

PARCEL H ZONING

#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
1	5	Preface	Buildings exhibiting a diversity of architectural expression, establish a comfortable pedestrian scale common to all building types, framing streets and enlivening the sidewalks with entrances, life, and activity.	Providing entries at main building lobby and ground floor Create arcade along eastern and southern facades at bridge level Creation of plaza for public use with landscape planters Providing public entry at Gilmore Bridge lobby Widening existing uncomfortable Gilmore Bridge Sidewalk	✓
2	5	Preface	Each parcel is intended to relate to its immediate surroundings as well as the larger context.	Southern plaza both extends the existing Gilmore Bridge sidewalk and connects to the existing Brian P. Murphy Stairs Building massing chamfers at both the northeast and southwest corners to offer focused views out to adjoining neighborhoods	✓
3	14	1.3 Masterplan Exhibit: 07 zoning envelope	The building sits within the 150'-0" maximum zoning height limit	Top of the last occupiable floor is 189'-1" which is 150'-0" from mean grade (39'-1")	✓
4	20	2.1 Scale and Massing	Buildings should avoid continuous massing longer than about 200 feet facing streets. If massing extends beyond this length, it should be visually articulated as a composition of smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements.	Two chamfers were created, one at the southwestern corner and one at the northeastern, to break up the continuous long runs of the southern and northern facades. The façade itself is further broken up by a subtle alternating pattern of glass and metal panel.	✓
5	20	2.1 Scale and Massing	In addition to the above limits, buildings should reflect a rhythm and variation appropriate to the urban context. For example, this can be achieved by expressing bay widths of 16 to 25 feet for residential and 25 to 50 feet for mixed-use and retail.	The subtlety of the façade's alternating pattern works in two ways: firstly, from the north where it is primarily viewed from a distance the pattern is less noticeable and the building is perceived as a monumental whole, reflecting the large scale infrastructure of the MBTA railroads and I-93. secondly, from the south the pattern's rhythm helps break down this monumentality and reflect the fine-grained scale of the adjacent residential building and Child Street open space. The alternating pattern is based on a 5' module to be appropriate for its use (office)	✓
6	20	2.1 Scale and Massing	Buildings should have a clearly-expressed base, middle and top.	The building is composed of a glass podium, office tower and roof level.	✓
7	20	2.1 Scale and Massing	Buildings should have a carefully-articulated base of one or two floors with a high level of transparency, lightness and detail at the ground floors allowing views inward and outward	A continuous, fully-glazed pedestrian arcade has been provided at the Gilmore Bridge level along the eastern and southern facades as well as a fully-transparent, pedestrian-friendly curtainwall at the main building entry.	✓

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8	20	2.1 Scale and Massing	A line of expression at the second floor is encouraged to humanize the scale of the buildings and create an intimate pedestrian experience. This should be achieved by means of material articulation or architectural detailing.	The Gilmore Bridge level arcade is designed to achieve a more pedestrian experience with a colored handrail for wayfinding as well as pedestrian screening built into the glazing. The datum held by the top of the arcade is further articulated around the building by using fully-glazed curtainwall on levels 3 and below while the tower above is clad in a combination of metal panel and curtainwall.	✓
9	20	2.1 Scale and Massing	The mid-section of the building should consider light penetration, continuity and consistency of built mass while allowing for individual architectural detailing.	The patterning of the office tower's façade is derived from solar studies which indicated areas of the tower that would receive the most direct sunlight. The metal panels increase in width where solar heat gain is greatest and decrease in cooler, more shaded zones. The subtlety of the pattern allows the building's simple massing to retain its continuity without being overpowering.	✓
10	20	2.1 Scale and Massing	The base and middle should be built to the street line with courtyard opening and setbacks for cafes where appropriate.	The building complies with all property lines, easements and setbacks as outlined by both the City of Cambridge and the Cambridge Crossing East Cambridge design guidelines. The pedestrian arcade has direct access to both the project's proposed southern plaza and the existing Brian P. Murphy stairs.	✓
11	21	2.1 Scale and Massing	Use variations in height and architectural elements such as parapets, cornices and other details to create interesting and varied roof lines and to clearly express the tops of buildings.	The northeastern parapet rises sharply to a point facing back towards Boston and Charlestown creating a "prow" reflecting the gateway to the Cambridge Crossing Development.	✓
12	21	2.1 Scale and Massing	Demonstrate responsible use of lighting and energy consistent with sustainability requirements.	Limited use of exterior building lighting, only used for code compliance. Building energy use to perform better than the energy stretch code, and LEED Silver requirements.	✓
13	21	2.1.1 Build to Line	Build to line is a line that runs parallel to the property line at which construction of a building facade is to occur at Cambridge Crossing that. It is a suggested set back from the property line and varies from street to street and parcel by parcel and is intended to provide a generous sidewalk and public realm design along all Cambridge Crossing streets. While no structural elements can be placed beyond the build to line, certain architectural elements and projections that maintain the spirit of the set back can be considered as a part of the design review. See "EXHIBIT: 12 BUILD-TO LINE DIAGRAM"	The southern plaza extends the existing Gilmore Bridge sidewalk to create a more pleasant pedestrian experience with the introduction of planters and street trees.	✓

#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
14	21	2.1.2 Public Streets	Use architectural expression on any portion of the building above 65 feet to prevent continuous massing. Buildings should have a clearly expressed base, middle and top. This may be achieved through changes in material, fenestration, architectural detailing, or other elements.	The building has a podium, office tower and penthouse level, each of which employ different strategies to help break down the massing. The office tower has alternating bands of glass and metal to prevent a monotonous façade.	✓
15	21	2.1.2 Public Streets	Plot guidelines provide for additional sidewalk width by defining parcel and build-to lines to provide for wider sidewalks. For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches, or small open spaces.	Parcel H is surrounded by the MBTA railroads to the north, the Gilmore bridge to the east whose sidewalk is being widened by +20', the Murphy Stairs to the south which will be abutted by a new plaza, and the service drive to the west which has a 5' sidewalk established by the build-to line.	✓
16	21	2.1.2 Public Streets	Locate loading docks on side streets or service alleys whenever possible, and away from residential areas and open spaces.	The loading dock is located on the western service drive.	✓
17	21	2.1.3 open space Edges	Locate buildings to minimize shadows on Cambridge Crossing Common, especially in the afternoon.	Parcel H is located north of Cambridge Crossing Common and will therefore not cast shadows on it.	✓
18	21	2.1.3 open space Edges	Surround public open spaces with uses that create an active ground floor environment throughout the day and evening and increase safety for open space users.	The main ground floor lobby and garage elevators are located directly across from the northern edge of the Child Street open space. At the Gilmore Bridge level a large southern plaza abuts the existing Brian P. Murphy stairs.	✓
19	21	2.1.3 open space Edges	Shops, cafes and other public uses that enliven the open spaces are encouraged adjacent to open spaces.	Built-in seating is proposed as part of the southern plaza's landscaped gardens.	✓
20	21	2.1.3 open space Edges	For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches or small open spaces.	The building is built to the lot along the west and south as it directly abuts the Brian P. Murphy stairs. Along the east and north the building is set back variable distances.	✓
21	23	2.1.6 Commercial Massing and Articulation	Exhibit: 17 Commercial Massing Precedent	The building is designed in a similar manner to that shown in the exhibit 17 massing and precedents.	✓
22	25	2.2 Street Level Use and Design	Exhibit: 20 Street Level Use Plan	The building's main lobby and use are located as indicated in exhibit 19.	✓
23	27	2.2 Mixed Use Blocks or Commercial Blocks	Office / R&D uses are discouraged from occupying extensive ground-floor frontage. Where these uses do occur, they should occupy no more than 200 to 250 feet of continuous frontage along public streets.	Only the main building lobby fronts Dawes / Child Street at ground level.	✓
24	27	2.2 Mixed Use Blocks or Commercial Blocks	Ground floor frontage should generally be permeable and massing elements should be human scaled.	Both the ground floor and Gilmore Bridge level lobbies are fully-glazed. A fully-glazed arcade at the Gilmore Bridge level with adjacent landscaping/planters leads pedestrians to the main lobby's entry both at the bridge level as well as at grade.	✓

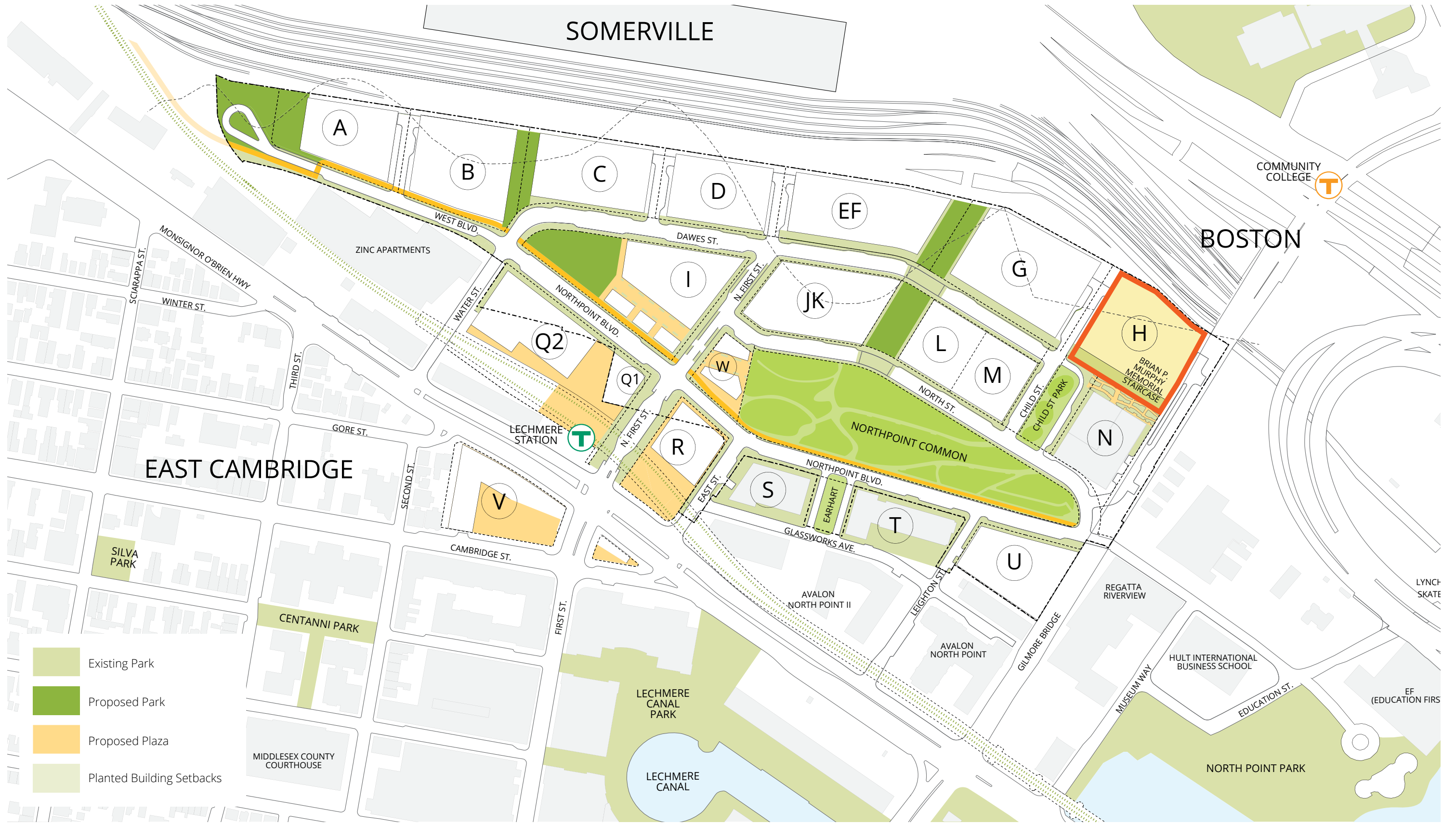
#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
25	27	2.2 Mixed Use Blocks or Commercial Blocks	Entrances should be located on public streets, and at or near corners when appropriate. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations.	The main ground floor lobby is located near the corner of Dawes and Child streets. Crosswalks are provided across both Dawes and Child streets near the entry.	✓
26	27	2.2 Mixed Use Blocks or Commercial Blocks	Blank walls should be avoided along all public streets, courts and pedestrian walkways.	The pedestrian arcade / walkways at the Gilmore Bridge level are fully-glazed, as is the main lobby. A colored guardrail, wood soffits, screening within the curtainwall and landscaping all help break up any blank walls along the public plaza and sidewalk. A private terrace is provided to the north.	✓
27	31	2.3.2 Architectural Character - Commercial	Create varied architectural and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings and other architectural elements. Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades and gardens. Utilize architectural articulation such as changes in material, fenestration, architectural detailing or other elements to break down the scale.	The building has a private terrace to the north provided by the tenant and a public plaza to the south which directly abuts the Brian P. Murphy stairs. In addition to the pedestrian arcade, which contains a colored handrail for wayfinding and wood soffits, the office tower's façade creates a sense of depth by projecting forth metal panels and recessing the curtainwall.	✓
28	31	2.3.3 Architectural Character - Lighting	Public Realm and exterior building lighting is an important consideration for the identity of the project and enhancing the retail, pedestrian nighttime safety and neighborhood connectivity for Cambridge Crossing. However, the lighting design shall be respectful of its impact on surrounding context including the other residential buildings in Cambridge Crossing and surrounding neighborhoods including East Cambridge.	Pedestrian lighting provided. All lighting will have sharp cut-offs to mitigate light pollution.	✓
29	32	2.4 Environmental Guidelines (LEED Principles)	Compliance with Leadership in Energy and Environmental Design (LEED) certification standards is required.	The building is designed to achieve Silver certification under LEED v4 BD+C for core and shell.	✓
30	33	2.5 parking / Service	Underground parking is preferable. All parking garages must provide direct pedestrian access to the street.	There are 5 levels of parking in total. The main parking entry is to the west off of the Child street service drive. A public garage elevator lobby is located to the east of the main building lobby.	✓
31	47	3.2 Streetscape and Circulation	Refer to Cambridge Pedestrian Plan and the Cambridge Bicycle Plan for additional guidance on creating a safe and pleasant environment for pedestrians and bicyclists and for guidance on sidewalk width and street trees. The pedestrian experience in and around transit stops should be designed to be pedestrian and bicycle friendly. Expanded sidewalks in public realm in and around such stations are encouraged whenever feasible.	The existing sidewalk along the Gilmore Bridge is designed to be expanded by over 20' to provide a more pleasant pedestrian experience both against the building and along the actual bridge sidewalk. This expansion improves a major pedestrian connection between the Cambridge Crossing Development and the Community College MBTA stop. The additional width allows for a planter that is adequately-sized to plant street trees and additional under-story plantings. Both long-term and short-term bicycle parking is provided within the building and outside the main building entry in front of Child Street open space.	✓

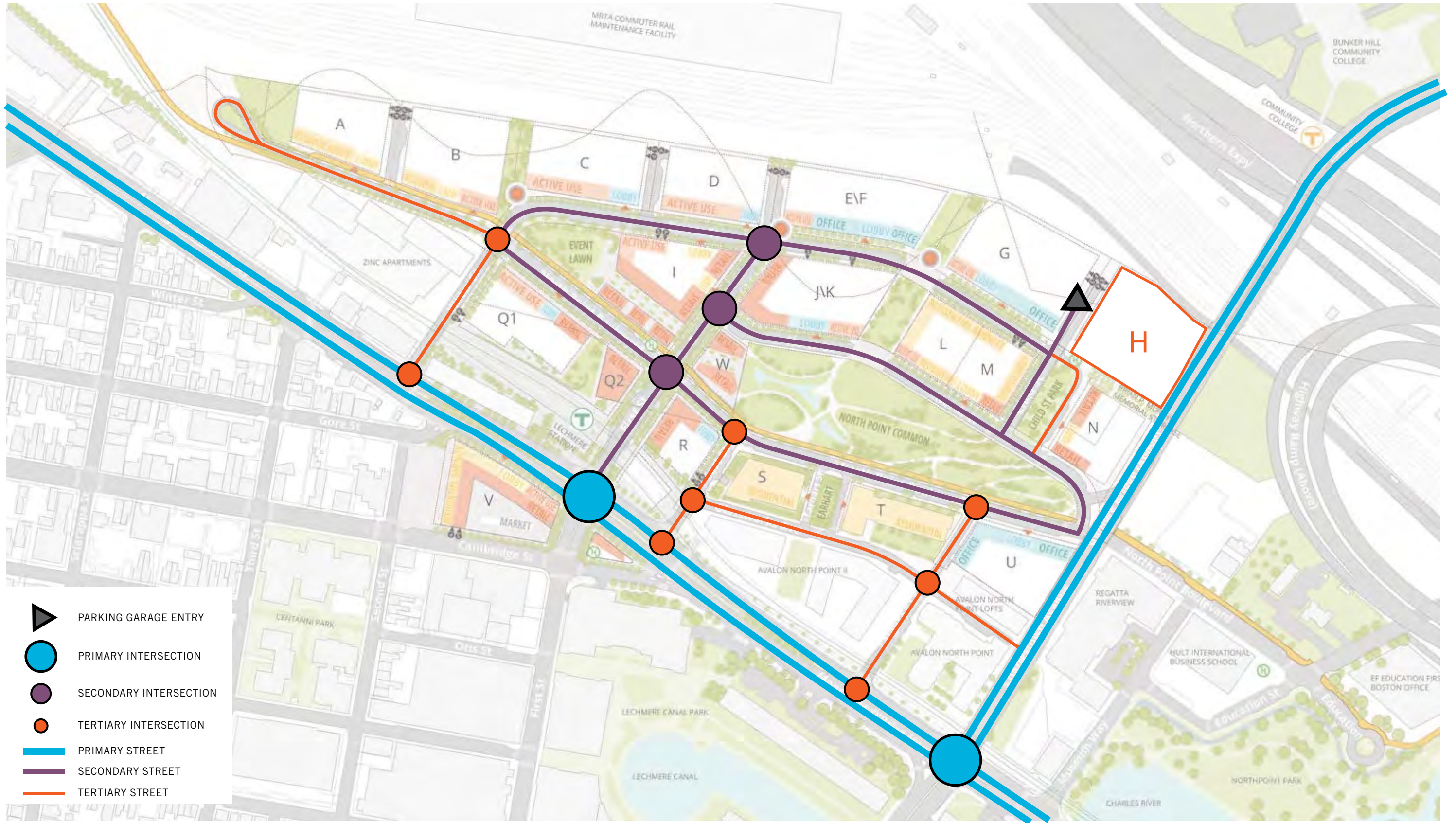
#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
32	47	3.2A Character	Use streetscape elements such as trees, benches, signage and lighting to support active pedestrian uses and to reinforce the character and identity of each district.	The southern plaza and main entrance plaza landscape design includes elements like trees, benches, wayfinding graphics, signage and lighting to enhance the pedestrian experience..	✓
33	47	3.2A Character	Design streets to encourage pedestrian and cycle activity, and to control vehicle speed in residential areas.	The proposed design encourages pedestrian and cycling uses in and around the building.	✓
34	47	3.2A Character	In the design of new streets, provide sufficient pavement width to accommodate on-street parking and short-term loading where appropriate in order to provide short-term parking and to serve local retail and building uses.	Short-term parking is provided at the Child Street drop-off area.	✓
35	47	3.2A Character	In the design of new streets, pathways and open spaces provide pedestrian-scale lighting to enhance pedestrian safety.	The landscape design includes elements like trees, benches, wayfinding graphics signage and lighting to enhance the pedestrian experience.	✓
36	47	3.2A Character	Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment.	The double-height main lobby connects both the ground floor entry outside of the Child Street open space and one at the Gilmore Bridge level which provides access from the southern plaza and existing Brian P. Murphy stairs.	✓
37	47	3.2A Character	Major entrances should be located on public streets and at or near corners wherever possible. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit sections.	The main ground floor lobby is located near the corner of Dawes and Child streets. Crosswalks are provided across both Dawes and Child streets near the entry.	✓

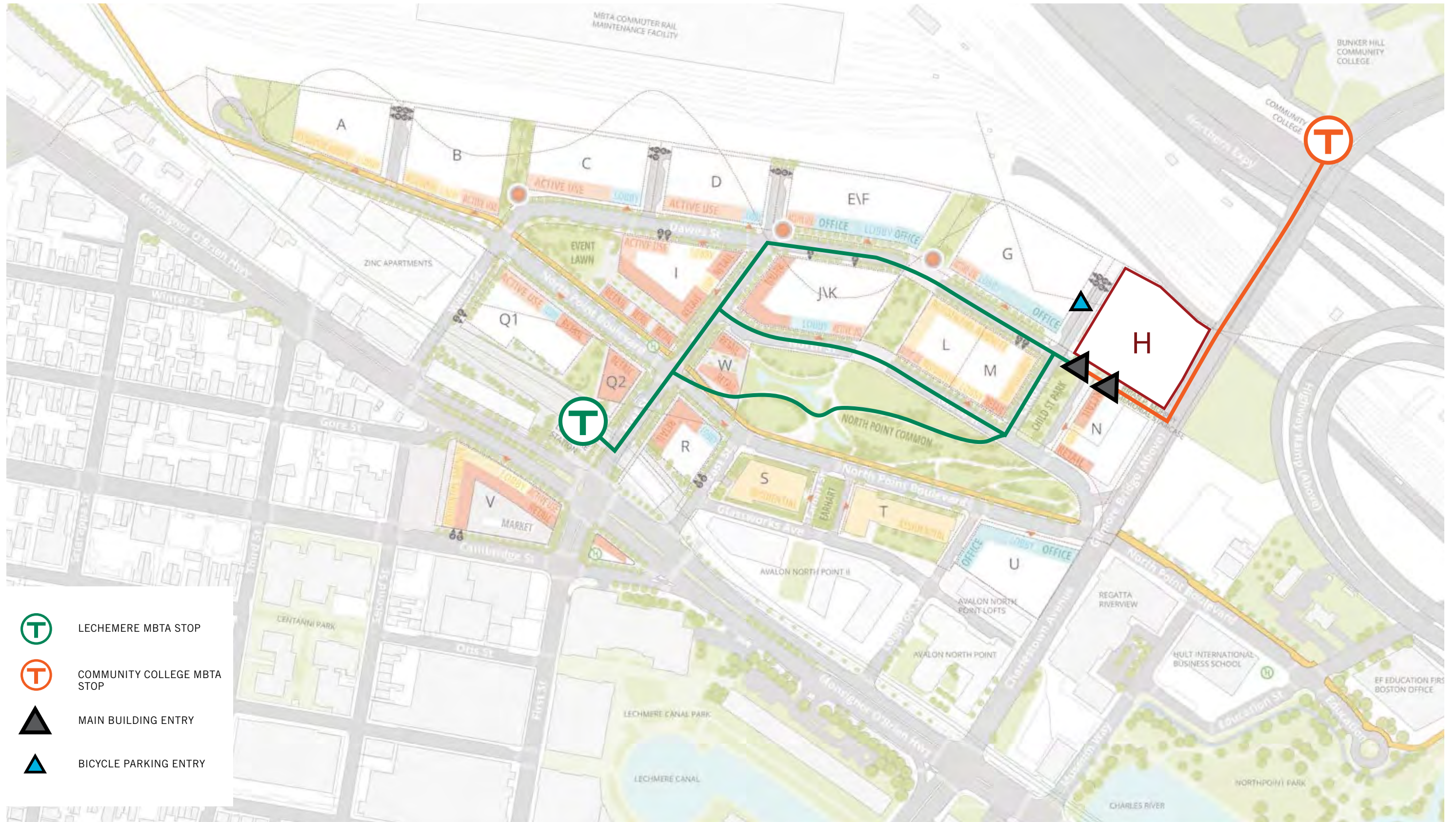
SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
PB #179 Amendment #6(Major) - NorthPoint PUD Memorandum dated January 13, 2015 2. Updated parking ratios.	Per this memorandum the parking ratios for Parcel H have been adjusted from the City of Cambridge's Zoning Ordinance Article 6 and are, for office use, as follows: 0.9 spaces/1,000 s.f.	This building has a total GFA of 347,600 s.f. which results in a maximum parking count of 313 spaces. An additional 132 spaces will be allocated from Parcel U's parking requirements. 313 MAX + 132 (from U) = 445 MAX spaces	✓
	MAXIMUM 343 PARKING SPACES	PROVIDED 445 PARKING SPACES	
521 CMR - SECTION 23.2.1 521 CMR - SECTION 23.2.2	401 - 500 Spaces requires a minimum of 9 accessible spaces. One in every eight accessible spaces, but not less than one, shall be van accessible.		✓
	REQUIRED 9 ACCESSIBLE PARKING SPACES; 2 VAN	PROVIDED 10 ACCESSIBLE PARKING SPACES, 2 VAN	
521 CMR - SECTION 23.4.1 521 CMR - SECTION 23.4.2 CAMBRIDGE ZONING ORDINANCE Article 6.42	Accessible Parking: 8'-0" wide + 5'-0" access aisle (length equal to local zoning requirements) Maneuvering Aisle Width: 22'-0" Standard Spaces: 8'-6" x 18'-0" Compact Spaces: 7'-6" x 16'-0" (50% Maximum) Accessible Spaces: 12'-0" x 18'-0"	Parking spaces that straddle the city line are counted towards the city in which the majority of the space resides. Accessible: 12 standard + 2 van accessible Boston Standard: 78 spaces Boston Compact: 26 spaces (24.5%) Cambridge Standard: 327 spaces Cambridge Compact: 0 spaces (0%)	✓
		TOTAL PARKING COUNT 445 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 Spaces, some of the required spaces may be located at a greater distance from the entrances, so long as eight (8) Short Term Bicycle Parking Spaces are available within fifty (50)' feet of any entrance.	Long term bicycle parking is located within the building through the parking garage access off the service drive to the west or through the eastern end of the garage / main building lobby. Short term bicycle parking is located to the southwest of the building in the entry plaza and near the garage elevator lobby. (Refer to Diagram at End of Section)	✓





SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
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.	(6) Long Term Bicycle Parking Spaces are sized to accommodate tandem bicycles or bicycles with trailers. (1) Short Term Bicycle Parking Spaces are sized to accommodate tandem bicycles or bicycles with trailers.	✓
TANDEM REQUIRED 2 LONG TERM SPACES; 1 SHORT TERM SPACE		TANDEM PROVIDED 4 LONG TERM SPACES; 1 SHORT TERM SPACES	
CAMBRIDGE ZONING ORDINANCE Article 6.107.2	LONG TERM BICYCLE PARKING REQUIREMENTS: 0.30 / 1,000 GFA (OFFICE) 0.06 / 1,000 GFA (OFFICE) SHORT TERM BICYCLE PARKING REQUIREMENTS: 0.06 / 1,000 GFA (OFFICE)	This buildings has 347,600 GFA of office space.	✓
REQUIRED 104 LONG TERM SPACES; 21 SHORT TERM SPACES		PROVIDED 112 LONG TERM SPACES; 22 SHORT TERM 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 buildings has 347,600 GFA of office space.	✓
REQUIRED 3 TOTAL LOADING BAYS		PROVIDED 3 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 50' L x 13'-6" W x 14' H LOADING BAY 2 50' L x 13'-6" W x 14' H LOADING BAY 3 30' L x 15' W x 14' H (Refer to Loading Dock Diagram Below)	✓
REQUIRED (2) 50' BAYS, (1) 30' BAY		PROVIDED (2) 50' BAYS, (1) 30' BAY	

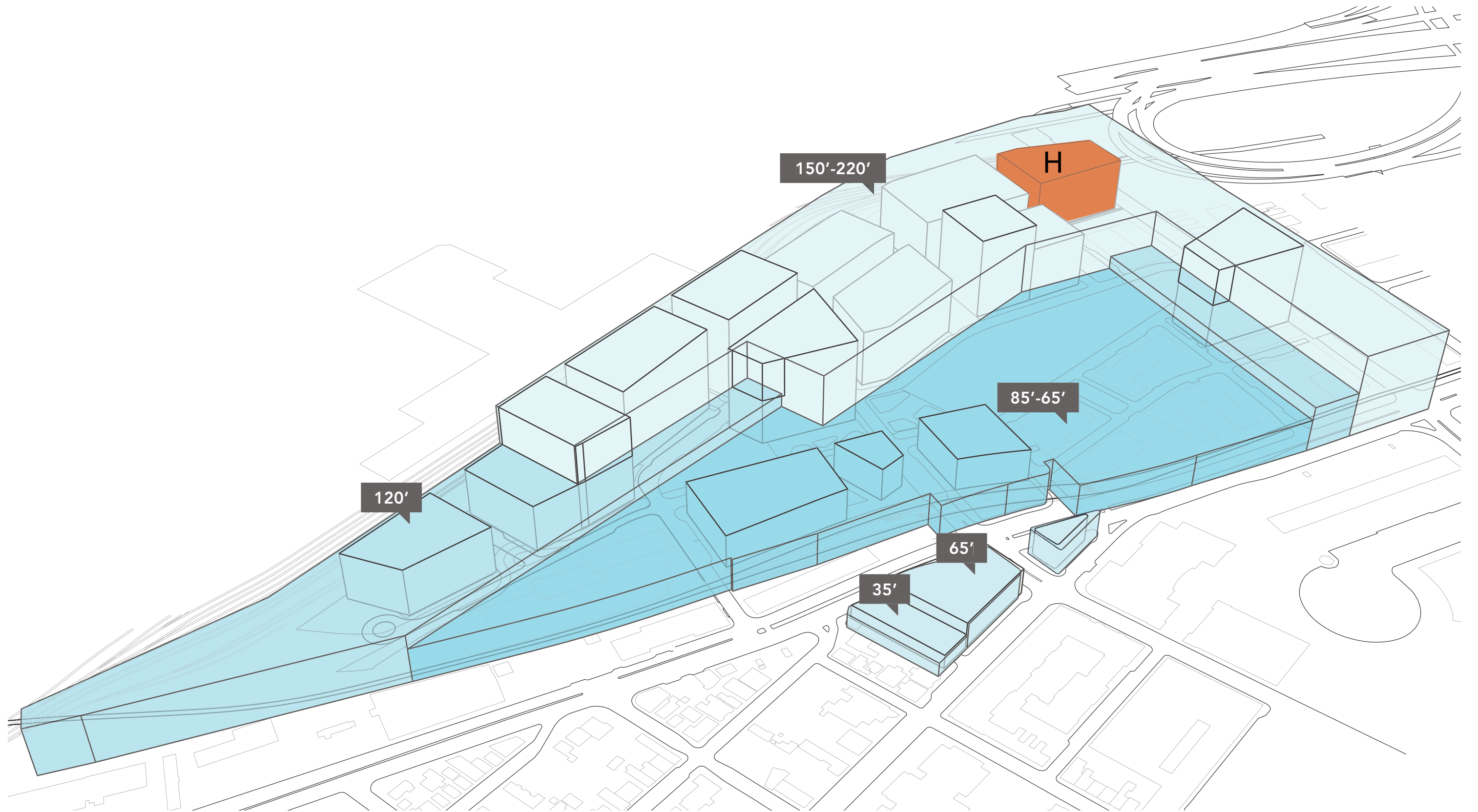
NO.	PARCEL	COMMENT	RESPONSE	RESPONDENT	COMPLETED
1	H	Study of the connection to the DCR maintenance yards under the bridge (standalone study). Related point about a pedestrian connection along northern property line.	See appendix A	MVVA	
2	H	Question the need for a separate automobile drop-off at base of Murphy staircase	The drop-off is part of the Twenty/20 access drive and is a curbless "Woonerf" design to be integrated with the pedestrian paving either side. Additional shade trees have been added to further integrate this area with the overall landscape.	MVVA	
3	H	Break up the east-west length of the south façade	The façade introduces vertical alternating metal panels that vary in height and in width. This serve to breakdown the overall massing of the façade as well as a scaling element for the building.	NBBJ	
4	H	Lower height of planted mounds at plaza at top of Murphy Staircase	The planted mounds have been lowered by 18" and are now 30" above the adjacent plaza level to ensure unobstructed views.	MVVA	
5	H	Can plaza at top of Murphy staircase be more of a place with seating, rather than pass through?	A combination of fixed benches and moveable furniture has been added to the upper plaza.	MVVA	
6	H	Solid panels in façade need more texture, depth or relief	Façade variation through the metal panels is achieved through the varying widths of the panel which generate different face geometries casting varied light and shadows across the façade.	NBBJ	
7	H	Soften concrete wall on north side, plant around the easement area	Landscaping has been added to the top and bottom of the retaining walls. The ivy will climb and slide down the walls, softening the concrete surfaces along the length of the walls. Concrete texture will be studied in the aggregate and texture of the formwork to articulate the concrete walls.	NBBJ	
8	H	Concerns about blank wall on the east side, under the colonnade.	Climbing vines have been added to the columns along the east side to add texture to the walking experience under the colonnade. Clear vision glass with shadow box spandrel will occur along the length of the façade. A translucent frosted film has been added to the glass composition helping define the private-public nature of the space.. A highly detailed handrail has been introduced at the sidewalk, curtain wall face.	MVVA/ NBBJ	
9	H	Public elevators need to be more visible and appear more public; need wayfinding to elevators	A wayfinding panel has been added at the transition from the Gilmore Bridge sidewalk to the Murphy Stair, which will provide general orientation for Cambridge Crossing and wayfinding to the elevators.	MVVA	
10	H	Concern over recessed, darkened entrance to elevators to bridge level from grade	The elevators have been rotated and placed into the main lobby footprint. A canopy and signage will define the entrance to the elevator vestibules at both the bridge south plaza level and the ground floor entrance plaza.	NBBJ	
11	H	Concern over width of sidewalk along Gilmore Bridge – which way would be for bicycles and which for pedestrians, can they be separated? (may need to show study of how bicycles are accommodated on bridge within the traffic right of way)	The existing sidewalk is maintained at 6'6" width, and a 10' wide walkway under the colonnade. Because access on either side is on the existing narrow bridge sidewalk we recommend that the area is signed for people to walk their bikes.	MVVA	
17	H	Concerns about just papered privacy glass along the walk way	Climbing vines have been added to the columns along the east side to add texture to the walking experience under the colonnade. Clear vision glass with shadow box spandrel will occur along the length of the façade. A translucent frosted film has been added to the glass composition helping define the private-public nature of the space. A highly detailed painted handrail has been introduced at the sidewalk, curtain wall face.	NBBJ	







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

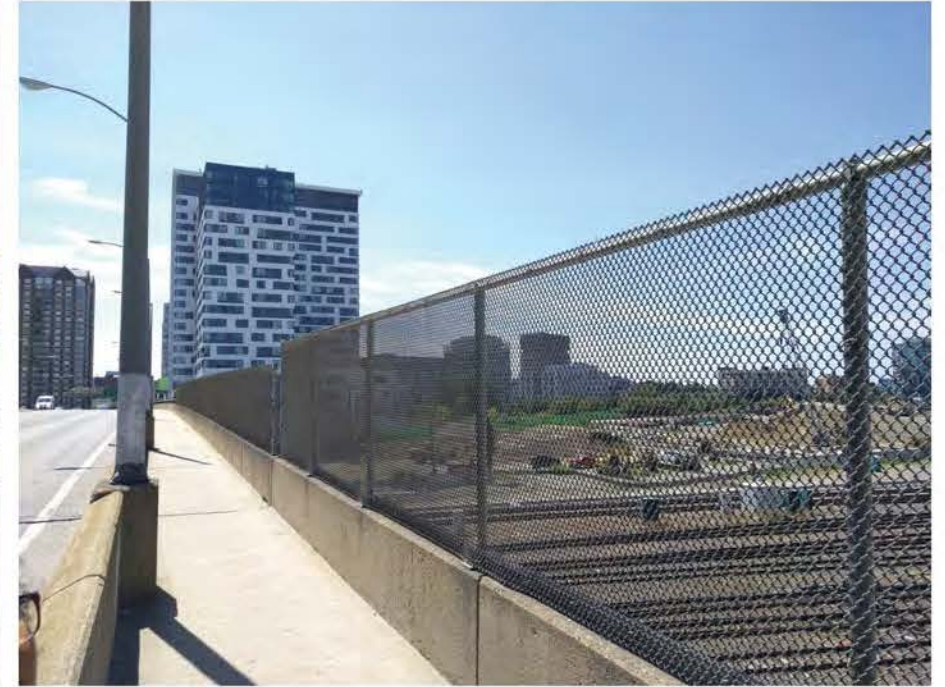




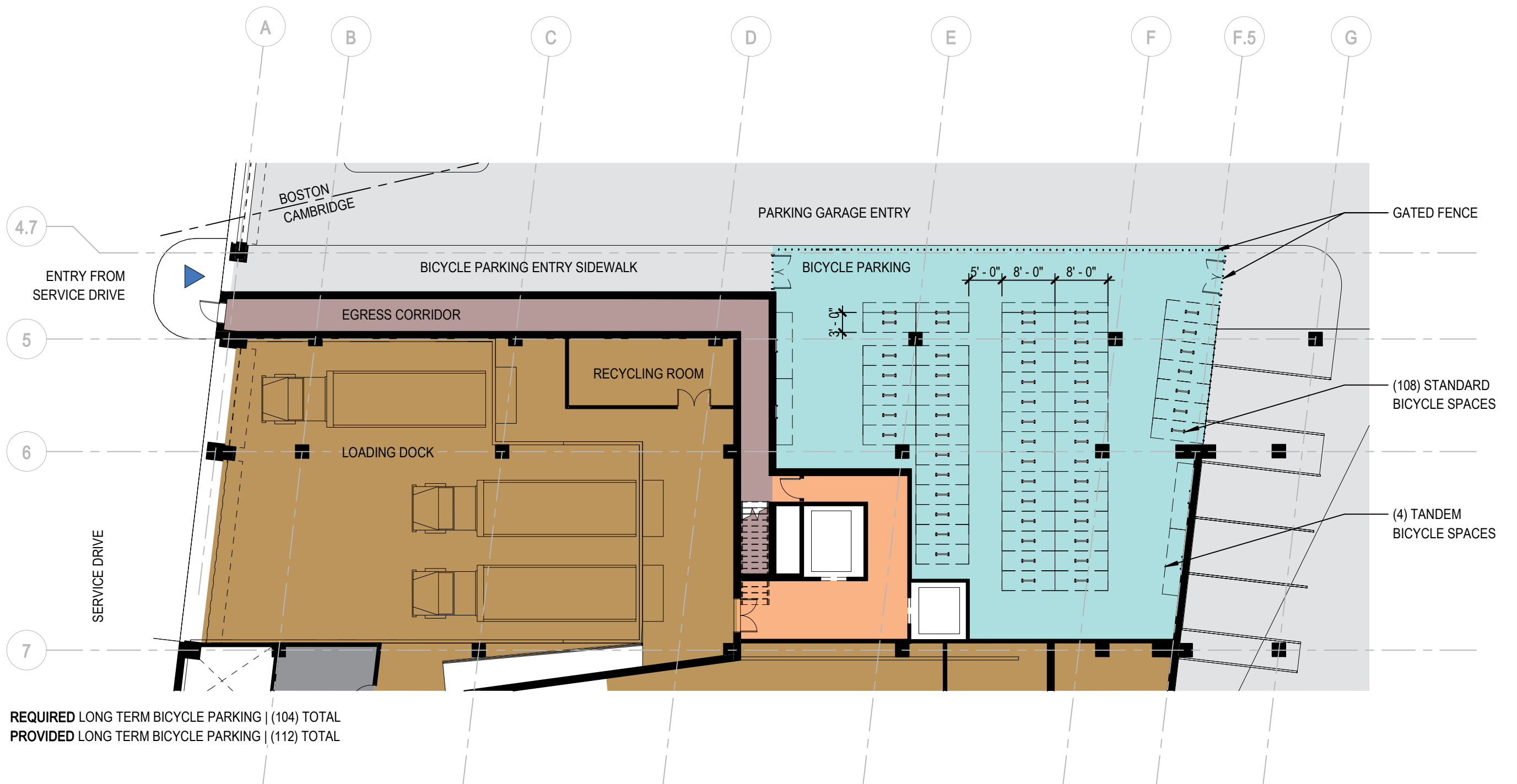
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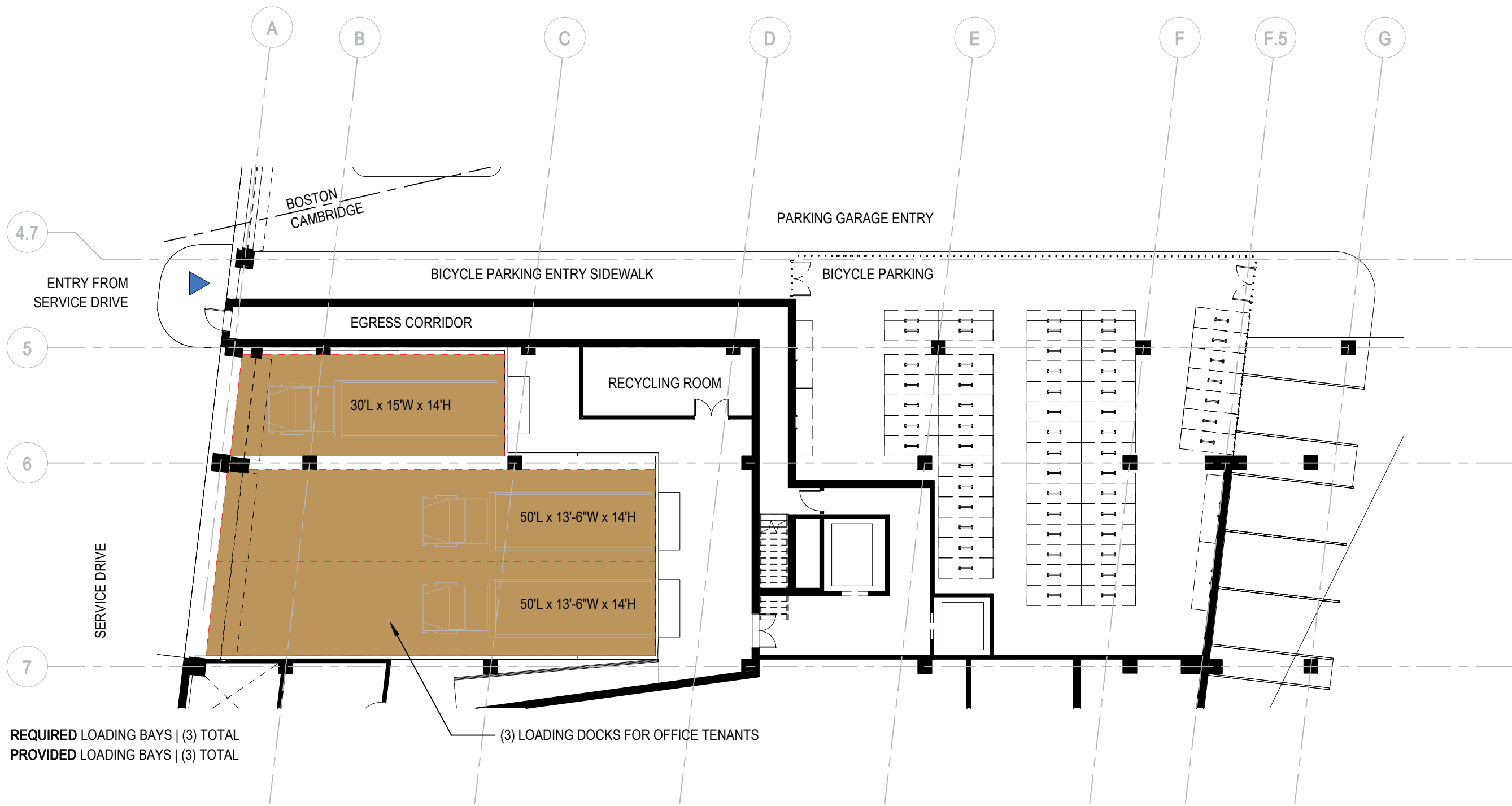
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EXISTING NEIGHBORHOOD PHOTOS

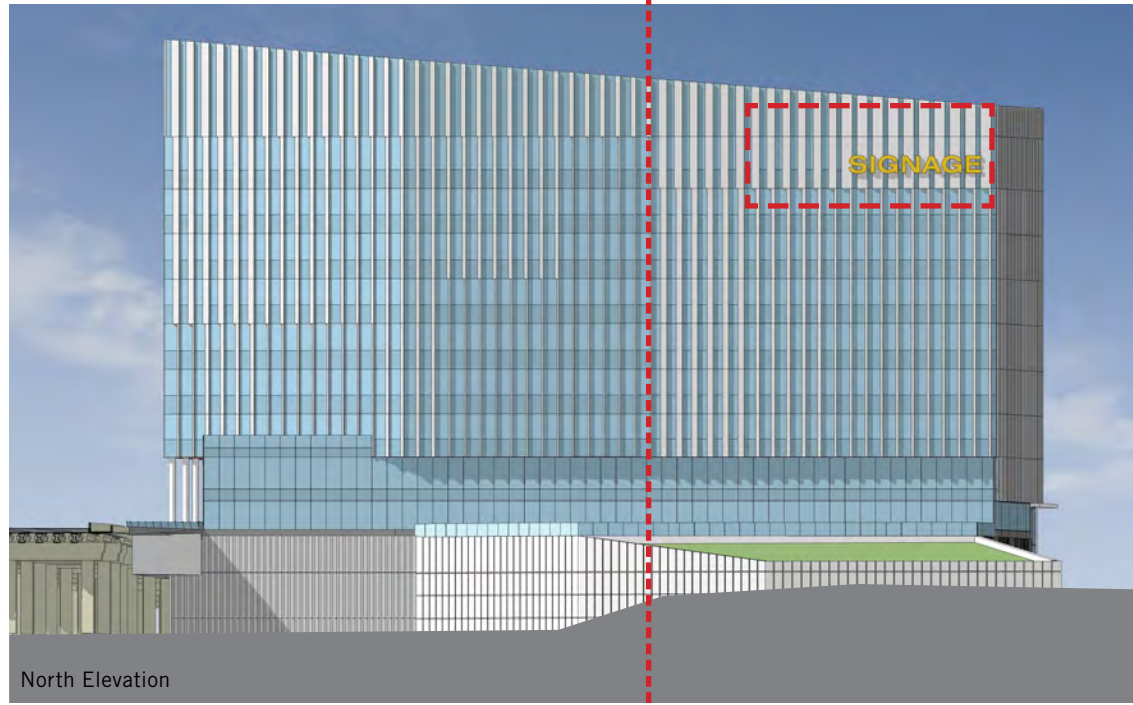


LONG TERM BIKE PARKING



LOADING DOCK REQUIREMENTS

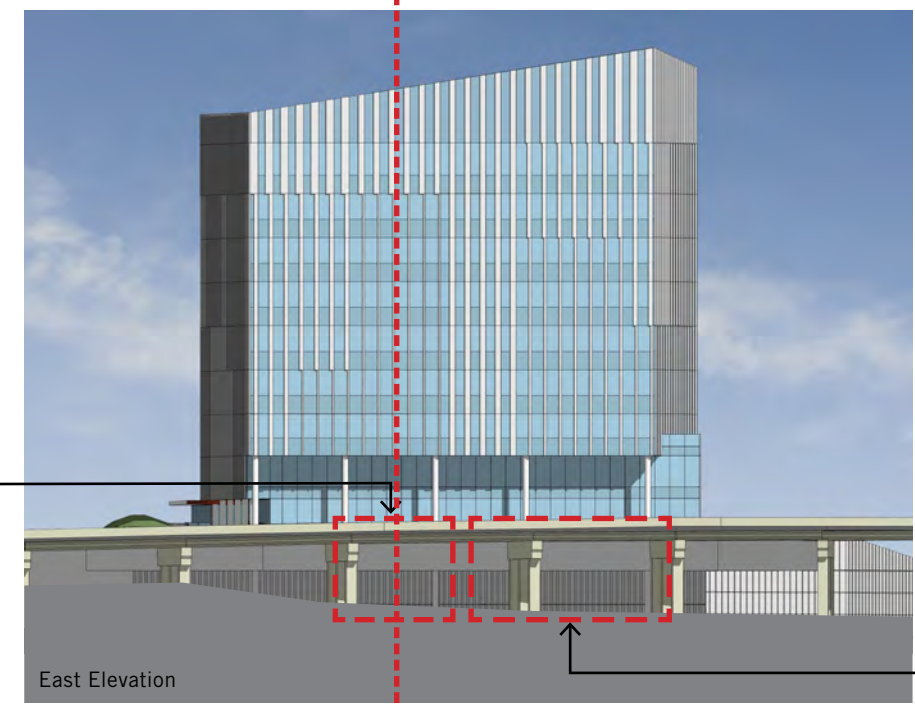
CAMBRIDGE -----> <----- BOSTON



North Elevation

General note: Cambridge Crossing wayfinding graphics - Similar to other developments in Somerville and Cambridge. We anticipate a neighborhood-wide graphics identify and wayfinding program, in the form of freestanding signs or kiosks, on the sidewalks and in the park adjacent to the building.

BOSTON -----> <----- CAMBRIDGE

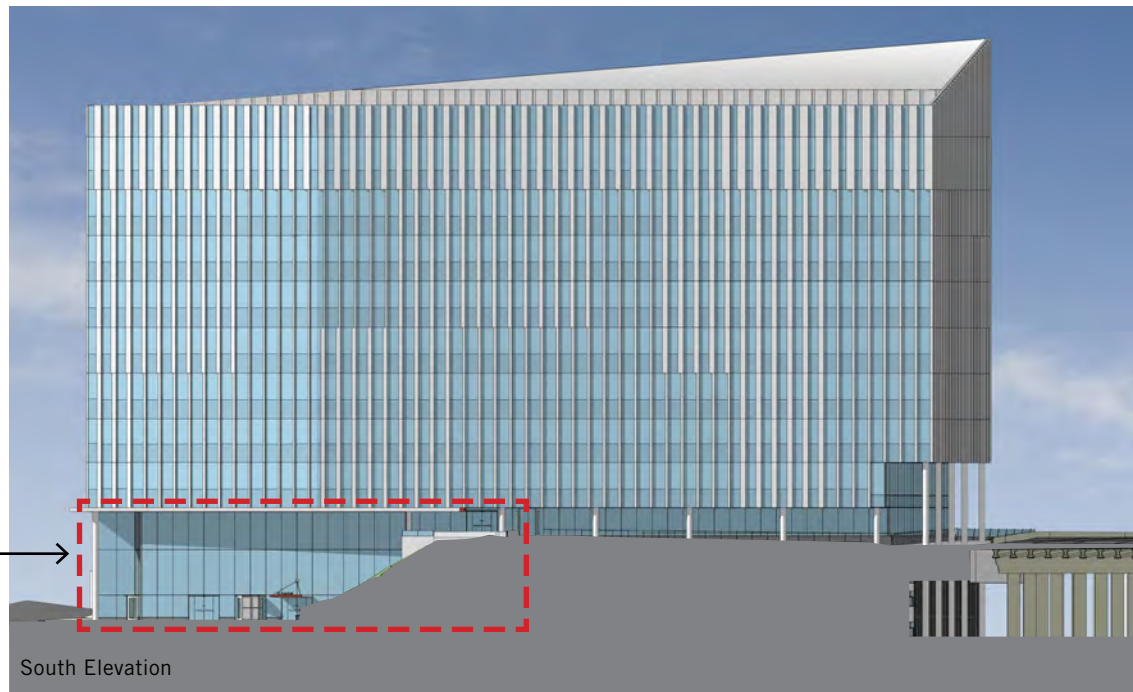


East Elevation

Parking signage - Signage mounted above the parking vehicular entrance will direct motorists into the parking garage. Additional signage at the parking entrance will provide information about the parking facility. Additional signage will direct pedestrians to the parking vehicular entrance, mounted at the pedestrian entrance.

Ground floor utility signage - Small signs will identify the purpose of multiple doors (i.e. indoor bicycle parking, loading dock entrances) around the ground floor of the building.

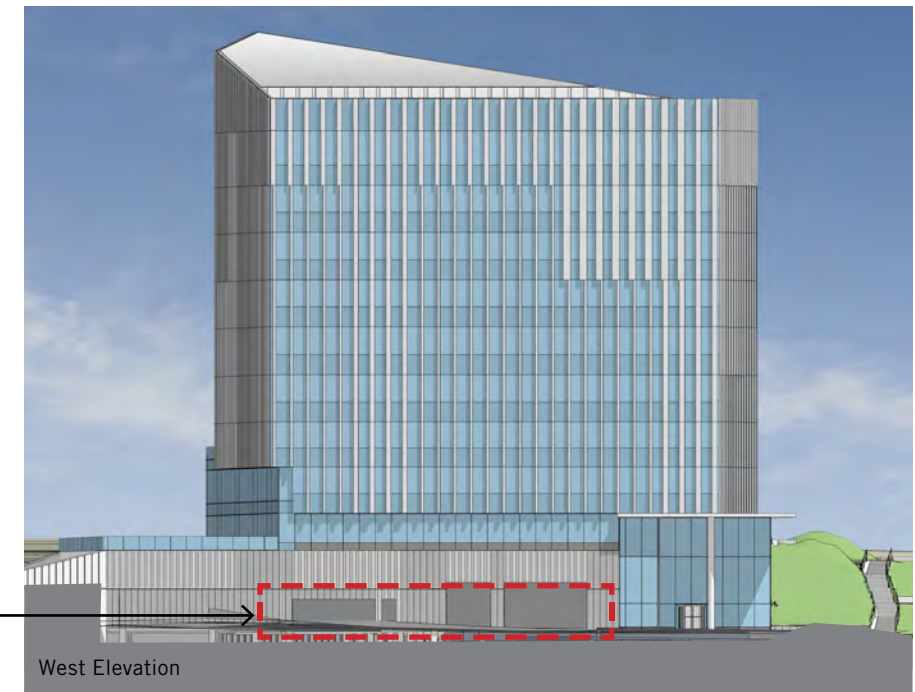
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South Elevation

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

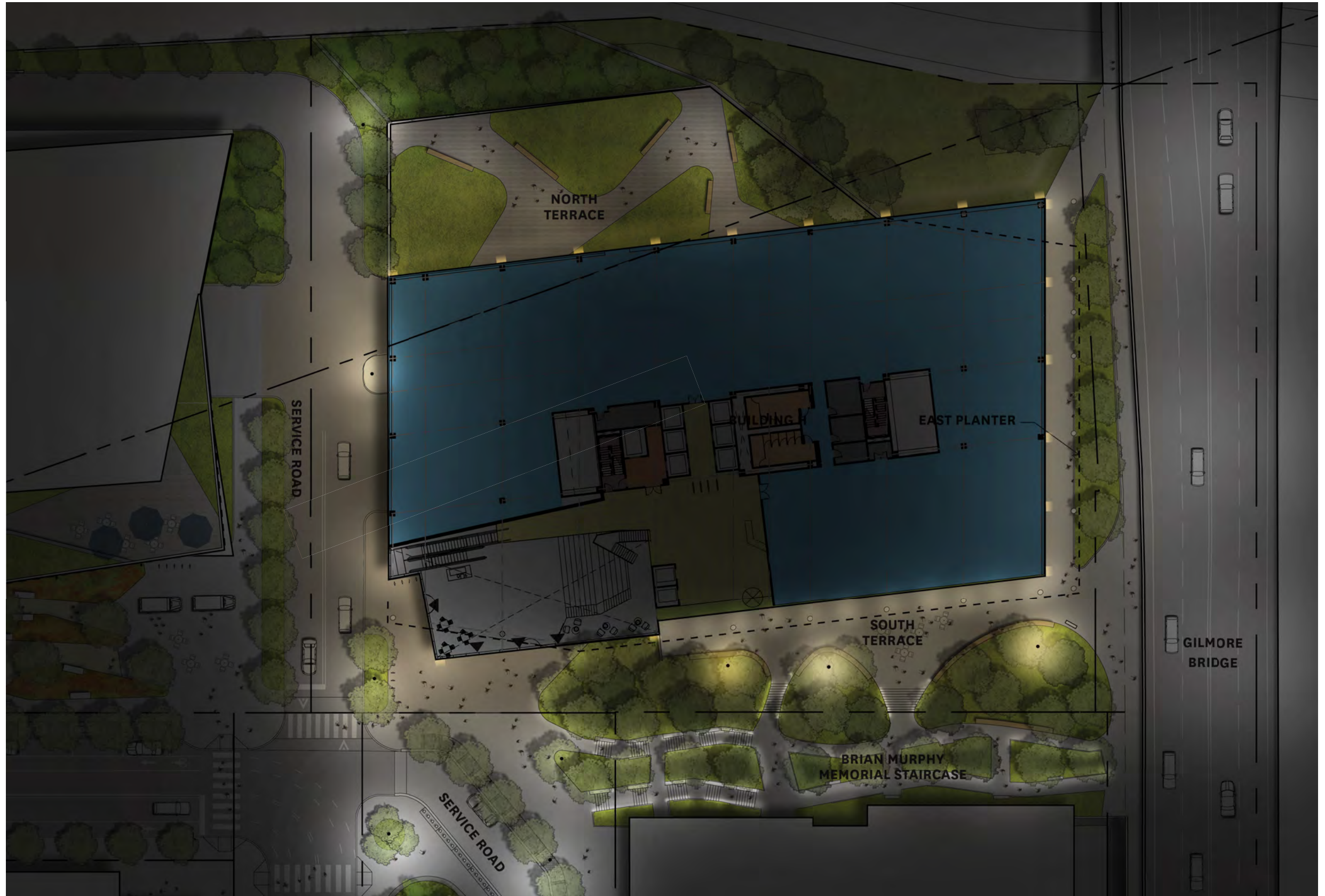
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West Elevation

Ground floor utility signage - Small signs will identify the purpose of multiple doors (i.e. electrical utility vault) around the ground floor of the building.

PROPOSED LOCATION OF EXTERIOR SIGNAGE



EXTERIOR LIGHTING PLAN