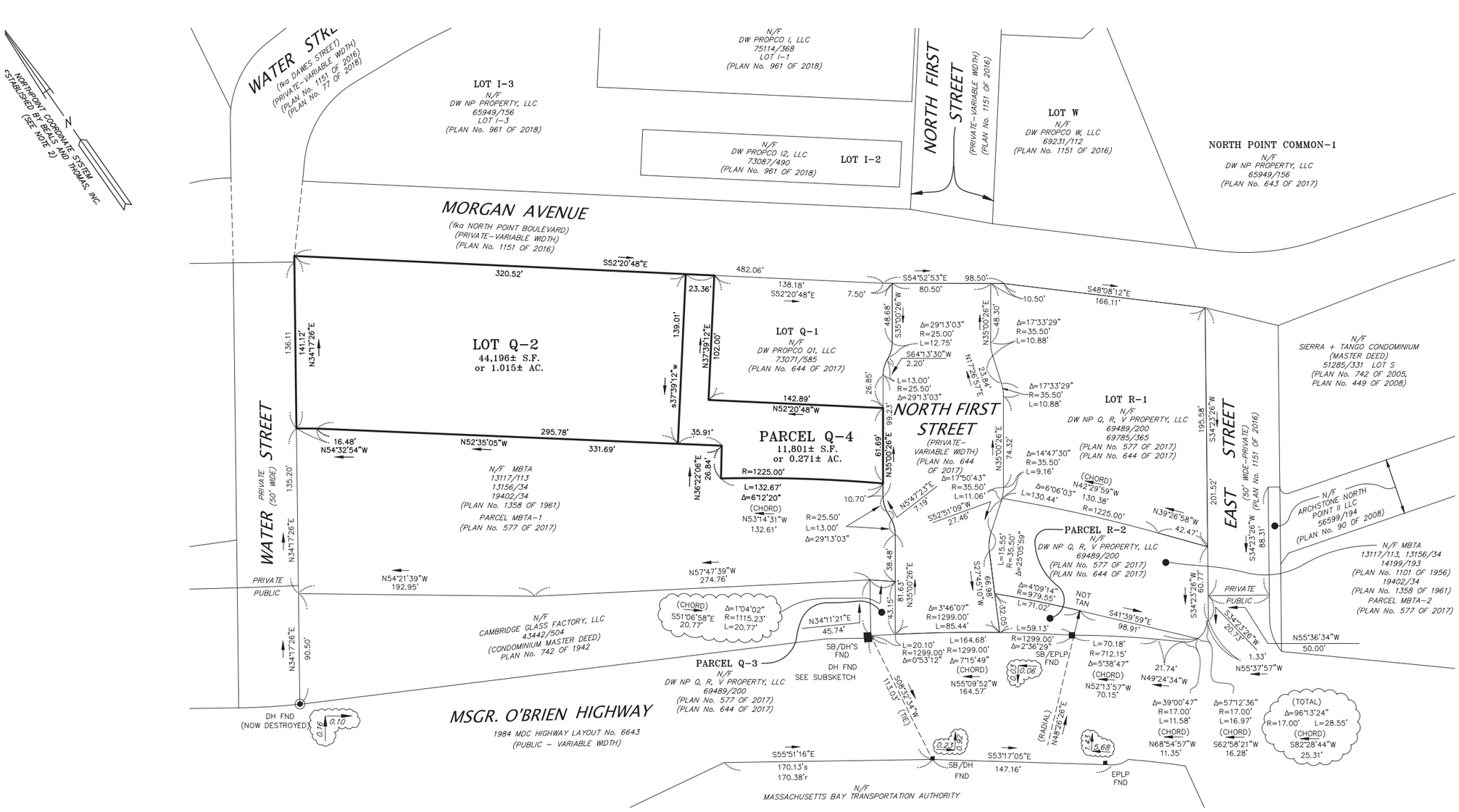
WATER STREET

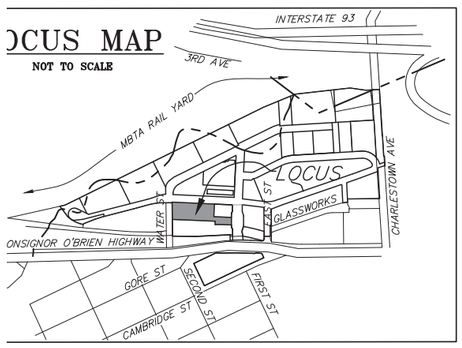
NOT TO SCALE

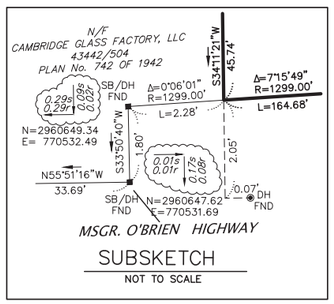


MORGAN AVENUE CROSS SECTION

NOT TO SCALE







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

NOTES

1) AN ACTUAL SURVEY MADE ON THE GROUND USING A ZEISS ELTA AND TRIMBLE TOTAL STATIONS ON OR BETWEEN SEPTEMBER 2007 AND SEPTEMBER 3, 2021.
2) NAD83 HORIZONTAL COORDINATE SYSTEM ESTABLISHED BY COORDINATES SHOWN ON PLANS BY GUNTHER ENGINEERING, A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC. ENTITLED "NORTH POINT, SUBDIVISION PLAN OF LAND IN BOSTON, CAMBRIDGE, AND SOMERVILLE, MASSACHUSETTS..." DATED MARCH 14, 2008, REVISED AUGUST 4, 2010; AND A PLAN ENTITLED NORTHPOINT-"CENTRAL PARK" PARCEL, SUBDIVISION PLAN OF LAND IN BOSTON, CAMBRIDGE, AND SOMERVILLE, MASSACHUSETTS..." DATED AUGUST 16, 2010; SAID PLANS RECORDED AT MIDDLESEX COUNTY REGISTRY OF DEEDS, SOUTHERN DISTRICT, AS PLAN No. 597 OF 2010.
3) FOR ADDITIONAL MONUMENTATION SEE PLAN BY BEALS AND THOMAS, INC. RECORDED AS PLAN No. 90 OF 2008.
4) THE PARCELS SHOWN ON THIS PLAN ARE SUBJECT TO EASEMENT AGREEMENTS RECORDED IN BOOK 69489, PAGE 206, AND HAVE THE BENEFIT OF AND ARE SUBJECT TO RIGHTS, RESTRICTIONS, AND EASEMENTS NOT SHOWN.
5) THIS PLAN IS A DIVISION OF LOT Q-2 SHOWN ON A PLAN RECORDED AS PLAN No. 644 OF 2017.

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.

DATE

MARK E. BENSON, PLS NO. 48416

PROPERTY, L

200 STATE STREET,
12TH FLOOR
BOSTON, MA 02109

RECORD OWNERS:

DW NP Q, R,
PROPERTY, LL
69489/200
69785/365
(PLAN No. 577 OF 201
(PLAN No. 644 OF 201

5			
4			
3			
2			
1			
0	11/08/2021	FOR CITY REVIEW	
ISSUE DATE		DESCRIPTION	
–	FDW	FDW	
FLD	CALC	DWN	C

PLAN OF LAND

CAMBRIDGE CROSSIN
IN CAMBRIDGE, MA
(MIDDLESEX COUNTY)

PREPARED BY:

BEALS + THOM

BEALS AND THOMAS, INC.
144 Turnpike Road
Southborough, Massachusetts 01772-2
T 508.366.0560 | www.bealsandthoma

DATE: NOVEMBER 8, 2021
SCALE: 1"=40'

B+T JOB NO. 2084.82

B+T PLAN NO. 208482P647A-001

SHEET No. 1 OF 1

PL

4

Checklists

PB #179 Amendment #6(Major) - NorthPoint PUD **Memorandum dated January 13, 2015** **2. Updated parking ratios.**	Per this memorandum the parking ratios for Parcel H have been adjusted from the City of Cambridge's Zoning Ordinance Article 6 and are, for office use, as follows: 0.9 spaces/1,000 s.f.	This building has a total GFA of 163,794 which results in a maximum parking count of 147 spaces. Final parking count will be dependent on building use and will be submitted in the parking facility registration form.	✓
	MAXIMUM | 147 PARKING SPACES	PROVIDED | 145 PARKING SPACES	
521 CMR - SECTION 23.2.1 **521 CMR - SECTION 23.2.2**	101 - 150 Spaces requires a minimum of 5 accessible spaces. One in every eight accessible spaces, but not less than one, shall be van accessible.		✓
	REQUIRED | 5 ACCESSIBLE PARKING SPACES (4 + 1 VAN); 2 ELECTRIC	PROVIDED | 5 ACCESSIBLE PARKING SPACES (4 + 1 VAN), 37 ELECTRIC	
521 CMR - SECTION 23.4.1 **521 CMR - SECTION 23.4.2** **CAMBRIDGE ZONING ORDINANCE** **Article 6.42**	Maneuvering Aisle Width: 22'-0" Standard Spaces: 8'-6" x 18'-0" Compact Spaces: 7'-6" x 16'-0" (50% Maximum) Accessible Spaces: 12'-0" x 18'-0"	Standard: 52 spaces Compact: 51 spaces Electric: 18 spaces (standard) 19 spaces (compact) Accessible: 5 spaces (4 standard + 1 van)	✓
		TOTAL PARKING PROVIDED | 145 SPACES	
CAMBRIDGE ZONING ORDINANCE **Article 6.104.1** **Article 6.104.2**	Long Term Bicycle Parking shall be provided within the building containing the use or uses that it is intended to serve, or within a structure whose pedestrian entrances is no more than two hundred feet (200') from a pedestrian entrance to such building. Short Term Bicycle Parking on a private lot shall be located within fifty (50)' of a pedestrian entrance to the building or buildings containing the use or uses it serves. For buildings or uses requiring more than eight (8) Short Term Bicycle Parking Paces, some of the required spaces may be located at a greater distance from the entrances, so long as eight (8) Short Term Bicycle Parking Spaces are available within fifty (50') feet of any entrance.	Long term bicycle parking is located at Level 1 and Parking Level 1, accessed through the parking garage service elevator lobby on the building's east side. All entrances to long-term bike parking will be secured and accessible through entrances equipt with auto-opener hardware. Short term bicycle parking is located near the parking level access stairs on both the east and west sides of the building. (Refer to Diagram in Landscape section)	✓

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.	(3) Long Term Bicycle Parking Spaces are sized to accommodate tandem bicycles or bicycles with trailers. (1) Short Term Bicycle Parking Spaces are sized to accommodate tandem bicycles or bicycles with trailers.	✓
	TANDEM REQUIRED | 3 LONG TERM SPACES; 1 SHORT TERM SPACE	TANDEM PROVIDED | 3 LONG TERM SPACES; 1 SHORT TERM SPACE	
CAMBRIDGE ZONING ORDINANCE **Article 6.107.2**	LONG TERM BICYCLE PARKING REQUIREMENTS: Standard Spaces: 0.30 / 1,000 GFA (OFFICE) Tandem Spaces: 0.015 / 1,000 GFA (OFFICE) SHORT TERM BICYCLE PARKING REQUIREMENTS: Standard: 0.06 / 1,000 GFA (OFFICE) Tandem Spaces: 0.003 / 1,000 GFA (OFFICE)	This building has a total GFA of 163,794 which results in a minimum bicycle parking count of 50 spaces. Long term: 50 (47 standard + 3 tandem) Short term: 20 (19 standard + 1 tandem) Wall-mounted: 6	✓
	REQUIRED | 50 LONG TERM SPACES (47 STANDARD + 3 TANDEM); 10 SHORT TERM SPACES (9 STANDARD + 1 TANDEM)	PROVIDED | 50 LONG TERM SPACES (47 STANDARD + 3 TANDEM); 20 SHORT TERM SPACES (19 STANDARD + 1 TANDEM); 6 WALL-MOUNTED SPACES	
CAMBRIDGE ZONING ORDINANCE **Article 6.83**	Minimum Number of Off Street Loading Bays to be as follows: OFFICE (0) <10,000 GFA (1) 10,000 GFA - 99,999 GFA (2) 100,000 GFA - 299,999 GFA (+1) Per additional 200,000 GFA	This building has a total GFA of 163,794 which results in a minimum of (2) loading bays.	✓
	REQUIRED | 2 TOTAL LOADING BAYS	PROVIDED | 2 TOTAL LOADING BAYS	
CAMBRIDGE ZONING ORDINANCE **Article 6.91**	Where a building or lot contains uses requiring compliance with loading facility categories C,D,E and F, the first required bay shall be no less than ten (10) feet in width, thirty (30) feet in length and fourteen (14) in height. Each additional required loading bay for categories C,D,E, and F... shall be no less than ten (10) feet in width, fifty (50) feet in length, and fourteen (14) in height).	This building's loading docks are sized as follows: LOADING BAY 1 | 52' L x 11'-0" W x 14' H LOADING BAY 2 | 52' L x 11'-10" W x 14' H	✓

1	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.	The composition of the tubes and gaskets from the ground level to the upper levels create variability that is intended to provide scale and distinguishable components along each façade. At the ground level, the tubes are eroded to balance transparency, solidity, and differentiation from the upper body of the building while promotiing an interaction with the pedestrian realm.	
2	Preface	Each parcel is intended to relate to its immediate surroundings as well as the larger context.	The massing responds to each of the build to lines of the parcel differently. To the north and the west, the massing is built to the public realm to create a strong street edge along Morgan Avenue and Water Street. To the south, the massing is set back between itself and the new MBTA transit center. The setback provides a space for landscaping and a spatial buffer between the two functions. Along the east, the massing is setback 9’ from the build to line to maximize the plaza space between it and parcel Q1	
3	1.3 Masterplan Exhibit: 07 zoning envelope	The building sits within the 85'-0" maximum zoning height limit	Top of the last occupiable floor is 114'-11" which is 84'-8" from mean grade (30'-3")	
4	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 a s a composition of smaller masses using different materials or colors, vertical br eaks, bays, or other architectural elements.	The Q2 project with approximatly 300’ in length suggests a horizontal proportion of the building. The horizontality of the massing is expressed as a series of stacked extrusions of varying lengths to diminish the overall scale and proportion into several smaller masses while positioning the main lobby entrance along the Morgan ave elevation serving as a visual break in the massing.	
5	2.1 Scale and Massing	In addition to the above limits, buildings should reflect a rhythm and variation appropriate to the urban context. For example, this can be achieved by expressing bay widths of 16 to 25 feet for residential and 25 to 50 feet for mixed-use and retail.	The primary North and South facade expression follows the building 22' bay module with a cladding pattern expressing a fine grain of 5'-6". The east and west facades are articulated as the end grains that push inward and outward to amplify the stacking of the tubes and a redcution of building scale. The movement of the end grain of the tubes along the west toward Water Street provides similar visual texture to the east and provide a cue from afar to the entry into Cambridge Crossing from the south.	
6	2.1 Scale and Massing	Buildings should have a clearly-expressed base, middle and top.	The expression of stacked extrusions are oriented lengthwise along the east-west axis of the parcel. The stacked tubes create horizontal datums to delineate floor lines at the base, middle, and top of the massing. The expressed “tubes” are defined and separated by a “gasket” material which is different from the material of the “tubes”.	
7	2.1 Scale and Massing	Buildings should have a carefully-articulated base of one or two floors with a high level of transparency, lightness and detail at the ground floors allowing views inward and outward	The buildings base consists of multiple extrusion expressions some double height and some single story. Each extrusion is fully glazed towards the North, East and West pedestrian areas, promotings a strong visual connection between the interior and exterior.	

8	2.1 Scale and Massing	A line of expression at the second floor is encouraged to humanize the scale of the buildings and create an intimate pedestrian experience. This should be achieved by means of material articulation or architectural detailing.	The finish and color of the tube expression are a light grey tone which are differentiated from the slightly darker gaskets. This differentiation helps amplify and distinguish each of the elements from one another. At the ground floor, the tube material is substituted with a metal plate with a dark finish to distinguish the base of the building from the levels above and from the material of the gasket and extrusions. The glazing at the ground level and lobby are ultra-clear glass for increased transparency. At the upper portions of the building above the ground floor, the glazing is a standard vision glazing except for the southern façade the glazing is a view glass.	
9	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 material palette at the middle of the building utilizes vertical ribbed metal panels, curtain wall and metal plate as the three basic elements of the building. The solid portion of the tubes are articulated with a vertical grain with projected curtain wall system at the openings	
10	2.1 Scale and Massing	The base and middle should be built to the street line with courtyard opening and setbacks for cafes where appropriate.	To the north and the west, the massing is built to the public realm to create a strong street edge along Morgan Avenue and Water Street. To the south, the massing is set back between itself and the new MBTA transit center. The setback provides a space for landscaping and a spatial buffer between the two functions. Along the east, the massing is setback from Parcel Q1 to maximize the plaza area.	
11	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.	At level 5 and above, the stacked extrusions vary in height on all facades. The stepping of the massing allows solar access to mitigate shadows to the proposed parcel I park along Morgan Avenue, break down the length of the building and provide and varied building shiloette.	
12	2.1 Scale and Massing	Demonstrate responsible use of lighting and energy consistent with sustainability requirements.	Limited use of exterior building lighting, only used for code compliance. Building energy consumption to meet or exceed the requirements of the Massachusetts Energy Stretch Code.	
13	2.1.1 Build to Line	Build to line is a line that runs parallel to the property line at which construction of a building facade is to occur at Cambridge Crossing that. It is a suggested set back from the property line and varies from street to street and parcel by parcel and is intended to provide a generous sidewalk and public realm design along all Cambridge Crossing streets. While no structural elements can be placed beyond the build to line, certain architectural elements and projections that maintain the spirit of the set back can be considered as a part of the design review. See "EXHIBIT: 12 BUILD-TO LINE DIAGRAM"	To the north and the west, the massing is built to the public realm. To the south, the massing is set back roughly 5'-0" between itself and the new MBTA transit center. Along the east, the massing is setback from Parcel Q1 to maximize the plaza area. The Main entry lobby utilizes a cantilevered canopy that project beyond the build to line as an architectural element that breaks down the building length and serves as an entry indicator.	
14	2.1.2 Public Streets	Use architectural expression on any portion of the building above 65 feet to prevent continuous massing. Buildings should have e a clearly expressed base, middle and top. This may be achieved through changes in material, fenestration, architectural detailing, or other elements.	The building utilizes both change in materials and recessed 'gasket' conditions to arctiulate change in massing both horizontally and vertically.	
15	2.1.2 Public Streets	Plot guidelines provide for additional sidewalk width by defining parcel and build-to lines to provide for wider sidewalks. For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches, or small open spaces.	At ground level on the east end of the building, the façade is pulled back to create a covered area adjacent to the proposed retail tenant as an opportuniity for seating and public activity as part of the overall Q2/Q1 plaza.	

16	2.1.2 Public Streets	Locate loading docks on side streets or service alleys whenever possible, and away from residential areas and open spaces.	The loading dock is located on the western side of the building along Water street. Loading docks will be completely internal to the massing of the building.	
17	2.1.3 open space Edges	Locate buildings to minimize shadows on Cambridge Crossing Common, especially in the afternoon.	Parcel Q2 is located west of Cambridge Crossing Common and will therefore not cast shadows on it - refer to the shadow studies included in this submission.	
18	2.1.3 open space Edges	Surround public open spaces with uses that create an active ground floor environment throughout the day and evening and increase safety for open space users.	The main ground floor lobby is located directly accros from the Parcel I park community path. On the east end of the building the Q2/Q1 plaza and retail tenant area serves as an at grade connection to station plaza.	
19	2.1.3 open space Edges	Shops, cafes and other public uses that enliven the open spaces are encouraged adjacent to open spaces.	A retail tenant is planed for the the ground level funciton adjacent to the east plaza and seating is proposed as part of the landscape at both along the North and East.	
20	2.1.3 open space Edges	For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches or small open spaces.	The building is built to the lot along the North (Morgan Ave) and West (Water Street) . Along the East and Sorth the building is set back variable distances.	
21	2.1.6 Commercial Massing and Articulation	Exhibit: 17 Commercial Massing Precedent		
22	2.2 Street Level Use and Design	Exhibit: 20 Street Level Use Plan		
23	2.2 Mixed Use Blocks or Commercial Blocks	Office / R&D uses are discouraged from occupying extensive ground-floor frontage. Where these uses do occur, they should occupy no more than 200 to 250 feet of continuous frontage along public streets.	Only the main building lobby fronts of Morgan avenue at ground level. Of the planned tenant spaces at the ground floor there are no continuous lengths over 250'.	
24	2.2 Mixed Use Blocks or Commercial Blocks	Ground floor frontage should generally be permeable and massing elements should be human scaled.	The ground floor on the West, North and East are fully-glazed to promote a visual dialouge with the exterior pedestrian experience. The building has a primary lobby access point along the Morgan ave, dedicated bike access on the east in close proximity to station plaza and below grade vehicular parking on the west along Water street.	
25	2.2 Mixed Use Blocks or Commercial Blocks	Entrances should be located on public streets, and at or near corners when appropriate. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations.	The main ground floor lobby is located at the midpoint of the site along Morgan avenue. Crosswalks are provided to the west enabling crossing of Water street and Morgan avenue and to the east across North First Street and Morgan avenue. The Lechmere station and Bus terminal adjacent to the Q2 project is accessible from the east and west appraoches.	
26	2.2 Mixed Use Blocks or Commercial Blocks	Blank walls should be avoided along all public streets, courts and pedestrian walkways.	The facades along primary pestrain walkways are fully-glazed, as is the main lobby. Along the south façade facing the Bus termianal the façade priortizes glazing to areas dedicated to tenant and bike room funcitons.	
27	2.3.2 Architectural Character - Commercial	Create varied architectural and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings and other architectural elements. Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades and gardens. Utilize architectural articulation such as changes in material, fenestration, architectural detailing or other elements to break down the scale.	The horizontality of the massing is expressed as a series of stacked extrusions of varying lengths that intend to visually articulate the building into several smaller masses and allow for the building to have a clearly delineated base while providing an opportunity for a setback at the upper levels.The upper level utilizes the setback as a private terrace to the north provided by the tenant. Along the east at ground level the building steps back to provide a covered outdoor area as an extension to the Q2/Q1 public plaza.	

28	2.3.3 Architectural Character - Lighting	Public Realm and exterior building lighting is an important consideration for the identity of the project and enhancing the retail, pedestrian nighttime safety and neighborhood connectivity for Cambridge Crossing. However, the lighting design shall be respectful of its impact on surrounding context including the other residential buildings in Cambridge Crossing and surrounding neighborhoods including East Cambridge.	Pedestrian lighting provided. All lighting will have sharp cut-offs to mitigate light pollution.	
29	2.4 Environmental Guidelines (LEED Principles)	Compliance with Leadership in Energy and Environmental Design (LEED) certification standards is required.	The building is designed to achieve Gold certification under LEED v4 BD+C for core and shell.	
30	2.5 parking / Service	Underground parking is preferable. All parking garages must provide direct pedestrian access to the street.	Two levels of parking, accessed off Water St on the building's west side, are provided. Direct pedestrian access is provided through a stair at the Water St sidewalk and through an elevator at the building's east side in the plaza between Parcels Q1 and Q1. Parking level elevators and a stair are additionally provided within the main building lobby.	
31	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.	Long term bicycle parking is provided within the building on Level 1 and Parking Level 1 and can be accessed from the plans on the building's east side. Short term bicycle parking is provided along the west end of the building along Water street allowing easy access as one enters the Cambridge crossing site. The project aslo provides bike lockers located on the east end of the buildng in close proximity to station plaza.	
32	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 streetscape along Morgan avenua and main entrance includes elements like trees and benches.The east plaza between parcels Q2 and Q1 includes elements like trees and benches, wayfinding graphics, movable furniture, signage and lighting to enhance the pedestrian experience.	
33	3.2A Character	Design streets to encourage pedestrian and cycle activity, and to control vehicle speed in residential areas.	The proposed design encourages pedestrian and cycling uses in and around the building.	
34	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 along the north side of the Q2 project on Morgan avenue.	
35	3.2A Character	In the design of new streets, pathways and open spaces provide pedestrian-scale lighting to enhance pedestrian safety.	The landscape design includes elements like trees, benches, wayfinding features and lighting to enhance the pedestrian experience.	
36	3.2A Character	Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment.	Facade articulation of a double height space and a cantilevered canopy at the building's Morgan Avenue main lobby entrance calls clear attention to the building's main entry point. An additional entry point from the plaza at the building's east side provides easy access to bike parking and showers as well as the parking levels.	
37	3.2A Character	Major entrances should be located on public streets and at or near corners wherever possible. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit sections.	The main ground floor lobby is located at the midpoint of the site along Morgan avenue. Crosswalks are provided to the west enabling crossing of Water street and Morgan avenue and to the east across North First Street and Morgan avenue. The Lechmere station and Bus terminal adjacent to the Q2 project is accessible from the east and west appraoches.	

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Appendix

	COMMENT		RESPONSE	PAGE REF
NOVEMBER 10, 2021 - CAMBRIDGE STAFF COMMENTS (VIA VIRTUAL MEETING)				
1	Request for draft language for the minor amendments and separate meeting to discuss.		Draft language of the minor amendments was shared and discussed with Staff during a virtual meeting on Thursday, December 2nd, 2021. The proposed minor amendment language reflects the requests made during the meeting.	
2	[DPW] Would like to understand how minor modifications to phasing [advancing Parcel Q2 from Phase II to Phase IB] would impact infrastructure requirements and conditions.		Advancing the Parcel Q2 development from Phase II to Phase IB will not impact infrastructure requirements or conditions. All requirements and conditions precedent to construction Parcel Q2 have been satisfied.	
3	[DPW] Put property lines on plan views to depict where the public right-of-way are in relation to accessible walkways.		Property lines have been added throughout the design review submission on both plans and sections.	32 , 123
4	[TP&T] Request for solar study of BlueBikes station on Morgan Ave. on Parcel I.		A solar study has been included in the appendix of this submission. The BlueBike solar panel will receive sufficient sunlight to work properly.	129, 130
5	[TP&T] What do you mean by "vision" glass?		Glass fenestration that is translucent (i.e. see through) is commonly referred to as "vision glass" while glass fenestration that is opaque (i.e. not see through) is commonly referred to as "spandrel glass" or "shadow box".	
6	[TP&T] How many EV charging stations are being provided in the garage?		The proposed design includes 37 spaces for electric vehicle charging with the infrastucture and capacity to add more as demand for such spaces increases or as tenant's request additional stations.	123
7	[TP&T] Are you providing any accommodations for EV charging for bicycles in the bicycle storage facilities?		Yes - there will be electrical outlets to allow for electric vehicle charging in Q1 bike facility adjecnt to the Q2 project	
8	[TP&T] A summary page at the beginning of the presentation with site plan would be a helpful.		Additional information has been included through out the proposed design review submission. An appendix section has been added to satisfy the request for additional departmental specific information requests.	123
9	[TP&T] Provide site plan with entrances to the building clearly identified, property lines, curbs, curb cuts, sidewalk dimensions, trees, bike racks, landscaping, roadway width, bike facilities and if any existing tree exist.		A Site plan has been added to this submission identifying the property lines, curb profile, curb cut at loading/ parking, sidewalk dimensions, trees, bike parking types, locaitons and quantities. Road widths are provided in section 3 of this submission.	123
10	[TP&T] Provide site line diagrams for loading dock and parking entrances.		Site line diagrams for loading docks and parking entrances/exits have been provided in the appendix of this submission.	131

	COMMENT		RESPONSE	PAGE REF
11	[TP&T] Make sure parking ratio is aligned with building use (i.e. lab ratio vs office ratio)		The number of parking spaces is sufficient for office occupancy. If and to the extent a portion of the building is lab, then the excess parking spaces will be blocked off and their use will be prohibited.	
12	[TP&T] Short-term bicycle parking racks in pedestrian plaza are oriented in a way that would make it difficult to access the bicycles closer to the building size.		The short-term bicycle parking racks in the pedestrian plaza have been re-oriented to allow for improved access and pedestrian traffic flow.	80, 133
13	[TP&T] Provide a site plan that depicts sidewalk widths and entrances.		Site plans that depict sidewalk widths and entrances are included in the Appendix section of this submission as well as the landscape street sections in the Public Relam section of this submission.	123
14	[Urban Design] Have you considered creating a galleria to link the north to the south? I understand there is a grade change there and it may require ramps.		The idea of a mid-block connection bi-secting Parcel Q from the new Lechmere Station to the south and the Cambridge Crossing development to the north was considered and implemented at the time of the Special Permit Major Amendment #6 with the addition of an exterior plaza between the newly created and approved Parcels Q1 and Q2. Our efforts to coordinate designs with the neighboring property owner were unsuccessful -- the MBTA located transformers so as to block the pathway between buildings Q1 and Q2; and located bicycle parking racks in a way that blocks pedestrian movement.	124, 125, 126, 127
15	[Urban Design] Are the mechanical chimneys [exhast stacks] going to be extending out of the penthouse screen?		The rooftop mechanical ventilation and exhaust stacks will be screened.	
16	[Urban Design] If these are really tubes, they should be rounded, not boxes.		The design team used the term "tubes" as an expression of the architectural forms but understand how the verbiage could introduce confusion about literal descriptions versus expressive descriptions. To avoid confussion, the design team will refer to the architectural forms as "extrusions" instead of "tubes".	
17	[Urban Design] Could the green vines growing vertically around the building be evergreen plants so that they are green all seasons of the year.		The design team proposes the use of akebia quinata at the building columns in the plaza between Q2 and Q1. Akebia quinata is suitable for this location because it grows rapidly, has dark green textured foliage that, while not fully evergreen, persists into the winter, and will provide seasonal interest in the early spring with deep reddish-purple flowers. Akebia quinata will also be incorporated along the southwest face of the building and will be alternated with Wisteria floribunda, which presents fragrant violet-blue flowers in early spring.	86, 87
18	[Urban Design] South façade appears flat and too horizontal		Previous Response '*The design team has revised the design to address the concerns that the south façade appears flat and too horizontal. The proposed changes include adding and expanding existing vertical "breaks" in the façade design, increasing the depth of recessed metal panels, and updated window frame details which increase the articulation of the facade. 'resolved in current design* 3/24/22 Response - resolved in current design	51, 64, 65

	COMMENT		RESPONSE	PAGE REF
19	[Urban Design] Expand the gasket divides to create stronger vertical break		The design team has expanded the gasket divides in the proposed design to create a stronger vertical break as well as increased the gasket depth by 30%.	62, 64
20	[Urban Design] We prefer shadow box to spandrel glass.		The design team has revised the design, changing all spandrel glass to shadow box. The design team has revised the design by changing much of the spandrel glass on the northern, eastern and western facades to vision glass.	56, 57, 58
21	[Urban Design] Retail in the masterplan diagram has longer frontage along Morgan Ave versus how the retail is currently proposed with the longer frontage along the pedestrian plaza between Parcel Q1 and Parcel Q2.		The proposed orientation of the retail provides a longer frontage along the Station Plaza while maintaining entry presence on Morgan Ave. The recess of the building at the ground level provides more space for the retail to "spill out" and activate the Station Plaza. The proposed retail location along Morgan Ave provides an aligment to the western edge of Parcel I retail north of Margan Ave.	128
22	[Urban Design] Are there windows on the south elevation at the ground floor? Is there any way to activate this elevation?		Previous Response *'The design team has changed the design to address the concern. There are windows (both vision glass and shadow box) on the south elevation at the ground floor. In addition, the landscape plantings on the building facade have been reconfigured to have a window-like reading. The design team has added seating walls and benches that face the bus loop to activate this facade, and added trees to provide a shaded area furhter punctuate the break in the facade. In addition, the design team has revised the design to add a direct entrance to the bicycle room to activate the south elevation.* 3/24/22 Response - resolved in current design	
23	[Urban Design] When will the Green Building Report be ready for submission?		The Green Building Report has been submitted for review and approval.	
NOVEMBER 19, 2021 - CAMBRIDGE STAFF COMMENTS (VIA EMAIL)				
24	[TP&T] several of the exiting buildings already have excess parking and is being saved for other buildings, so I will want to see an updated map, table and summary of the existing buildings, square feet, land use, number of parking spaces, parking ratios in order to see how it relates to the proposed Q2 building and number of spaces. If it's a spec building, it should provide no more parking than the maximum parking supported for an R&D use (not for an office use). This would be consistent with how it was done for other spec. buildings.		The requested information has been provided. The Appendix I provides a tabulation of building area, use, parking, among other property specific information. The Parcel Q2 building is being designed as a commercial office / lab use, with some retail. The garage has been sized to accommodate office parking ratio. Consistent with past committments from DivcoWest, the final number of available parking spaces will be determined by the final use of the building at time of issuance of the certificate of occupancy. If the building has a lab use, then excess parking spaces will be blocked off and prevented from being used.	

	COMMENT		RESPONSE	PAGE REF
25	[TP&T] You'll want to make sure the you align with the request by City Council for electric vehicle charging in development projects including 25% of the parking spaces to have EV charging stations (level 2 chargers) and have the capacity to support future installation of the chargers for all the spaces.		The project provides 37 charging stations with the ability to add more as demand increases. 37 space meets the 25% request	123
26	[TP&T] When you present the design review to the PB, maybe consider providing quick update on status of all the projects, occupancy, and TDM measures offered as well as what TDM measures will be offered to employees, patrons, guests for the Q2 building.		Consistent with previous Planning Board presentations, we will include a CX development update as part of the presentation.	
27	[TP&T] should there be an entrance to the building from the Bus loop area and/or make sure you show the exact pedestrian routes to the building's entrance(s) between key locations, such as the future Green Line Station headhouses, Bus stop locations, walking from Brian P. Murphy Stairway. Similarly show the direct bike routes to/from the site and show detailed plans for how people will access the long-term bike parking (e.g. will they need to use an elevator and if so, show the route). Should there be a separate elevator for cyclists without having to travel through the building lobby. A bike room on the First floor would be more convenient for people, even it was just a percentage of the total bike spaces.		The pedestrian and bicycles routes to key locations on Parcel Q2 and beyond are illustrated on various pages within the design review submission. The design review submission includes floor plans and enlarged plans depicting the path of travel, dedicated bicycle elevator, entrances, service facilities, long-term bicycle parking facilities, lockers, restrooms, showers, and changing rooms. Bicycle facilities are located on the first floor with two direct entrances from the exterior. The building have auxiliary / over-flow long-term bicycle parking located on the first garage level with a dedicated elevator with front and rear entrances for ease of use while navigating with a bike.	
28	[TP&T] Show loading dock and driveway entry in detail, including sightline triangles and turning movement sweep paths for trucks entering and exiting the loading bays. Ideally all truck turning movements should occur on site and not need to back in or out onto a street.		Sight line diagrams for loading docks and parking entrances/exits have been provided in the appendix of this submission. Truck turning diagrams for loading docks and parking entrances/exits have been provided in the appendix of this submission.	131
29	[TP&T] Show all bike racks as a 1 inch = 10 feet scale. (best to show an overall plan and then detailed 1:10 scale plan for each bike parking area)		Englarged bicycle parking plans have been included in the appendix section of this submission.	132, 133
30	[TP&T] Show how buses will circle around the site from the bus loop to the First Street extension. How many buses will do this daily and on hourly basis. Will it create noise and will tenants be aware of all the bus circulation that will happen. How will that be best mitigated? Buses in the loop road may cause noise that you would want to block from disturbing employees working in the building.		MBTA buses can turn right out of the MBTA bus station onto Water Street, turn right at the Water Street / Morgan Avenue intersection onto Morgan Avenue and turn right at the Morgan Avenue / First Street intersection onto First Street. The MBTA has not provided daily or hourly bus projections for trips at the new Lechmere Station. The facade and window systems have been designed to ensure building occupant accoustical comfort.	
31	[TP&T] Does Water Street have bike lanes (I believe it does or will), should and can it have separated bike facilities?		We believe that Water Street will have bicycle lanes in both directions. The road is owned by the MBTA.	

	COMMENT		RESPONSE	PAGE REF
DECEMBER 07, 2021 - CAMBRIDGE STAFF EMAILED COMMENTS				
32	[Urban Design] Façade permeability—CDD staff considers the CX development to part of the East Cambridge neighborhood where connectivity between buildings and public spaces is critical for the urban context. For that reason, staff would like the Parcel Q2 Building to improve its sitting by having physical access and visual connections between the MBTA bus loop area and the building interior, primarily the building lobby entryway. The project should help to positive define the MBTA area, rather than turn its back.		The project team shares the desire for increased connectivity between buildings and public spaces, consistent with the CX masterplan; particularly at the planned Lechmere Station and Parcel Q. The Major Amendment #6 split Parcel Q into two separate parcels (Q1 and Q2) creating the opportunity for a mid-block plaza connecting CX to the MBTA property to the south. This proposed mid-block plaza connection was consistent with with the city's desire for vibrant and dynamic public spaces resulting in an active public realm. Coordination efforts to improve the pedestrian connectivity and desired pathways was ignored by the MBTA. In order to address the staff comment, the design team has revised the design. The design team added seatwalls, trees and benches along the south facade to activate it, and also provide an amenity for those waiting at the bus station. The facade design has been revised to create a more pronounced break, to further break down the scale of the facade. Ground floor windows have been added, and the vegitated walls have been articulated with a window-like expression facing the bus station. The MBTA has located multiple bus shelters right up against the property line. At the proposed pedestrian pathways between CX and the MBTA owned land to the south, the MBTA has located emergency generators, electrical transformers, screen plantings, bicycle storage racks and, in some locations, chain-link fence. Throughout the area the MBTA has installed ground cover consisting of gravel, which is difficult to walk on and is not handicapped accessible. Coordination efforts to improve the pedestrian connectivity and desired pathways was ignored by the MBTA.	79, 83
33	[Urban Design] Staff believe daylighting the building lobby from the south side would improve the interior quality, create a visual break (i.e., fissure) in the horizontal building massing and add visual interest to the facade. Daylighting and quality views would support both LEED and WELL standards relating to tenant comfort, health, and wellbeing. Ideally, staff believe at least double story height glazing at the lobby and with the entry from the MBTA area would be the most beneficial. This would visually improve the façades permeability and would provide an opportunity for MBTA--transit users to have direct access to the building from the south side.		Previous response - *'The design team is proposing an updated design which includes many refinements to the south elevation including, relocated vertical break, expanding the width of the vertical break and increase depth of reveal at the vertical break. Adjustments to the proposed fenestration provides deeper articulation, more permeability, greater variety; adding to the richness and vibrancy of the south facade. Additional refinements to the landscape plans include adding variety to the vegitated south-facing facade, seasonally interesting trees and plant species, additional detailing at the seatwalls on the MBTA property line, and added benches facing south for public use.* *Creating an additional mid-block connection - in addition to the existing publicly beneficial open space plaza between the building on Q1 and the proposed building on Q2 - would diminish the activation of the public realm by diverting pedestrian traffic into a private building.* 3/24/22 Response - resolved in current design	

	COMMENT		RESPONSE	PAGE REF
34	The strategy of stacked tubes (perhaps boxes is more appropriate) seems most successful on the short ends of the building. There is a need to carefully study scale to make sure the boxes are not too similar to the adjacent pavilion, and not insufficient in scale for North Point Common.		Previous response '*The design team has evaluated the scaling of the stacked extrusion expression and believe the proposed design strikes the appropriate balance of horizontality - which strengthens the desire for building to have a base-middle-top in the design guidelines - with vertical dimensions of the stacked extrusions - which give the building the appropriate scale and gestures to the open space on Parcel I along Morgan avenue and the adjacent Q1 Building.* 3/24/22 Response - resolved in current design	136
35	On the long façade on the north, there needs to be stronger expression of the boxes– deeper reveals, at least. A significant (both depth and width) vertical break between the boxes would help provide greater consistency with the design guidelines, which encourage facades longer than 200' to be made permeable and visually articulated into smaller masses.		The design team has revised the design to address staff commments, creating a stronger expression of the extrusions by expanding the vertical break and increasing the depth of reveal. We believe the proposed updated design yields better alignment with the design guidelines, increased articulation, and stronger expression of the extrusions.	18, 62, 63
36	The south façade also exceeds the massing guidelines, thus further work is required to make it more permeable and less monolithic.		Previous Response '*The design team has revised the design to address staff comments. On the south facade the design team is proposing strengthening the expression of the extrusions by expanding the vertical break and increasing the depth of reveal. The design team has also relocated doors on the south elevation to increase activition along the south side of the building, adjacent to the MBTA property.* 3/24/22 Response - resolved in current design	51, 64
37	The entrance seems too understated – it could be more than just a gap between the boxes into which the ground floor façade extends upward.		Previous Response'*The design team has revised the design to address this staff comment. The proposed design refinements made on the north elevation in response to #35 above also helped define and amplify the main entrance to the building. The main entrance to the building is now expressed more vertically which helps define and amplify the entry and breakdown the horizontality of the north facade.* 3/24/22 Response - resolved in current design	13, 14, 50
38	It looks like too much spandrel glass on the long sides.		The design team has revised the design by reducing the amount of spandrel / shadow box area and increasing the amount of vision glass.	13, 56
39	Avoid spandrel glass on the column lines – vision glass or at least shadow boxes.		The design team has revised the design to reduce the amount of sprandrel glass at the column lines. The design team is also proposing to utilize shadow box instead of spandrel glass throughout.	56, 57, 58
40	What will be the transparency levels of the electrochromic glass and for what % of the time?		The transparency level of the electrochromic glass will vary depended on sub exposure on the south façade. The range of transpareny levels are depicted in the Propsed Design and Appendix seciton of this submission.	27, 28

	COMMENT		RESPONSE	PAGE REF
41	East and west façades – The glazing should be further recessed to help with shading and to provide additional façade articulation and depth.		The design team has revised the design by increasincreasing the depth of the glass relative to the outer edges of the extrusions. We agree that this refinement in the design will help with shading, reducing solar heat gain, increase occupant comfort, and create a more articulated and dynamic facade.	137
42	North façade - The projecting glass on the long facades looks okay since it contrasts with the recessed glass on the ends. However, the façade is very long and flat. The Planning Board will need to be convinced that there is enough richness, texture, and liveliness on the façade to accommodate such an approach. If there was more separation and depth between the boxes the projecting glass might be acceptable.		The design team has revised the design in response to staff comments by increasing on the north elevation the variety of façade conditions which we believe creates a richness and liveliness that was lacking in the previous version of the design. The added articulation provides what was previously a flatter expression more texture and energy. The revisions include adding seating along the eastern portion of the northern facade, and adding a fin detail at the ground floor to provide a pedestrian scale element as well as providing additional detailing and richness for the facade.	62, 63
43	Albert Kahn's industrial buildings might be a good reference.		In response to this comment the design team has reviewed Albert Kahn's work for applicable precedents.	
44	South façade - It has exaggerated horizontal proportions due to the 'ribbon windows' fenestration and mechanicals penthouse treatment. The façade's architectural expression-- base, middle and top, is somewhat undefined, and visually uninteresting.		Prevoious Response *'The design team has revised the design by expanding the vertical break and increase the depth of the reveal. The arrangement of materials, expansion and refinement of reveals helps strengthen the expression of the extrusions and better define the base-middle-top expression.* 3/24/22 Response - resolved in current design	25, 64, 65
45	Color – The materials are all very gray and somber, especially when the trees are removed from the renderings. Can any color or warmth be introduced?		Yes - The design team has revised the design by specifying warmer metal panel tones which, we agree, soften the aesthetic of the building.	
46	Architectural Details and choice of materials: Staff would be interested to learn more about building materials and how they interface with each other especially on the east and west elevation. Those details will be important for a refined and slick building expression (presumably the design intent for this building).		The interface of materials and detailing of the material transitions and edges are critical to the execution of the design aesthetic. The project team is engaged with a curtain wall and metal panel manufacturer and have already begun coordinating design details to ensure execution of the design. As on past projects, DivcoWest is open to working with staff on the review of the facade mockup and on the details of the facade.	

	COMMENT		RESPONSE	PAGE REF
47	Provide additional entrances at the ground floor. Can Stair 4 be made more active – that would support WELL standards? Where is the pedestrian entrance to the parking?		In response to staff comments, the design team has revised the design by adding entrances at the ground floor for access to future tenant spaces and an additional entrance on the south facade directly into the bicycle parking room. Stair #4 is an egress stair out from the below-grade garage parking. Additional vision glass and finishes have been added to make the stair more visually appealing from the outside. The primary entrance to the building will be the main entrance on the north elevation. In response to staff comments, the design team has revised the design and made the expression of the north entrance more pronounced.	134
48	Review the ground floor façade design in detail – consider providing more texture, detail, and richness, rather than an undifferentiated curtainwall. E.g., column expression, canopies, awnings and projections. An intimate pedestrian experience needs to be achieved.		In order to respond to staff comments the design team revised the design to include: - Additional entrances on the ground floor to future tenant spaces. - Additional landscaping features and furniture on the south side of the building to engage with the adjacent MBTA property. - Additional facade treatments including horizontal fins and seat walls along the retail and Morgan Avenue frontage. - Additional breaks and variation in materials on the west side of the south elevation to increase texture and permeability.	64, 134, 135
49	What strategies will be used to ensure the ground floor tenant space is animated/active and not simply office space with shades drawn.		In response to this comment, the design team has revised the design and added an exterior entrance to the tenant space on the north western facade. DivcoWest will encourage active and animated uses at the ground floor during our leasing negotiations. Ultimately, the programing of the tenant space is a function of the tenant design and fit-out process which is subject to its own city approvals and building permit.	
50	How does the building design mitigate the impact of the loading and parking entrance on the public realm?		The design team utilized the formed extrusion with recessed building façade on the east and west elevations, including at the parking and loading entrances on the west elevation. The outer edges of the formed extrusions mitigate the visual presence of loading and building service entrances without sacrificing pedestrian safety. With the location of the desired path of pedestrian travel being further away from the building frontage, compliance with required visual sitelines for both pedestrians and drivers is maintained.	
51	Provide more trees and vegetation between Q1 and Q2		Previous Response *'The design team has made changes to the proposed landscape design for the plaza between Q1 and Q2. The updated plaza design clarifies the path of travel desire lines and adds a large plant bed along the western elevation of the Q1 building.* 3/24/22 Response - resolved in current design	80

	COMMENT		RESPONSE	PAGE REF
52	On the east side of the building – the paths aim at an insignificant door and a doorless wall – seems odd.		The design team has made changes to the proposed landscape design for the plaza between Q1 and Q2. The updated plaza design clarifies the path of travel desire lines and adds a large plant bed along the western elevation of the Q1 building. The design team has further revised the design to terminate all brick paths within the paved area, rather than at the curb or building face, in response to this staff comment.	80
FEBRUARY 19, 2022 - CAMBRIDGE STAFF COMMENTS				
53	Request to increase quantity of electric vehicle (EV) charging stations to 25% of the total parking space count to meet proposed citywide goals for new developments.		The design team has increased the quantity of electric vehicle (EV) parking spaces to 37 stalls which meets the proposed city goal of 25% of new parking spaces discussed during the meeting.	123
54	Provide a more detailed breakout count of each parking space type on site plan summary slide - Dedicated carpool, vanpool spaces and size of EV spaces (standard vs compact). Summary should also include ratio of compact to standard and EV to total		The design team has provided a parking matrix to describe the quantity, type, and features (EV) within the parking garage.	123
55	Add bike racks near the primary building entrance on Morgan ave. Given proximity of property line and clear side walk along Morgan ave.		The design has added four (4) bike racks between the street tree pits flanking each side of the main building entry.	133
56	Submit 1"=10' scale plans for all bike parking; both short-term and long-term bicycle parking.		1" = 10' scale plans depicting the short-term and long-term bicycle parking have been added to the design review submission.	132, 133
57	Bike lockers in Q1/Q2 plaza - add signage as to who lockers are for and proivide a rendering in re-submission to show lockers under the bulding overhang		The bike locker will be clearly identified as public bicycle lockers and identified as part of the Bicycle Center. The rendered image depicting the bike lockers has been included in the design review submission.	
58	CDD would preffer a reduction in landsacpe along the west elevation of Q1, allowing for pedestrians to walk between trees		The design team has modified the planting and tree design in the Q1/Q2 plaza. The proposed design shifts the line of trees to the west and replaced the ground cover plantings with decomposed granite to allow pedestrians to circualte around and under the tree canopy.	80

	COMMENT		RESPONSE	PAGE REF
59	Site grading transitions along south property line needs to be studied further to reduce or elimiate site walls. CDD liked introduction of bench element on west low site wall. How can east taller site wall be modified to facilitate future pedestrian connectivity from the Q1/Q2 plaza to the MBTA property?		Due to grade changes between the MBTA property and Morgan Ave (the Parcel Q2 frontage) there are portions of the southern elevation which need a retaining wall to allow for building access at the ground floor elevation of the building. The design team has proposed reductions in length and height of the retaining wall by adjusting grades around the Parcel Q2 building and modifying interior layout to accommodate doors opening at MBTA grade rather than Parcel Q2 ground floor grade. The design team has proposed expanding the length of seatwall as this was positively received by staff during our design meetings. The configuration of the south east corner of Parcel Q2 would allow for a future pedestrian connection. The connection is not currently feasibile due to the surface treatment (non accessible crushed stone) at the location where the Parcel Q2 walk way meets the MBTA site.	138, 139, 140
60	CDD would like design to avoid retaining walls in urban design		The design team has reduced both the extent and height of the south property line retaining walls	138, 139, 140
61	Desing changes to North and East and West ends has improved and is quite successful		No action required	
62	Retail orientation as shown is acceptable		No action required	
63	North façade lobby facade needs additonal depth/ articulation in the 4 story expression similar to depth at level 1 entrance		The proposed design is responsive to staffs request for additional façade depth and extending the depth all the way from grade through the roof parapet on level 5. The increased depth and articulate help break up the horizontal east/west expression on the north elevation.	16, 18
64	South façade is difficult to understand expression. Can composition be broken up more emphatically? Would the introduciton of curtainwall of bay windows help to relate to the north façade?		The proposed design introduces a wider vertical "gasket" break which includes a curtainwall bay similar to the north elevation. This modification helps break up the horizontal east/west expression of the south elevation. Additionally, the proposed design eliminated the metal panel trim which grouped window and metal panel sections in a ribbon window-like expression. The proposed design increase the height of the windows which also helped diminision the strong east/west horizontal expression of the south facade.	25, 51, 64
65	Remove bike room entrance on south façade, would not be used reguarlly and contributes to the extension of site retaining walls on the southern property line.		The proposed design eliminated the direct access door from the southern elevation. The deleted door was for convenience / flexibility only. The most direct and shortest path of travel from exterior to bicycle parking facilities remains through the door on the east elevation. The elimination of the door allowed for the reduction in site retaining walls and for the future pedestrian connection between MBTA property and Parcel Q2.	
66	Having difficulty understanding grades and site walls along the southern property line, think about providing axonometric views of these conditions		The design review submission includes three (3) axonometric views to depict the relationship between Parcel Q2 and the MBTA property to the south.	138, 139, 140
67	What are the gray zone between windows on the south façade?		The gray between windows on the south elevation previously represented a plate metal panel material. This condition no longer exists in the proposed design.	

COMMENT		RESPONSE	PAGE REF
68	Penthouse expression: Consider extents/ height of louver and if there is too much metal panel area above the louver.	The proposed design of the south elevation adjusts the balance of façade materials in a way that compliments the north elevation. The proposed design balances the variation in textured metal panel and louver.	64
69	North façade reccesed curtainwall with bench vey successfull	No action required	
70	North façade, west end curtainwall sill at grade seems too high both for pedestrians and future tenants	The proposed design has reduced the height of the sill at the west end of the north façade. The proposed sill height is appropriate for both pedestrians and future tenants.	53, 89
71	Review south property line site wall at Water street end. What is relationship to pedestrian flow on the sidewalk?	The site wall running along the southwest of the property will serve as both an access path to the utility doors located on the south elevation of Parcel Q2 and transition into a seat wall nearest the bus shelters to serve pedestrians on the MBTA side of the site retaining wall.	140
72	Preference for glass guard rails where guard rails are required along south property line retaining walls	The proposed design includes glass guardrails as needed along the south property line retianing wall	
73	Q1/Q2 plaza: Can trees shift closer to Q2 allowing for occupyable space winthin trees and infront of Q1 west façade?	The proposed design has modified the planting plan to allow the trees to shift closer to the Parcel Q2 building. Pedestrians walking through the plaza will have the opportunity to walk on either side of the trees and below the tree canopy.	80, 86
74	CDD's preference is not to have bike racks paralell against the building façade	No bike racks will be located paralell to the building façade.	
75	We understand the challenges of creating a through lobby connection from the south and acknowledge your responses to our request. We no longer need to pursue this design feature.	No action required	
76	Preference for a more vertical expression on the south façade	The proposed design introduces a wider vertical "gasket" break which includes a curtainwall bay similar to the north elevation. This modification helps break up the horizontal east/west expression of the south elevation. Additionally, the proposed design eliminated the metal panel trim which grouped window and metal panel sections in a ribbon window-like expression. The proposed design increase the height of the windows which also helped diminision the strong east/west horizontal expression of the south facade.	25, 64
77	Provide street sections through Morgan and Water streets (expand current sidewalk sections)	Design team has extended section cuts through Morgan & Waterstreet	82, 85
78	Add pedestrian light poles on Water Street. Add pedestrian light poles in Q1/Q2 tree groves.	The design team has added pedestrian light poles in the Q1/Q2 pedestrian plaza and a light pole on Water Street	90

	COMMENT		RESPONSE	PAGE REF
APRIL 27, 2022 - CAMBRIDGE STAFF COMMENTS				
79	Provide a graphic scale and north arrow on all dwgs (site plan, floor plans, sections, etc)		Graphic scales and north arrows have been added to the resubimssion.	
80	Renderings - Could the key plan show a bit more of the common to the north and N First St to get more of an understanding of the location?		Key plan has been modified to include additional context to the north and east of the site. These changes are reflected in the resubmission.	
81	West façade and Water Street views should show the bus starter station booth, which seems located in the sidewalk.		We have included a depiction of what we understand the bus stater booth to look like. To be clear, this is not part of the Parcel Q2 submission for design review. The bus stater booth is MBTA owned and located on MBTA property. We are including the graphic representation of the bus starter booth to illustrate what we understand will be the built conditions of the public realm around Parcel Q2.	23, 24, 25
82	Include a night rendering.		A night rendering is being produced and incorporated into the re-submission	17
83	More dimensions on plans for key massing moves (e.g. how deep are the recesses and notches?)		The design team has provided within the resubmission a series of enlarged plans dimensioning the façade articulation.	42-47
84	Plans - Is direct pedestrian access to the parking garage provided from the street per the Design Guidelines?		Yes - Both Stair 2 and Stair 4 provide direct ground level access to and from the parking garage.	
85	Roof plan – provide more details regarding mechanical equipment and setback of enclosure from façade. Has a green roof been considered?		Additional dimension and annotation of roof top equipment has been incorporated into the roof plan. A green roof had been considered but the proposed design has selected a high SRI (solar reflectance index) roof membrane to achieve the LEED Heat island effect reduction creadit while preserving roof area for tenant flexibility. The roof system selected does not preclude a green roof system in the future.	39
86	Building sections – show exterior mechanical equipment and dunnage, floor heights		The design team has added additonal mechanical equipment information as well as floor to floor dimensioning.	48, 49
87	Façade materiality – note window reveal/recess dimensions from façade. Include glass reflectivity. Could move forward the façade articulation sheets in the Appendix.		Addition glass specifications have been included in the resubmission, including reflectivity.	29
88	Elevations - note materials, show exterior mechanical equipment; will it be visible above the screening?, terrace – any railing?, show dimensions.		The tenant terrace does not currently include a railing integral to any base building elements. The tenant terrace will be designed and constructed by the tenant. All exterior mechanical equipment will be concealed behing mechanical screens.	

COMMENT			RESPONSE	PAGE REF
89	South elevation – mechanical louvers seem black with the line weights		The design team has updated the elevations to more clearly illustrate the mechanical louvers. In additon, the pages describing the south façade material composition now includes louver product data information.	51, 61
90	Provide zoomed-in elevations of all ground floor areas, showing doors, fenestration system, solid wall materials, colors, column cover materials, base of wall material, etc. Treatment of ground floor tenant space - how it will be animated and maintain transparency.		The tenant space on the ground floor will be designed and constructed by a tenant. While not always the case, we have found that tenant's interests in using the ground floor space as an expression of their identity and culture is aligned with the urban design goals of Cambridge; active, visually interesting, transparent, etc. The design team has included enlarged elevations for the ground floor areas in order to provide more detail on the facade treatments and building access.	53, 54, 55
91	Submit full wind study		Full Wind study has been submitted to CDD Staff.	
92	Public realm plans – does the drop off zone have to be completely tree-less? Seems like some could be accommodated.		The break in the street trees along Morgan Ave. at the drop off zone was strategic for various desired view sheds. We wanted to preserve views between the Parcel Q2 retail frontage and the retail frontage at the First Street / Morgan Ave intersection. This is important because the proposed Parcel Q2 retail – while part of the larger retail cluster along First Street is on the periphery. Similarly, the view shed from the Station Plaza looking north to Parcel I open space and retail was important to help draw people through the plaza from Lechmere Station to Morgan Avenue and public realm amenities beyond.	
93	Public realm renderings – include key pan on each		The design team has added key plans to the public realm renderings.	87, 88, 89
94	Site plans, show spot levels or contours.		The design team has added a site finish grading plan to the appendix section.	141
95	Site Lighting Diagram – are all the streetlights already installed?		Streetlights are currently installed on Morgan Avenue and Water Street. The existing streetlights will be removed and replaced with temporary street lighting during construction with the final proposed streetlights being installed as part of the Parcel Q2 project.	
96	It's a very wide sidewalk on Water Street, especially with the tree-less loading/parking access area. Can anything help mitigate the extend of hardscape – more plantings, LID swales, other public realm infrastructure?		The design team has incorporated a series of tables and chairs along the western façade of the bulding along with extending the ganite setts across the loading and parking entry/exit to futher define the pedestrian sidewalk zone.	79
97	Low res file is very blurry (see pg. 26)		To compy with the 10MB upload file size requirment the graphics will appear blurry when compated to the full resolution file. The resubmission will look at multiple files under 10MB to maintain graphic quality in additon to providng the full resolution file download. The design team includes a high-resolution file for design review in addition to the lower resolution files which get posted online.	

TOTAL GROSS BUILDING AREA: **163,794 GFA**

50 BICYCLE SPACES (LONG TERM)
47 STANDARD
3 TANDEM

20 BICYCLE SPACES (SHORT TERM)

7 BICYCLE LOCKERS (LONG TERM)

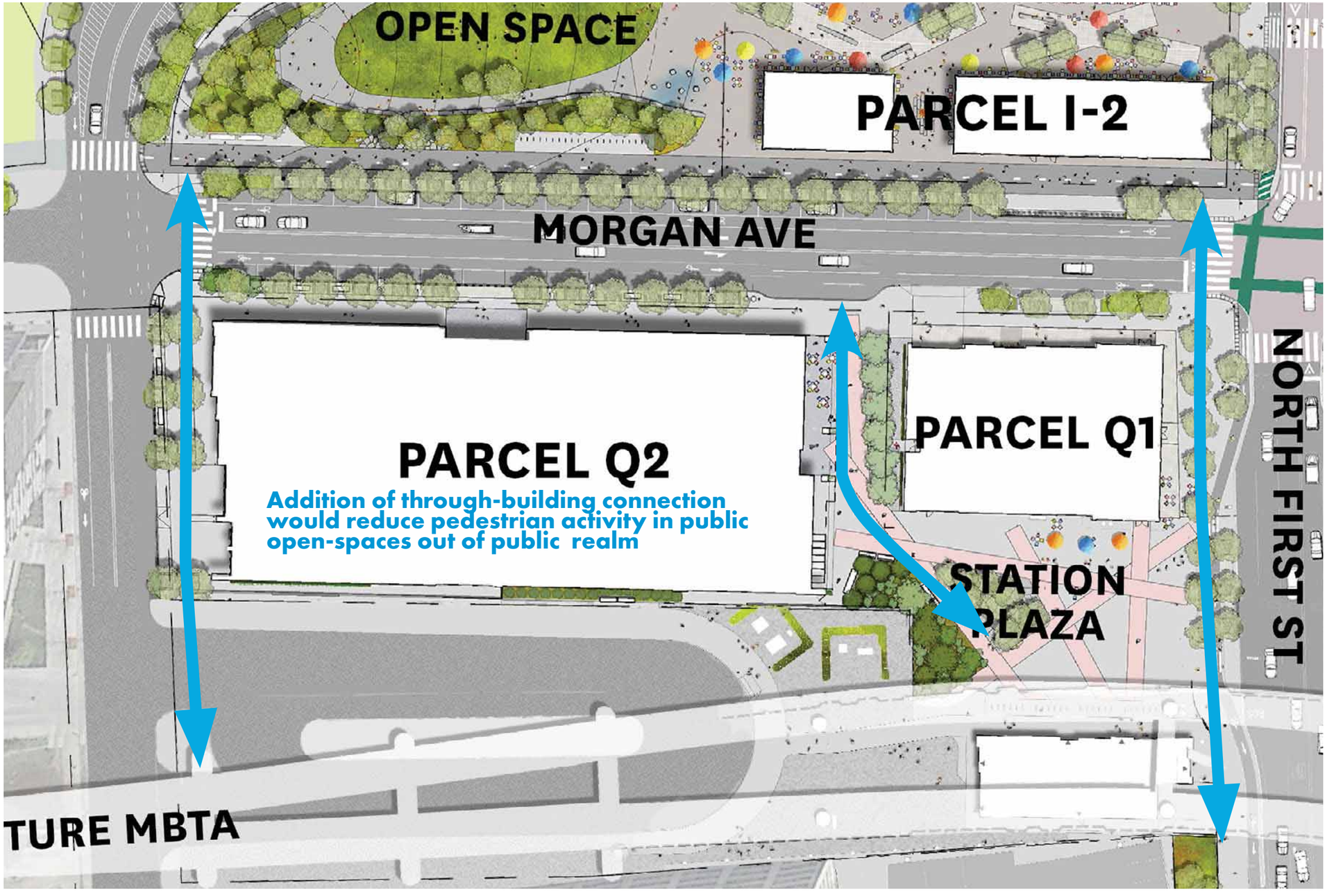
145 TOTAL SPACES

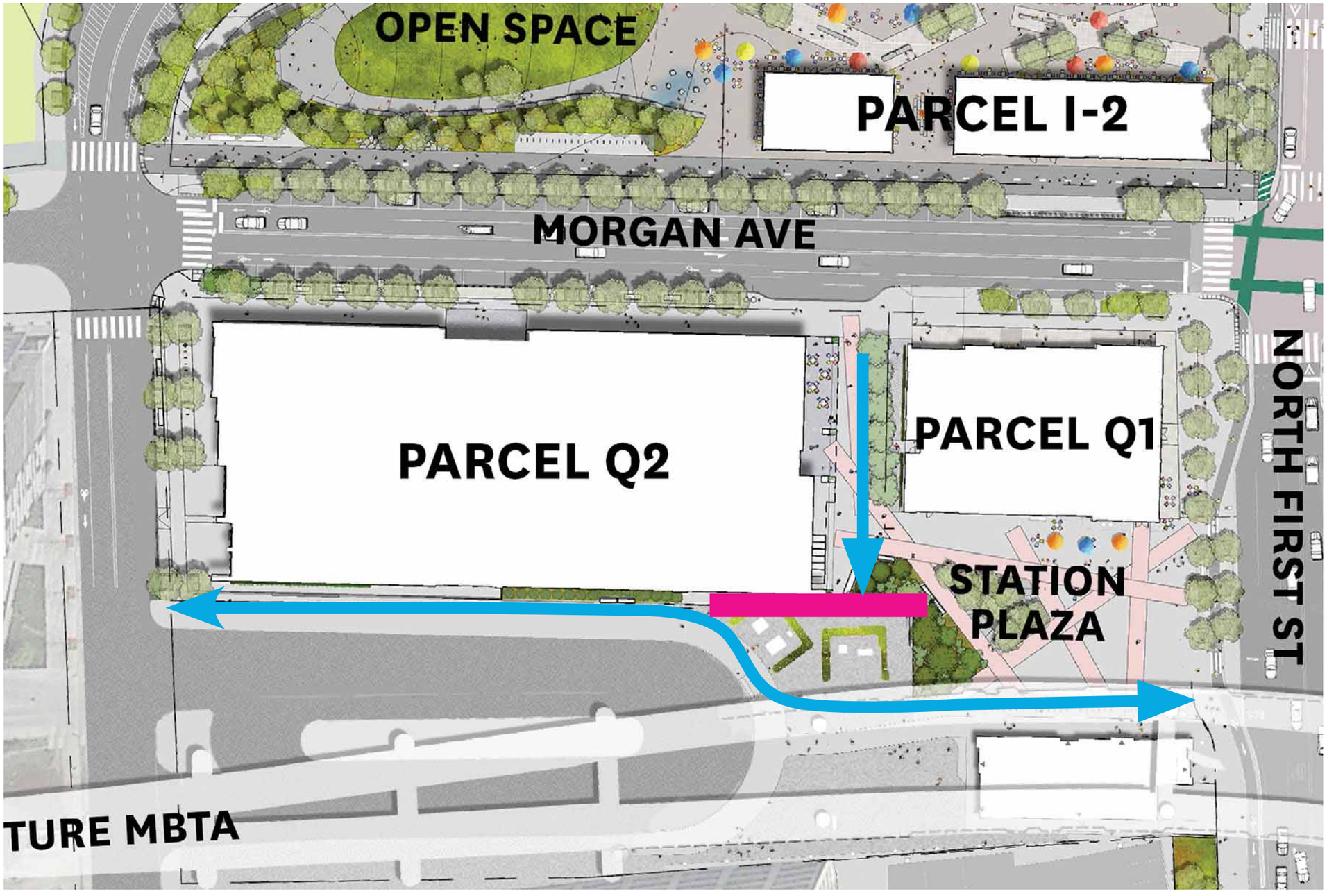
52 STANDARD SPACES
51 COMPACT SPACES
37 EV SPACES (25%)
- 18 EV SPACES (STANDARD)
- 19 EV SPACES (COMPACT)

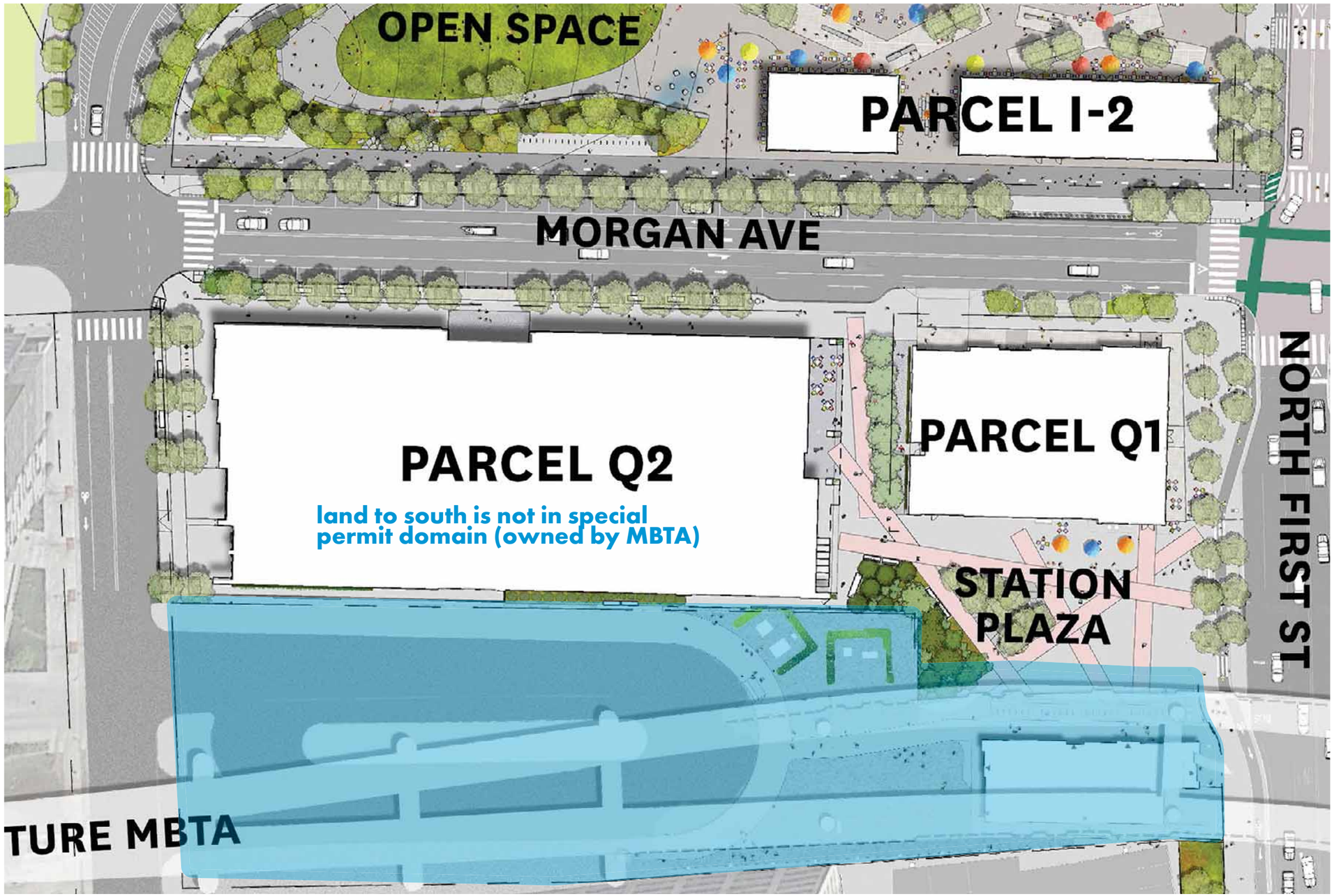
4 ADA SPACES
1 VAN ADA SPACES

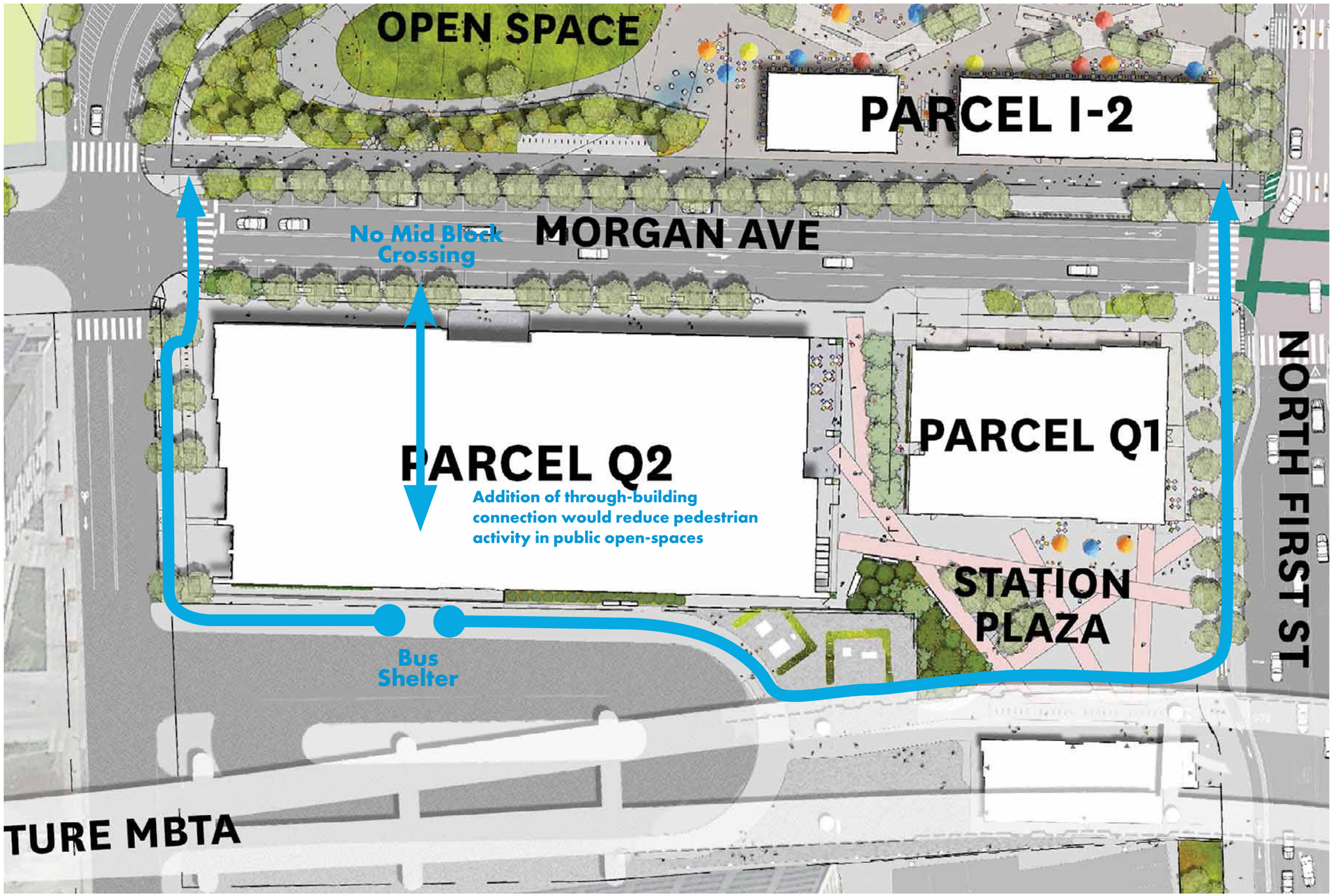
2 LOADING DOCKS

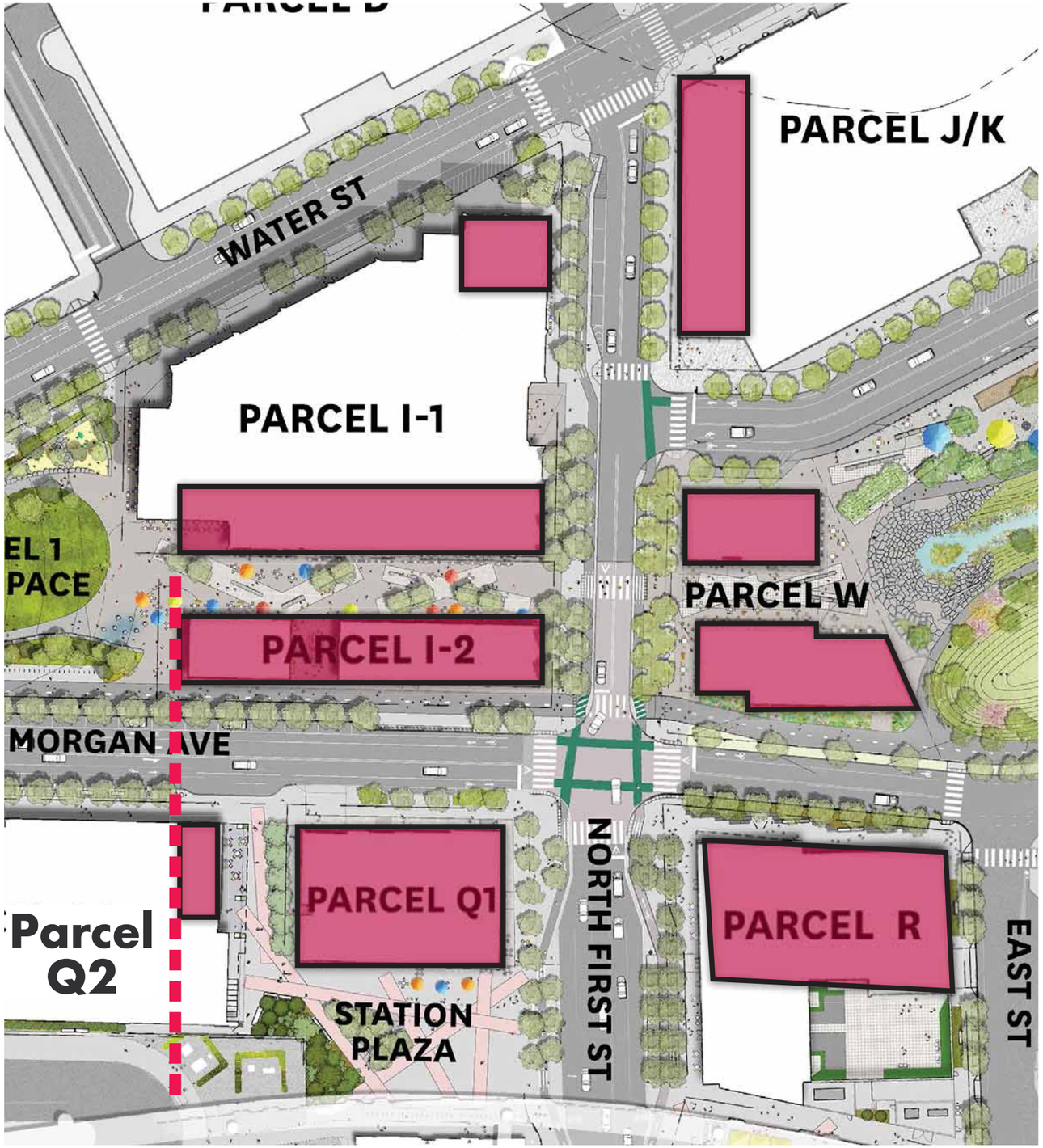
ENTRY

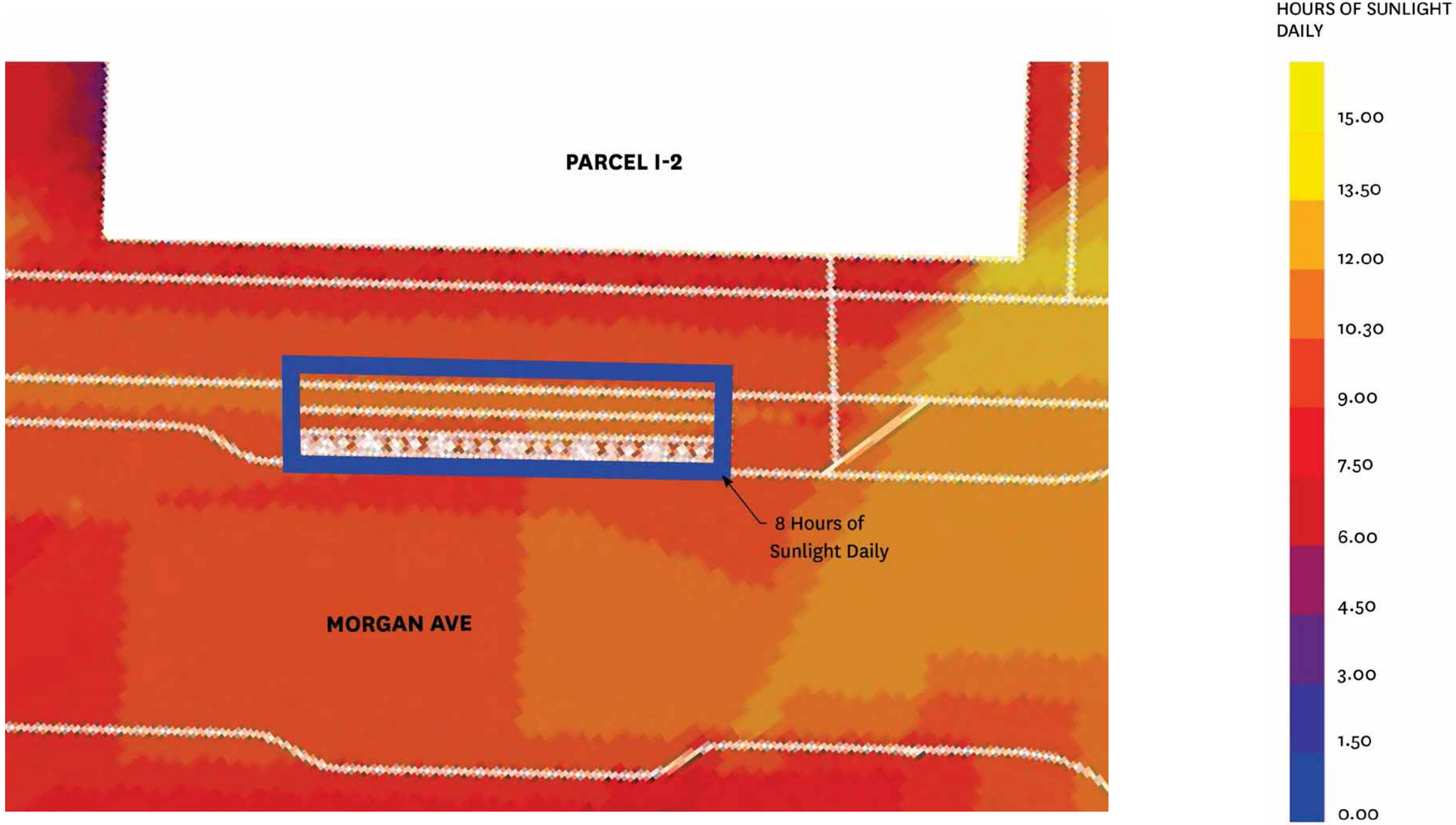

OPEN SPACE
PARCEL I-2
MORGAN AVE
PARCEL Q2
Addition of through-building connection would reduce pedestrian activity in public open-spaces out of public realm
PARCEL Q1
STATION PLAZA
NORTH FIRST ST
TURE MBTA

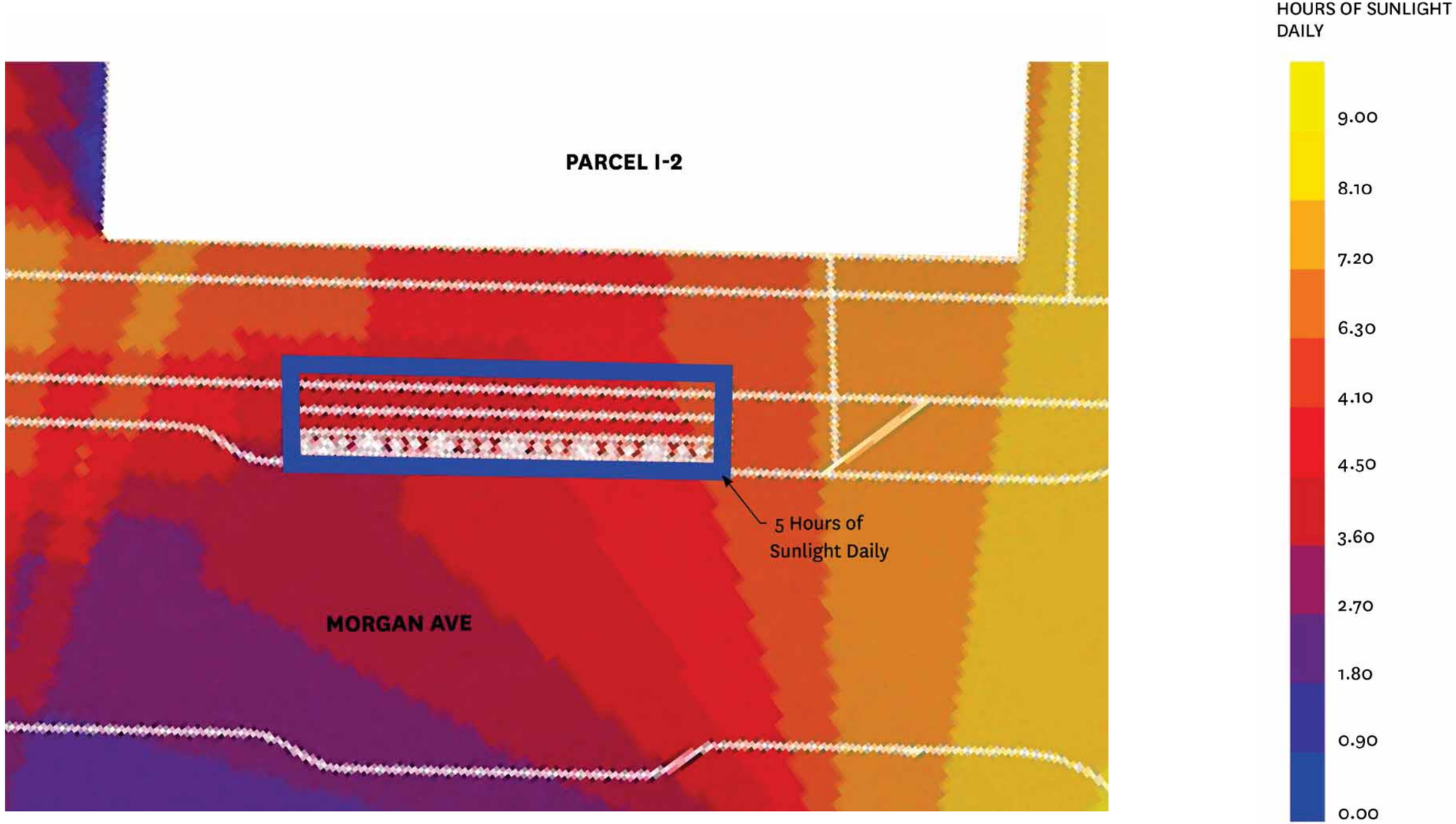

OPEN SPACE
PARCEL I-2
MORGAN AVE
PARCEL Q2
PARCEL Q1
NORTH FIRST ST
STATION PLAZA
TURE MBTA

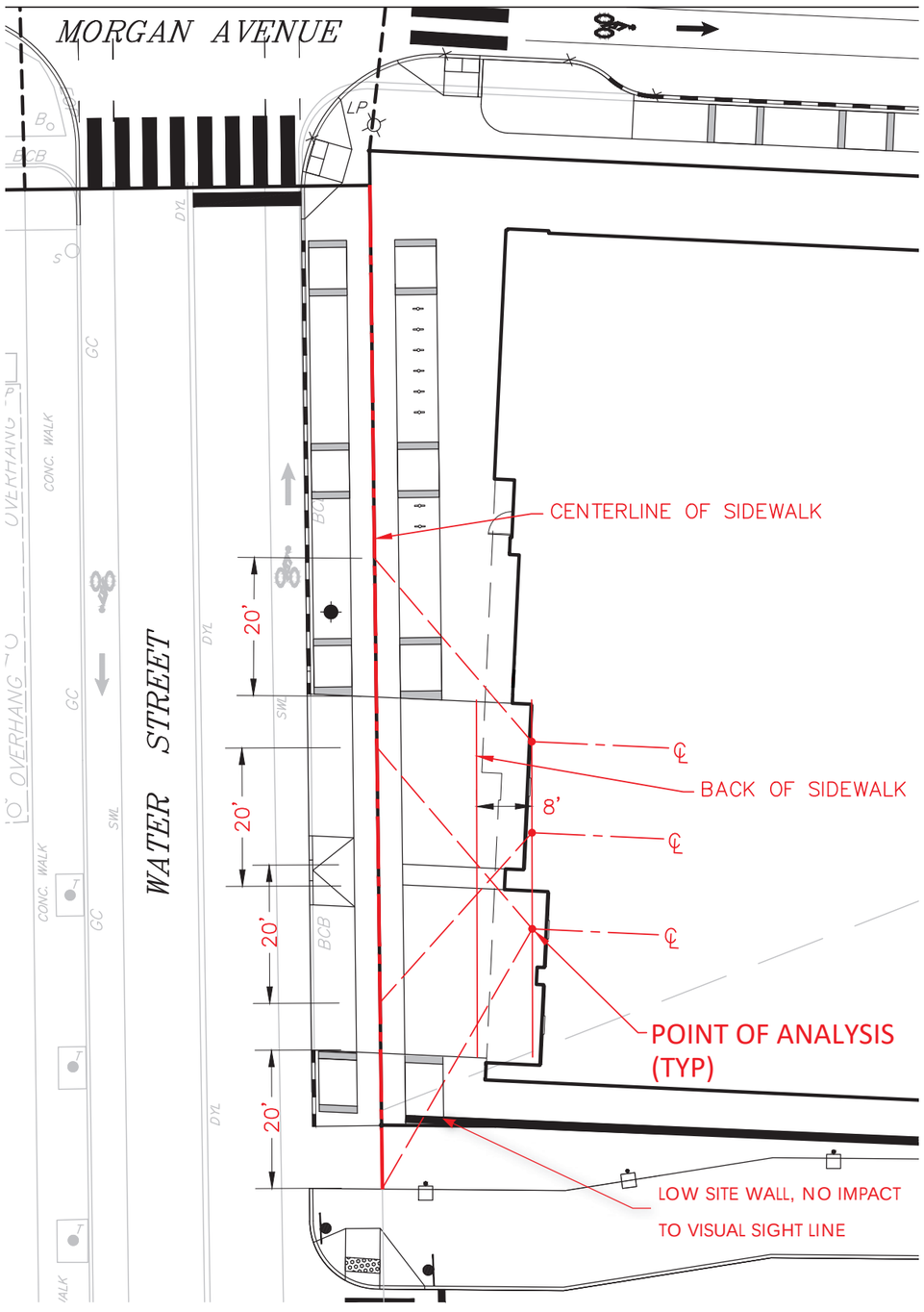

OPEN SPACE
PARCEL I-2
MORGAN AVE
PARCEL Q2
land to south is not in special permit domain (owned by MBTA)
PARCEL Q1
STATION PLAZA
NORTH FIRST ST
TURE MBTA

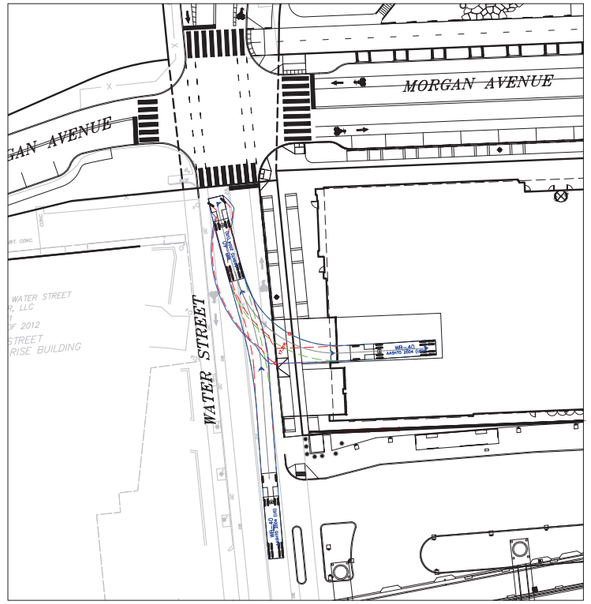

OPEN SPACE
PARCEL I-2
MORGAN AVE
No Mid Block Crossing
PARCEL Q2
Addition of through-building connection would reduce pedestrian activity in public open-spaces
PARCEL Q1
STATION PLAZA
Bus Shelter
NORTH FIRST ST
TURE MBTA


PARCEL J/K
WATER ST
PARCEL I-1
EL 1
PACE
PARCEL W
PARCEL I-2
MORGAN AVE
PARCEL Q1
NORTH FIRST ST
PARCEL R
EAST ST
Parcel
Q2
STATION
PLAZA

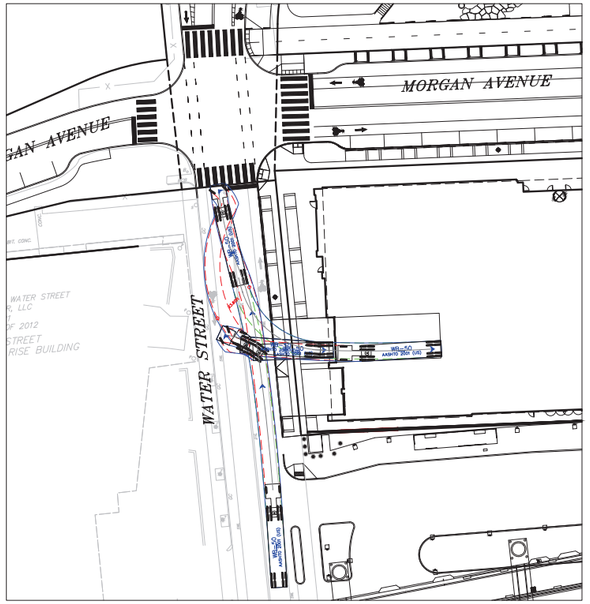

PARCEL I-2
8 Hours of
Sunlight Daily
MORGAN AVE
LEGEND
HOURS OF SUNLIGHT
DAILY
15.00
13.50
12.00
10.30
9.00
7.50
6.00
4.50
3.00
1.50
0.00


PARCEL I-2
5 Hours of
Sunlight Daily
MORGAN AVE
LEGEND
HOURS OF SUNLIGHT
DAILY
9.00
8.10
7.20
6.30
4.10
4.50
3.60
2.70
1.80
0.90
0.00





WB-40 IN



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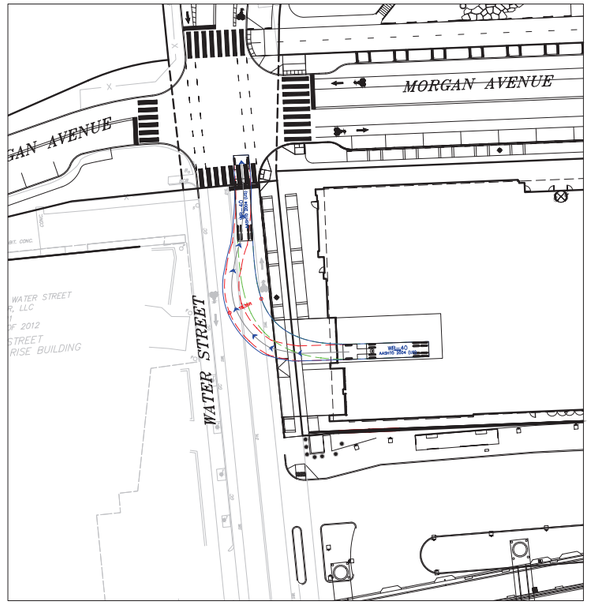

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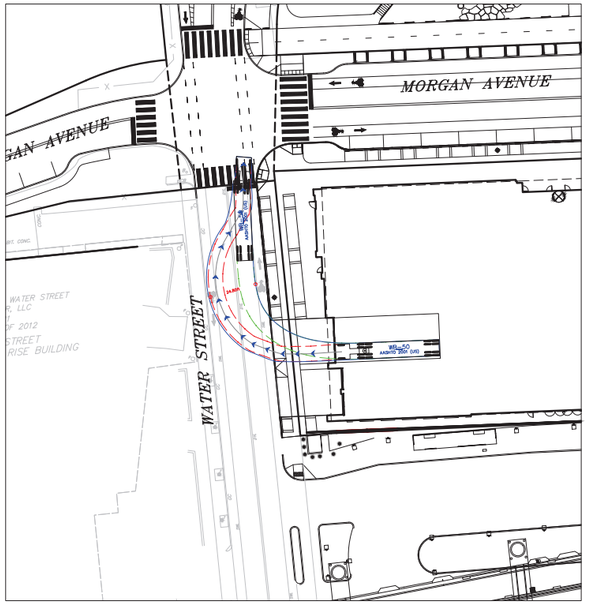
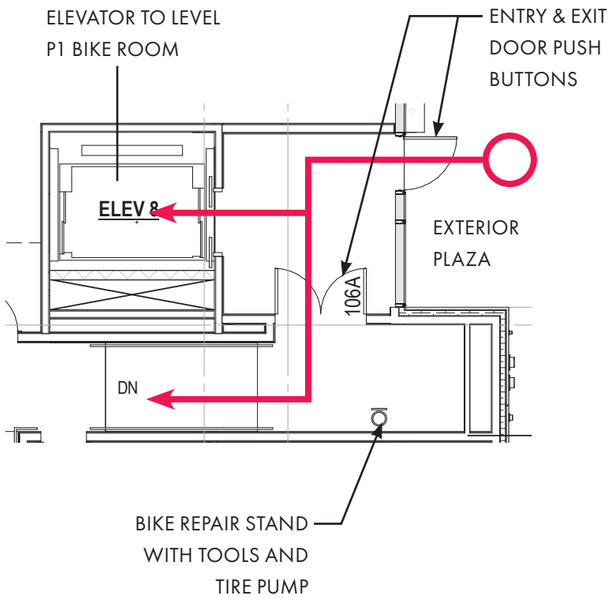
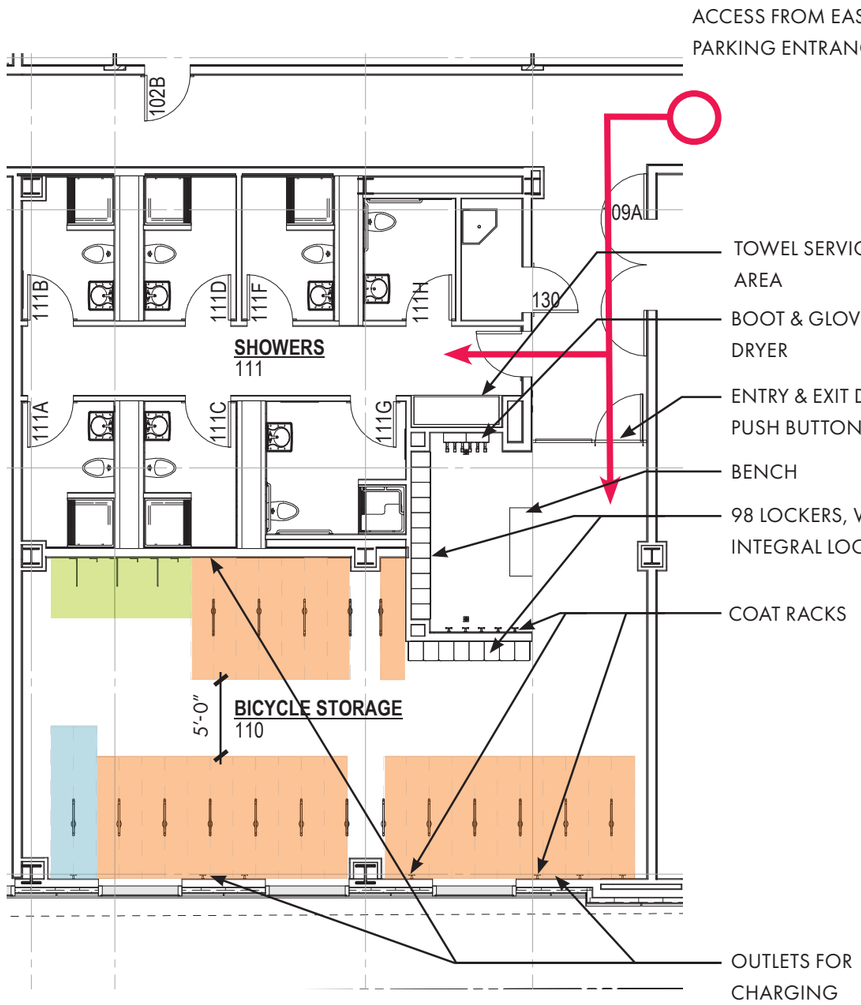


WB-50 OUT

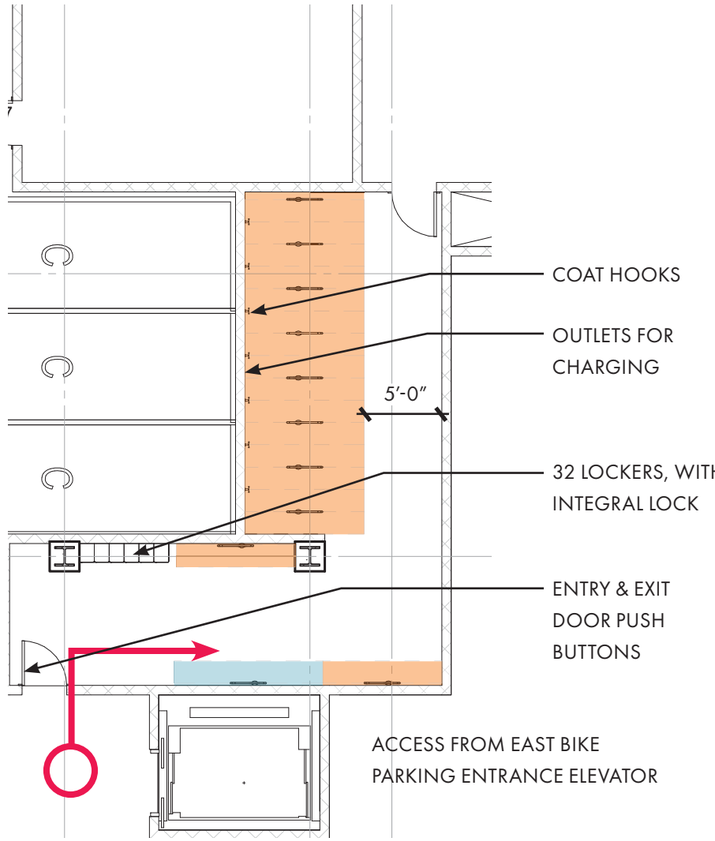


LEVEL 1 - EAST ENTRANCE



LEVEL 1 - BIKE ROOM AND SHOWER FACILITIES

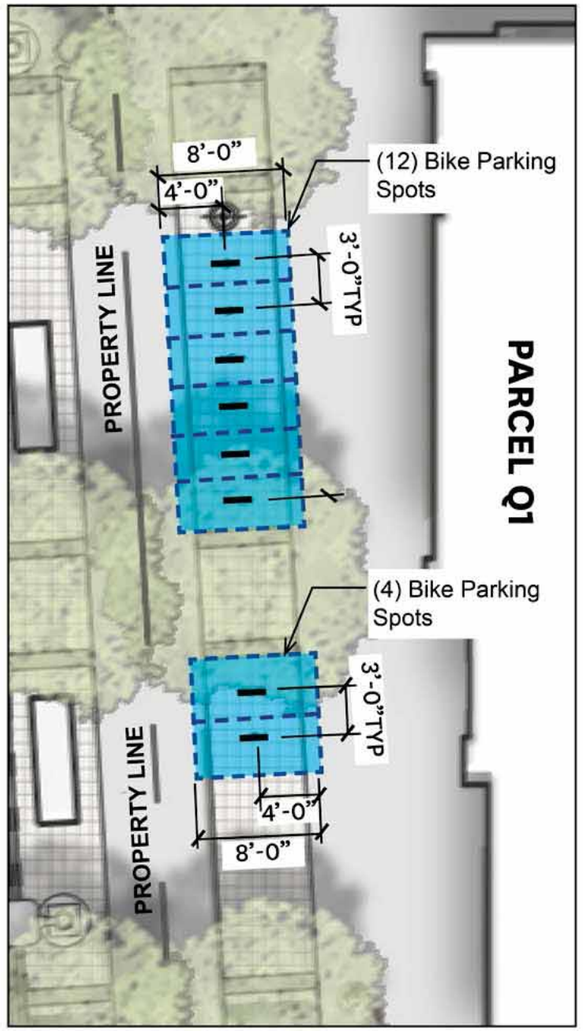
- 30 STANDARD BIKE STALL (8'-0" X 1'6")
- 2 TANDEM BIKE STALL (10'-0" X 1'6")
- 6 VERTICAL BIKE RACK (NOT INCLUDED IN ZONING COUNT - ADDED TO PROVIDE ADDITIONAL BIKE PARKING CAPACITY OVER ZONING REQUIREMENTS



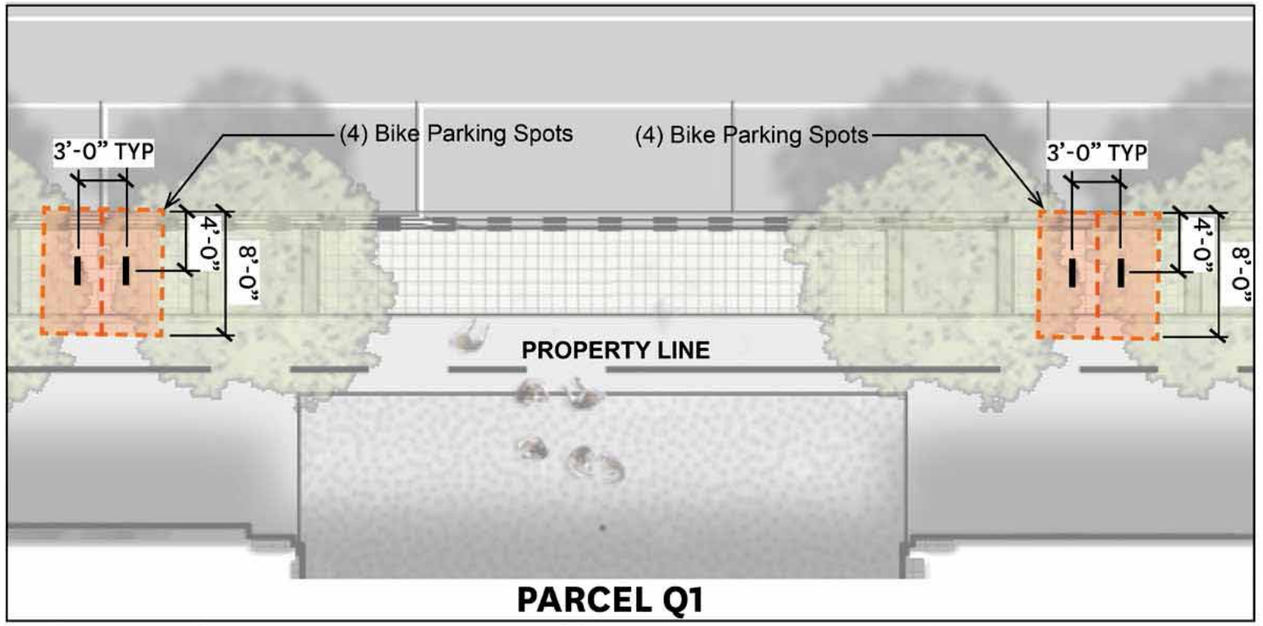
LEVEL P1- BIKE ROOM

- 17 STANDARD BIKE STALL (8'-0" X 1'6")
- 1 TANDEM BIKE STALL (10'-0" X 1'6")

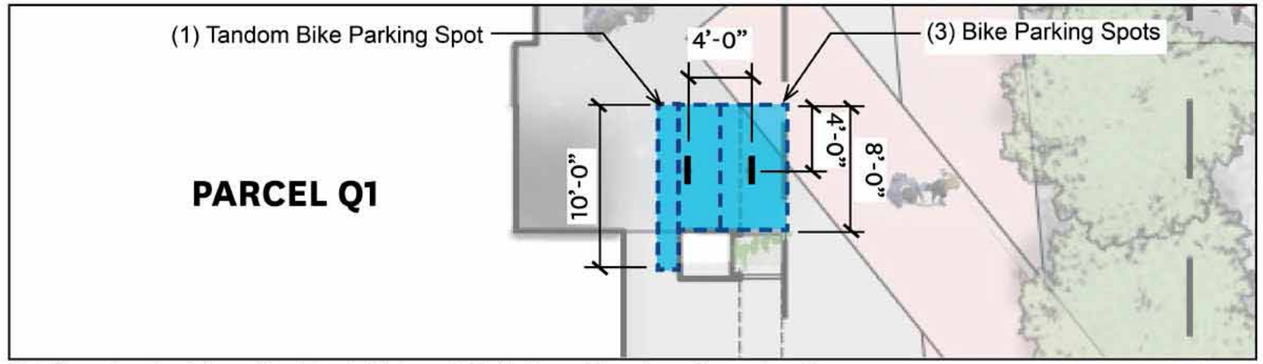
SCALE - 1"=10'



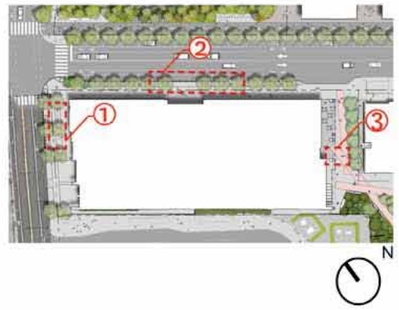
1. Bicycle Parking On Water Street (Zoning Required)



2. Bicycle Parking On Morgan Street (IN ADDITION TO ZONING REQUIRED)



3. Bicycle Parking On East Side of Building (Zoning Required)



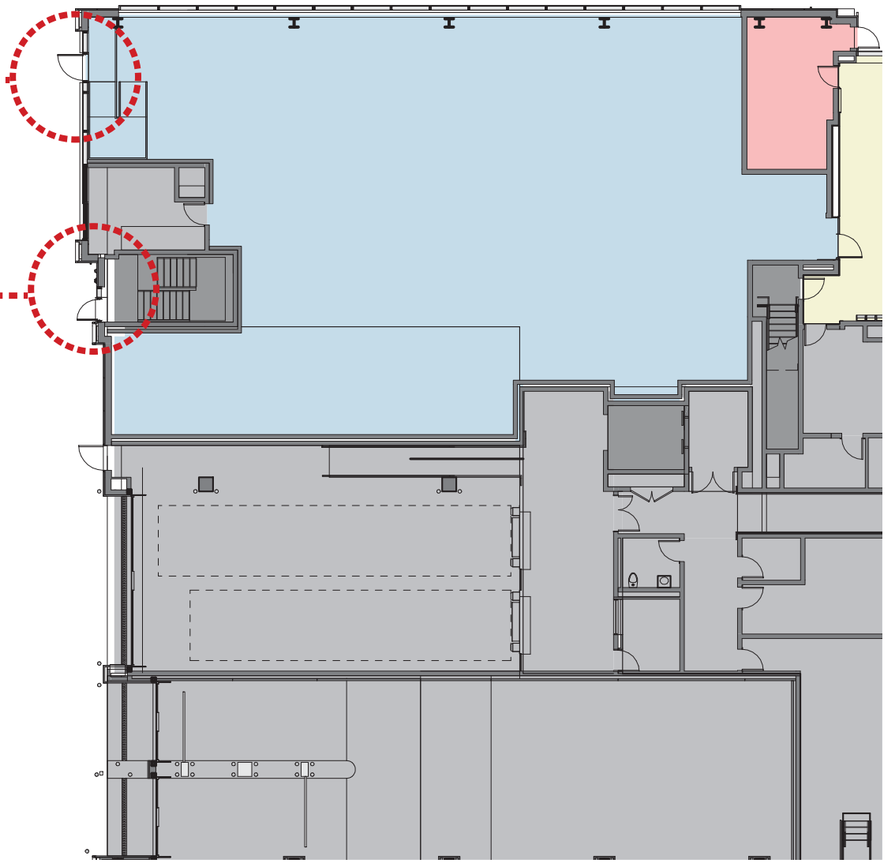
Bicycle Rack

N

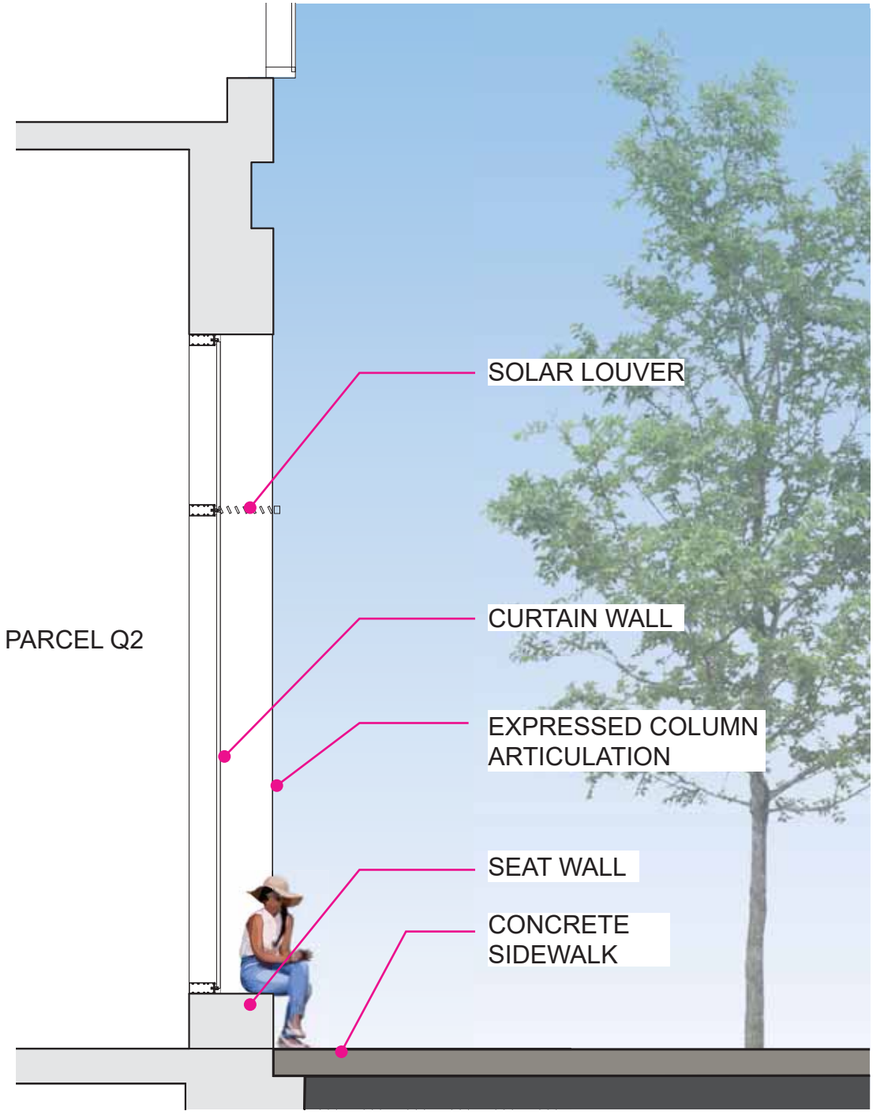
0 5 10 20'

NEW WEST
ENTRANCE

NEW GLASS
STAIR 4 ENTRY
WITH DISPLAY

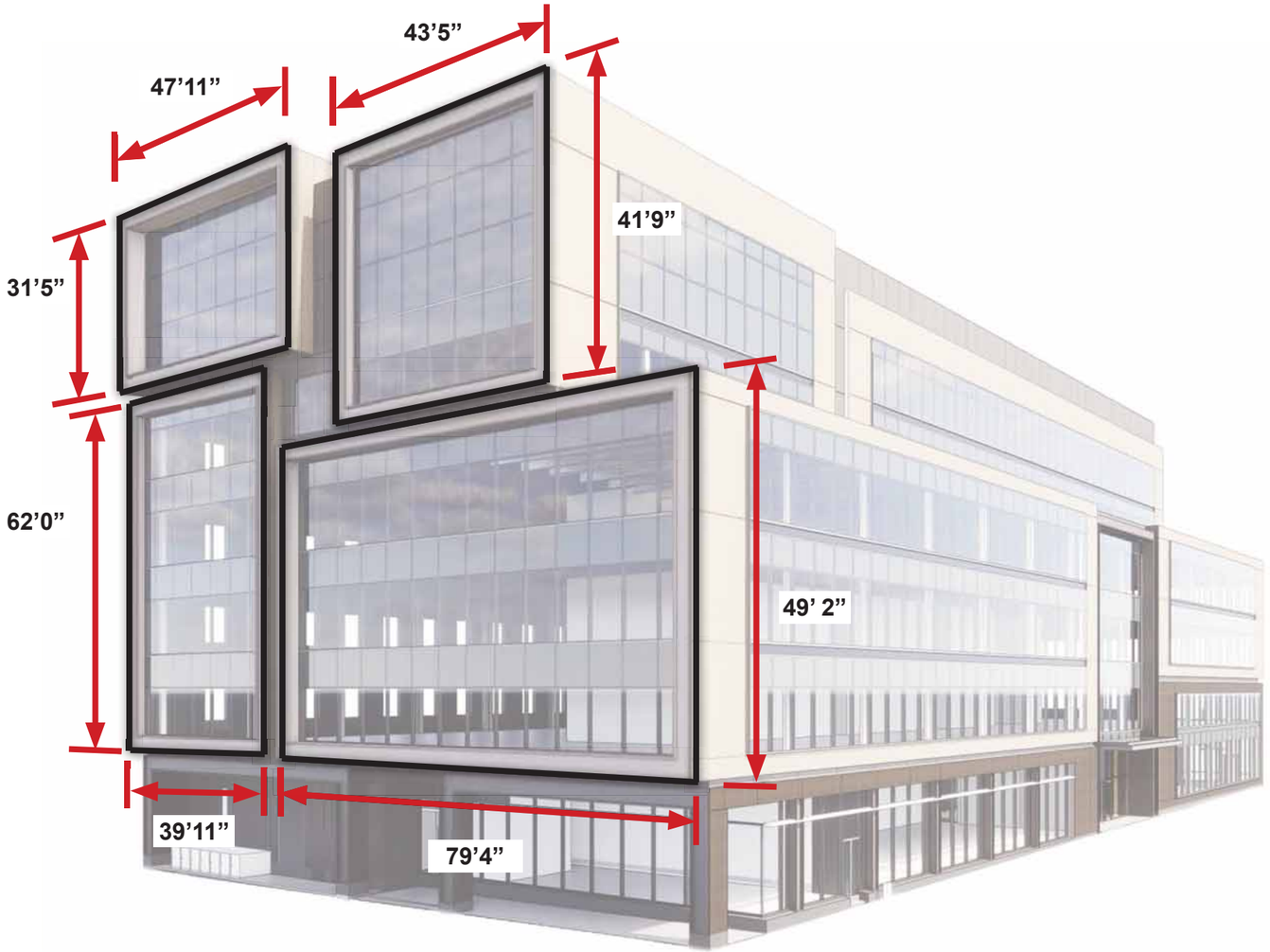


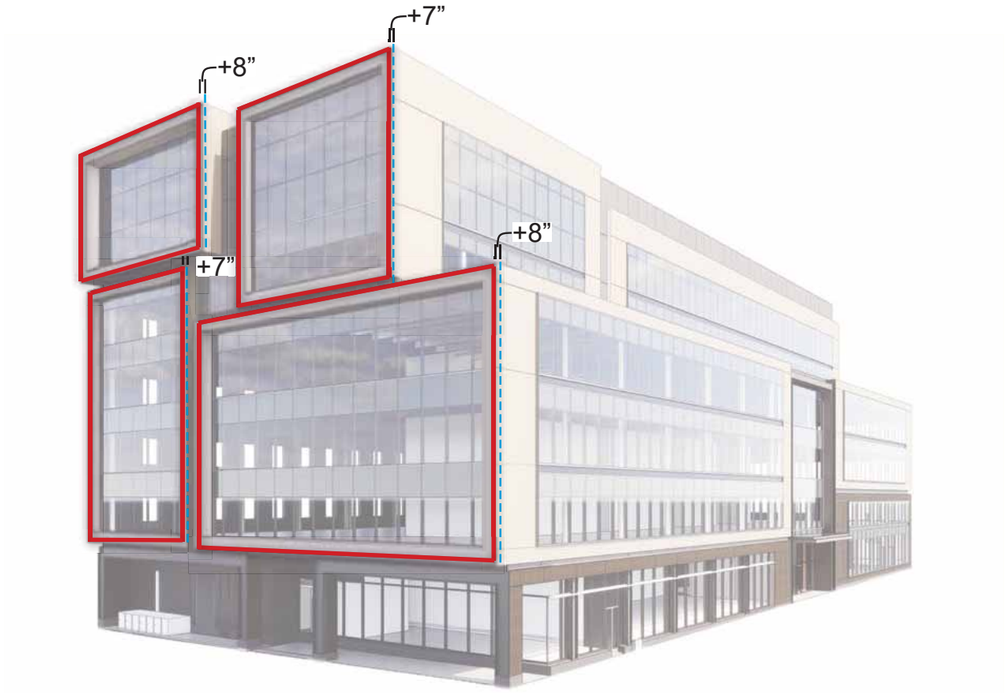
LEVEL 1 PARTIAL PLAN


SOLAR LOUVER
PARCEL Q2
CURTAIN WALL
EXPRESSED COLUMN
ARTICULATION
SEAT WALL
CONCRETE
SIDEWALK

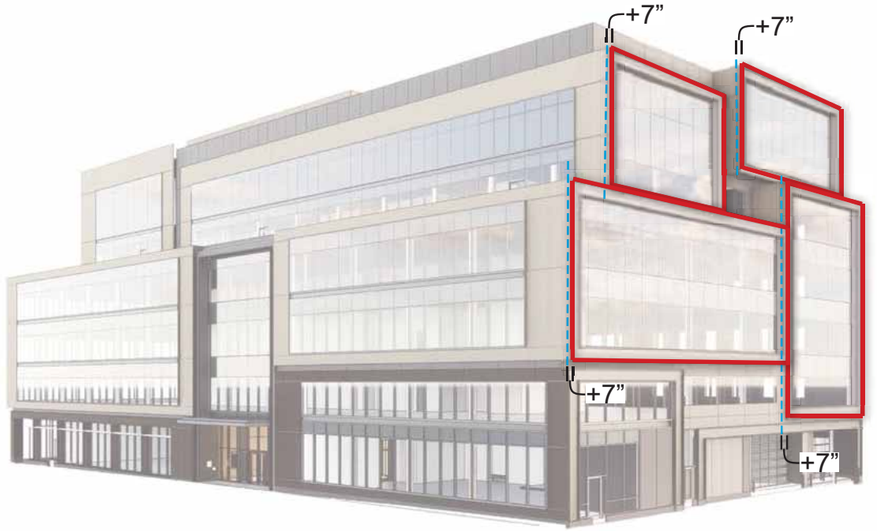
Parcel Q1 - West Facade

Parcel Q2 - East Facade



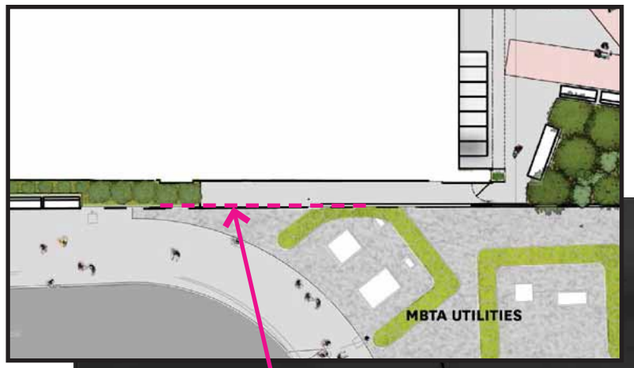


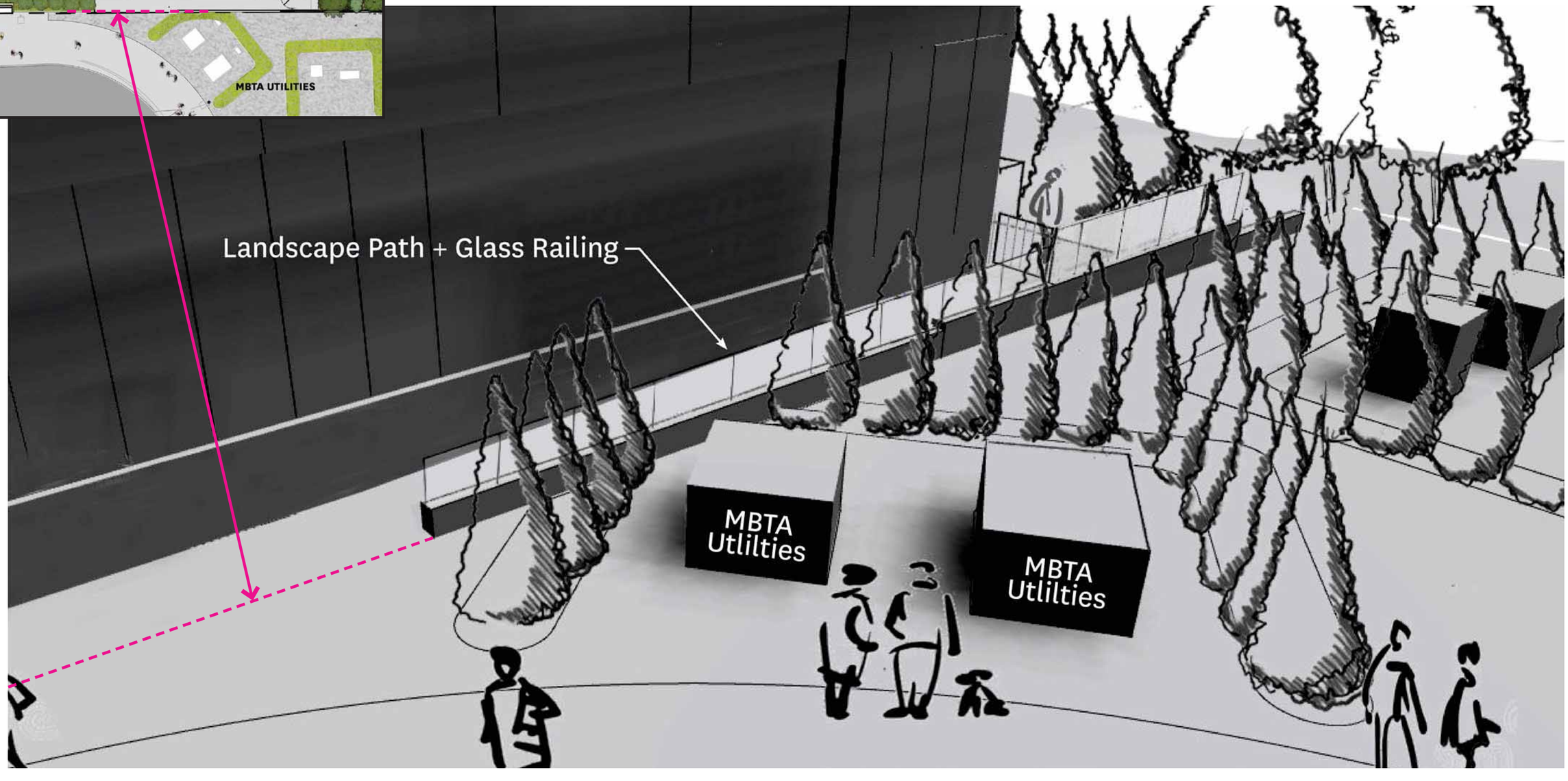
EAST FACADE

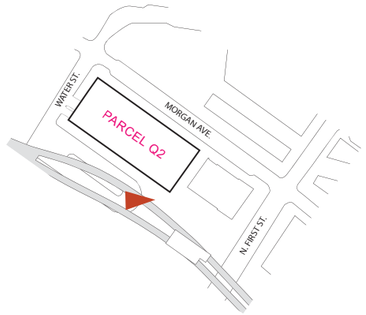


WEST FACADE

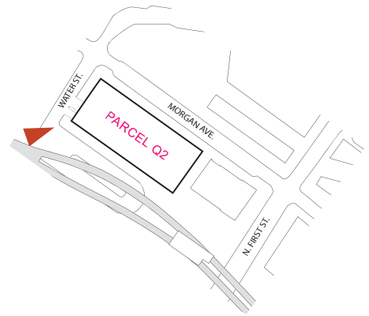
PARTIAL LANDSCAPE SITE PLAN (SE CORNER)



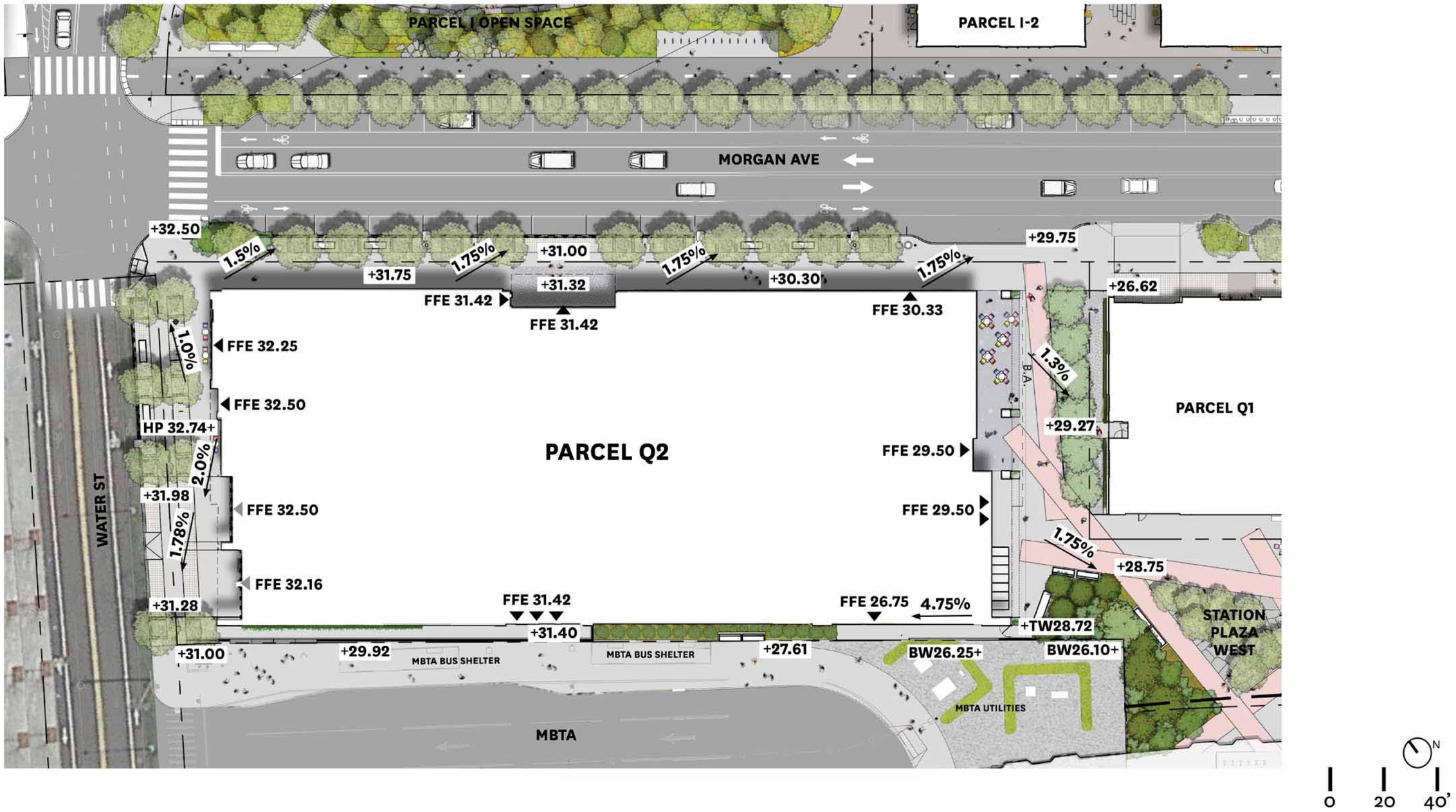




(Site Photo)MBTA Utlilties


WATER ST
MORGAN AVE
PARCEL Q2
N. FIRST ST.


Bus Starter Station
MBTA Bus Shelter
Seatwall


PARCEL I OPEN SPACE
PARCEL I-2
MORGAN AVE
+32.50
1.5%
+31.75
1.75%
+31.00
+31.32
FFE 31.42
FFE 31.42
1.75%
+30.30
FFE 30.33
1.75%
+29.75
+26.62
1.0%
FFE 32.25
FFE 32.50
HP 32.74+
2.0%
+31.98
FFE 32.50
1.78%
FFE 32.16
+31.28
WATER ST
PARCEL Q2
B.A.
1.3%
+29.27
PARCEL Q1
FFE 29.50
FFE 29.50
1.75%
+28.75
STATION PLAZA WEST
FFE 31.42
+31.40
FFE 26.75
4.75%
+TW28.72
+31.00
+29.92
MBTA BUS SHELTER
MBTA BUS SHELTER
+27.61
BW26.25+
BW26.10+
MBTA UTILITIES
MBTA
N
0
20
40'