



June 28, 2021

Ms. Catherine Preston Connolly, Chair
Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Via: Hand Delivery

Reference: Cambridge Crossing Parcel H Design Review Revision
Cambridge Crossing Parcel G Design Review Revision
Request for Minor Amendment
PB #179
Cambridge, Massachusetts

Dear Chair Connolly and Members of the Board:

DivcoWest Real Estate Investments and its affiliates, DW NP Property, LLC, DW Propco H, LLC, and DW Propco G, LLC (collectively "DivcoWest"), respectfully submit the Revised Design Review Applications and Request for Minor Amendment as follows:

- Revised Design Review Application for pedestrian bridge connection on Parcel H (H Building, 450 Water Street) to Parcel G (G Building, 350 Water Street);
- Revised Design Review Application for pedestrian bridge connection on Parcel G to Parcel H; and
- Minor Amendment for Parcel G for an increase in GFA relating to the pedestrian bridge connection.

The Planning Board previously approved the schematic design of the G and H Buildings, pursuant to a Design Review submission filed with the Planning Board on December 27, 2018, and as construction documents were completed, the Planning Board reviewed and approved modifications to the design on January 8, 2019, subject to continuing review by Planning Board staff. Working together with Planning Board staff, we modified the design of the buildings to enhance ground floor activation and to facilitate the effective use and enjoyment of the G and H Building tenant, Sanofi, which revisions were approved by the Planning Board at its January 28, 2020 meeting. Since both bridges straddle the Boston/Cambridge city boundary, we are also engaged in a separate, parallel permitting process in the City of Boston.

The approved changes allowed Sanofi to strategically locate departments between the two buildings based on function: Scientific research and development departments are located in the G Building, while non-scientific support and ancillary departments are located in the H Building. The design revisions allow for a higher concentration of both scientific and non-scientific employees at one location within Cambridge. The consolidation and concentrations of departments and employees to one location within Cambridge will lead to better communication, increased collaboration, more effective development, and



will ultimately allow Sanofi to fulfill its ongoing mission to deliver life-changing therapies and vaccinations world-wide.

With this submission, we are seeking approval for additional Design Review Revisions and approval of a minor modification to the Special Permit, each in support of our tenant's mission. DivcoWest and Sanofi have worked collaboratively to develop designs for two (2) pedestrian bridge connections over a privately-owned service drive between the G and H Buildings, totaling 1,921 square feet (sf) of Gross Floor Area (GFA).

Below is a more detailed description of the pedestrian bridge design, functional purpose, and the related request for a minor modification to the Special Permit for Parcel G.

Pedestrian Bridge Design

We have studied existing bridges located throughout Cambridge and developed the following list of design principles:

- The pedestrian bridges are enclosed and as narrow as possible in width.
- The pedestrian bridges are strategically located at level 3 and level 9 of the G and H Buildings, allowing for optimal horizontal connection, as well as vertical connections via internal stairs within both buildings.
- The offsetting planes provided visual depth while mitigating against the appearance of flat, wall-like connections.
- The pedestrian bridges borrow from design elements of both buildings, but apply them in a way that is neutral and different from both buildings.
- The transparent glass and exposed structure provide visual interest to pedestrians within the public realm.

Pedestrian Bridge Functional Purpose

- The pedestrian bridges are intended to allow for more efficient inter-departmental collaboration and communication between the Sanofi employees occupying the two buildings.
- The inter-departmental collaboration and communication is an essential function in navigating the complex regulatory, legal, financing, and procurement challenges during all phases of research and development.
- The pedestrian bridges are strictly for pedestrian foot traffic. No programming, seating, transportation of controlled substances, or other building functions will occur on or within the pedestrian bridges.

Request for Minor Amendment for Parcel G

As part of this filing, we respectfully request a minor modification to the Special Permit to increase the amount of allowable GFA on Parcel G from 450,895 sf, previously approved through Design Review, to a



GFA on Parcel G of 452,100 sf, which accounts for the addition of the pedestrian bridge connection areas within Parcel G.

Condition 12(c)(i) of the Special Permit allows for a variation of ten (10) percent or less from the GFA enumerated in Appendix I as part of final design approval for any building. The Planning Board previously approved a GFA for the G Building of 450,895 sf, and, with the addition of the pedestrian bridge connections, the G Building GFA will total 452,100 sf, an aggregate increase in GFA of 10.27% above the 410,000 sf of GFA enumerated in Appendix I as attached to the Final Development Plan Special Permit Major Amendment #6. As noted above, we have designed the bridge connections to be narrow in width to restrict access for pedestrian use only, and we believe that the 1,205 sf increase on Parcel G is the minimal amount needed for these critical inter-departmental connections. The additional GFA approved on Parcel G (as well as Parcel H to accommodate the pedestrian bridges) has been reallocated from the building GFA allocated to Parcel U, which parcel was approved for a building having less GFA than the 320,192 sf contained in Appendix I, as modified through Minor Amendment #8, during Design Review. This reallocation will ensure that the overall maximum commercial GFA of 2,185,062 sf is not exceeded. We have included an updated Appendix I with this submission reflecting the change in the maximum GFA permitted for Parcel G and Parcel H, as well as the corresponding reduction on Parcel U. We respectfully request that the Planning Board approve the revised Appendix I as part of its approval of the Minor Amendment regarding the Parcel G GFA.

We note that the aggregate increase in GFA on Parcel H is below the ten percent (10%) GFA variation threshold. With the addition of the pedestrian bridge connection areas within Parcel H, the GFA on Parcel H will increase by 716 sf from 365,110 sf, previously approved through Design Review, to 365,826 sf, an aggregate increase in GFA of 6.04% above the 345,000 sf of GFA enumerated in Appendix I as attached to the Final Development Plan Special Permit Major Amendment #6. Accordingly, we are not pursuing a minor amendment in conjunction with the additional GFA being allocated to Parcel H.

We look forward to the opportunity to meet with the Planning Board to discuss this proposed Design Review Revision. Thank you for your consideration.

Sincerely,
DIVCOWEST REAL ESTATE INVESTMENTS

Mark Johnson, FAIA
Director of Development

Exhibits:

CAMBRIDGE CROSSING

DEVELOPMENT STATUS TABLE

Phase 1a

Building	Use(s)	Approved GFA per Special Permit Appendix I	GFA approved thru Design Review	Project Status (i.e., Special Permit, Design Review Completed, Under Construction, Construction Completed)
N	Residential	394,000 Total	385,400 ¹	Construction Completed. Occupied.
	Retail	8,600	8,600	Construction Completed. Not Occupied.
S	Residential	112,398	112,398	Construction Completed. Occupied.
T	Residential	242,194	242,194	Construction Completed. Occupied.
JK	Office/Laboratory	371,828 Total	356,228	Construction Completed. Occupied.
	Retail	15,600	15,600	Construction Completed. Occupied.
W	Retail	16,395	16,395	Construction Completed. Occupied.
Q1	Office	18,851 Total	10,318	Under construction. Anticipated Completion Q4 2021.
	Retail	8,533	8,533	Under construction. Anticipated Completion Q3 2021.
L	Residential	314,038 Total		Special Permit approval. Design Review timing TBD.
	Retail	None		Special Permit approval. Design Review timing TBD.
M	Residential	221,831 Total		Special Permit approval. Design Review timing TBD.
	Retail	3,000 (Required)		Special Permit approval. Design Review timing TBD.
I	Residential	400,057 Total	400,057	Under construction. Anticipated Completion Q4 2022.
	Retail	25,714	25,714	

¹ Development of Parcels N, S and T was completed before issuance of Major Amendment No. 6, and, therefore, the revision of Appendix I. As a result, Appendix I reflects the as-built GFA of each of N, S and T.

Phase 1b

Building	Use(s)	Approved GFA per Special Permit Appendix I	GFA approved thru Design Review	Project Status (i.e., Special Permit, Design Review Completed, Under Construction, Construction Completed)
G	Office/Laboratory	450,895	452,100 ² (proposed)	Under construction. Design Review revision underway.
H	Office/Laboratory	365,110	365,805 ³ (proposed)	Under construction. Design Review revision underway.
EF	Office/Laboratory	419,529	419,529	Under construction.
	Retail	TBD (Allowed)	TBD (Allowed)	
C	Mixed-Use	382,746		Special Permit approval. Design Review timing TBD.
	Retail	TBD (Allowed)		Special Permit approval. Design Review timing TBD.
U	Office/Laboratory	320,192	313,270 ⁴	Construction commencement planned for Q2 2021.

² Applicant proposes an additional 1,205 sf of GFA on Parcel G for pedestrian bridge connections from the building on Parcel G to the building on Parcel H.

³ Applicant proposes an additional 716 sf of GFA on Parcel H for pedestrian bridge connections from the building on Parcel H to the building on Parcel G.

⁴ The remaining approved GFA per Special Permit Appendix I will be reallocated as the design of other commercial parcels advance.

Phase 2

Building	Use(s)	Approved GFA per Special Permit Appendix I	GFA approved thru Design Review	Project Status (i.e., Special Permit, Design Review Completed, Under Construction, Construction Completed)
A	Residential	93,971		Special Permit approval. Design Review timing TBD.
B	Residential	335,251 Total		Special Permit approval. Design Review timing TBD.
	Retail	TBD (Allowed)		Special Permit approval. Design Review timing TBD.
D	Mixed Use	306,491		Special Permit approval. Design Review timing TBD.
	Retail	TBD (Allowed)		Special Permit approval. Design Review timing TBD.
Q2	Office/Laboratory	162,126 Total		Special Permit approval. Design Review timing TBD.
	Retail	1,801 (Required)		Special Permit approval. Design Review timing TBD.
R	Mixed Use	134,211 Total		Special Permit approval. Design Review timing TBD.
	Retail	17,660 (Required)		Special Permit approval. Design Review timing TBD.
V	Residential	186,695 Total		Special Permit approval. Design Review timing TBD.
	Retail	4,840 (Required)		Special Permit approval. Design Review timing TBD.

Special Permit #179, Condition 19.d.

Statistical Summary of Dwelling Units Constructed

Parcel	Total Residential Units	Approved GFA	Use(s)	All Residential Units							
				Studio		1 Bedroom		2 Bedroom		3 Bedroom	
				No. Units	Avg. SF	No. Units	Avg. SF	No. Units	Avg. SF	No. Units	Avg. SF
N	355	394,000	Residential Retail	74	501	180	732	85	1,030	16	1,392
S	99	112,398	Residential	0	--	94	921	5	1,285	0	--
T	230	242,194	Residential	40	663	138	878	51	1,044	1	1,923
I ¹	468	374,343	Residential	247	437	93	630	105	973	23	1315

Parcel	Affordable Residential Units	Approved GFA	Use(s)	Affordable Residential Units ²							
				Studio		1 Bedroom		2 Bedroom		3 Bedroom	
				No. Units	Avg. SF	No. Units	Avg. SF	No. Units	Avg. SF	No. Units	Avg. SF
N	41	394,000	Residential Retail	8	516	21	734	10	1,062	2	1,407
S	12	112,398	Residential	--	--	11	887	1	1,179	--	--
T	26	242,194	Residential	4	678	15	834	6	999	1	1,839
I	54	374,343	Residential	28	450	10	643	12	961	4	1165

Issued: June 22, 2021

¹ The residential building on Parcel I is currently under construction, with completion anticipated in the fourth quarter of 2022.

² This chart assumes that these residential properties and affordable units are in compliance with the associated affordable housing covenants as on record at the Middlesex South District Registry of Deeds (Parcel N: Book 61574 Page 442; Parcel S: Book 45918 Page 224; Parcel T: Book 46408 Page 98; and Parcel I: Book 74122, Page 126). Additional information regarding these properties is available from the Housing Department at CDD.

Appendix I: Revised Statistical Summary of the Approved Master Plan

I. Project as a Whole

A. Three City Summary

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

B. Development in Cambridge

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

C. Development in Somerville

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

D. Development in Boston

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

E. Development in Boston + Somerville

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

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

a. Parcel Areas	Total Phase 1A in Square Feet:	454,406 square feet
b. Floor Area	Total GFA	2,088,315 square feet
	GFA	444,388 square feet
c. Non-Residential	Retail GFA	TBD
	GFA	1,643,927 square feet
d. Residential	GFA	1,643,927 square feet
e. Open Space	Public, Green Area or Permeable Open Space Provided:	4.12 acres or 179,902 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Non-residential:	See Special Permit
	Residential:	TBD - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

2. Dimensional Limits on Individual Parcels

Parcel I	a. Total Parcel Area:	100,837 square feet
	b. Total GFA:	400,057 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, 25,714 square feet
	f. Residential GFA:	374,343 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel N (completed prior to this Major Amendment)	a. Total Parcel Area:	49,284 square feet
	b. Total GFA:	394,000 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	8,600 square feet
	e. Retail:	8,600 square feet
	f. Residential GFA:	385,400 square feet
	g. Total Parking Spaces:	184
	h. Associated Public, Green Area or Permeable Open Space:	8,760 square feet
Parcel JK	a. Total Parcel Area:	62,502 square feet
	b. Total GFA:	371,828 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	371,828 square feet
	e. Retail:	Allowed, 15,600 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel T (completed prior to this Major Amendment)	a. Total Parcel Area:	38,986 square feet
	b. Total GFA:	242,194 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Retail not proposed
	f. Residential GFA:	242,194 square feet
	g. Total Parking Spaces:	151 spaces in garage, 79 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	13,861 square feet

Appendix I
Cambridge Crossing
Cambridge, Massachusetts

Parcel S (completed prior to this Major Amendment)	a. Total Parcel Area:	30,090 square feet
	b. Total GFA:	112,398 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	None
	f. Residential GFA:	112,398 square feet
	g. Total Parking Spaces:	51 spaces in garage, 49 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	11,255 square feet
Parcel L	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	312,399 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Allowed, None
	f. Residential GFA:	312,399 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel M	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	220,193 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	3,000 square feet
	e. Retail:	Required, 3,000 square feet
	f. Residential GFA:	217,193 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel Q1	a. Total Parcel Area:	14,799 square feet
	b. Total GFA:	18,851 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	18,851 square feet
	e. Retail:	Required, 8,533 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	None
	h. Associated Public, Green Area or Permeable Open Space:	TBD

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

B. Statistical Summary - Phase 1B

1. Overall Dimensional Limits

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

2. Dimensional Limits on Individual Parcels – Phase 1B

Parcel C	a. Total Parcel Area:	69,003 square feet
	b. Total GFA:	382,746 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel EF	a. Total Parcel Area:	87,225 square feet
	b. Total GFA:	419,529 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	419,529 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel G	a. Total Parcel Area:	101,610 square feet
	b. Total GFA:	45 20,895 <u>100</u> square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	45 20,895 <u>100</u> square feet
	e. Retail:	Allowed, None
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel H	a. Total Parcel Area:	79,430 square feet
	b. Total GFA:	365, 110 <u>826</u> square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	365, 110 <u>826</u> square feet
	e. Retail:	Allowed, None
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Parcel U	a. Total Parcel Area:	45,969 square feet
	b. Total GFA:	3 1820,271 ¹⁹² square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	3 1820,271 ¹⁹² square feet
	e. Retail:	Retail not proposed
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

C. Statistical Summary - Phase 2

1. Overall Dimensional Limits

a. Parcel Areas	Total Phase 2 in Square Feet:	426,813 square feet
b. Floor Area	Total GFA:	1,219,067 square feet
c. Non-Residential	Maximum GFA:	184,948 square feet
	Retail GFA:	24,623 square feet
d. Residential	Minimum GFA:	1,034,119 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	Balance of 11 acres
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	See Special Permit
	Residential:	TBD 0.5 – 1.0 spaces/unit for each building - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

2. Dimensional Limits on Individual Parcels – Phase 2

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

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

Parcel V	a. Total Parcel Area:	60,006 square feet
	b. Total GFA:	187,017 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	5,162 square feet
	e. Retail:	Required, 5,162 square feet
	f. Residential GFA:	181,855 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD



Parcels G+H

DESIGN REVIEW REVISION

1 DESIGN REVIEW REVISION

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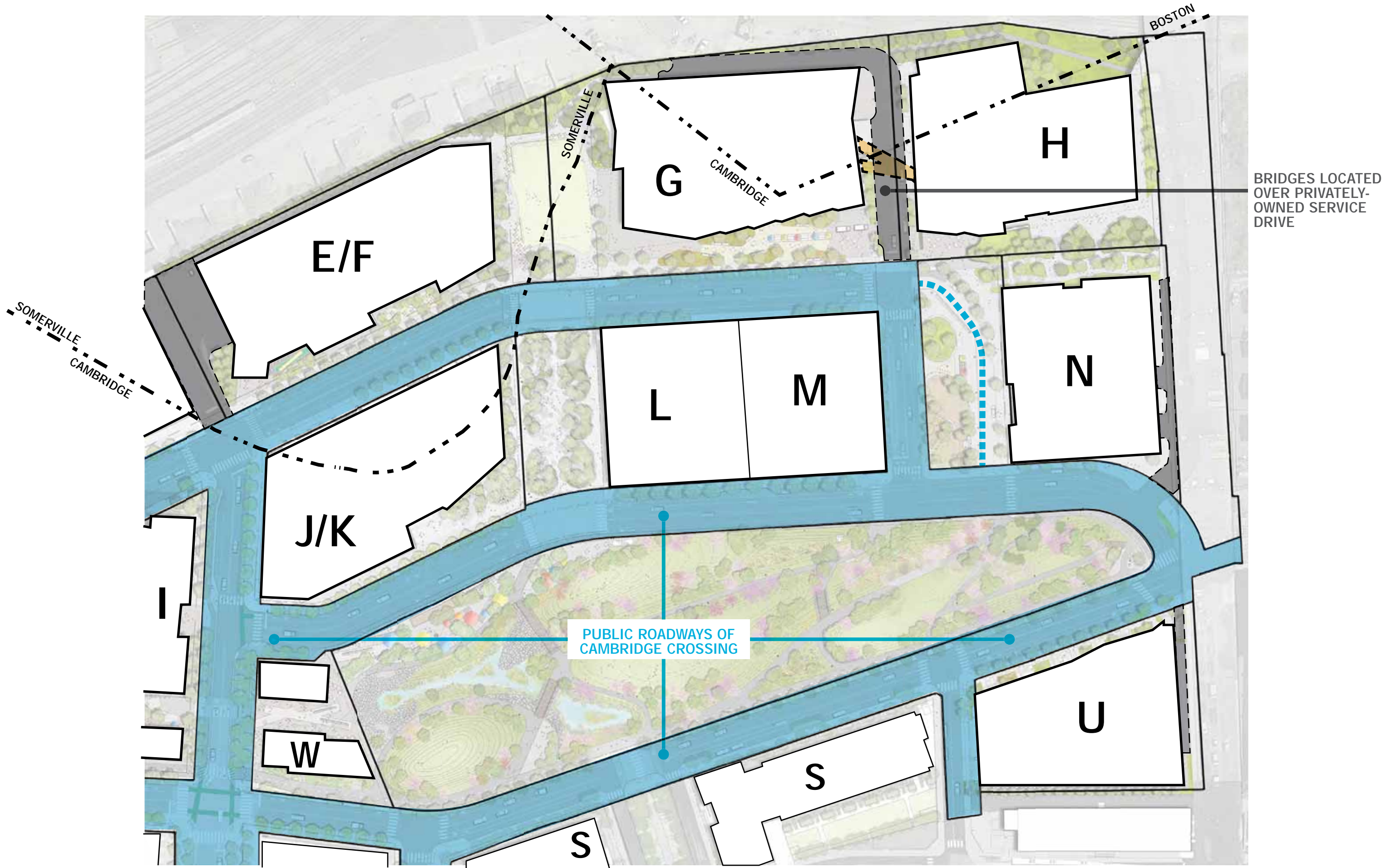
28 APPENDIX

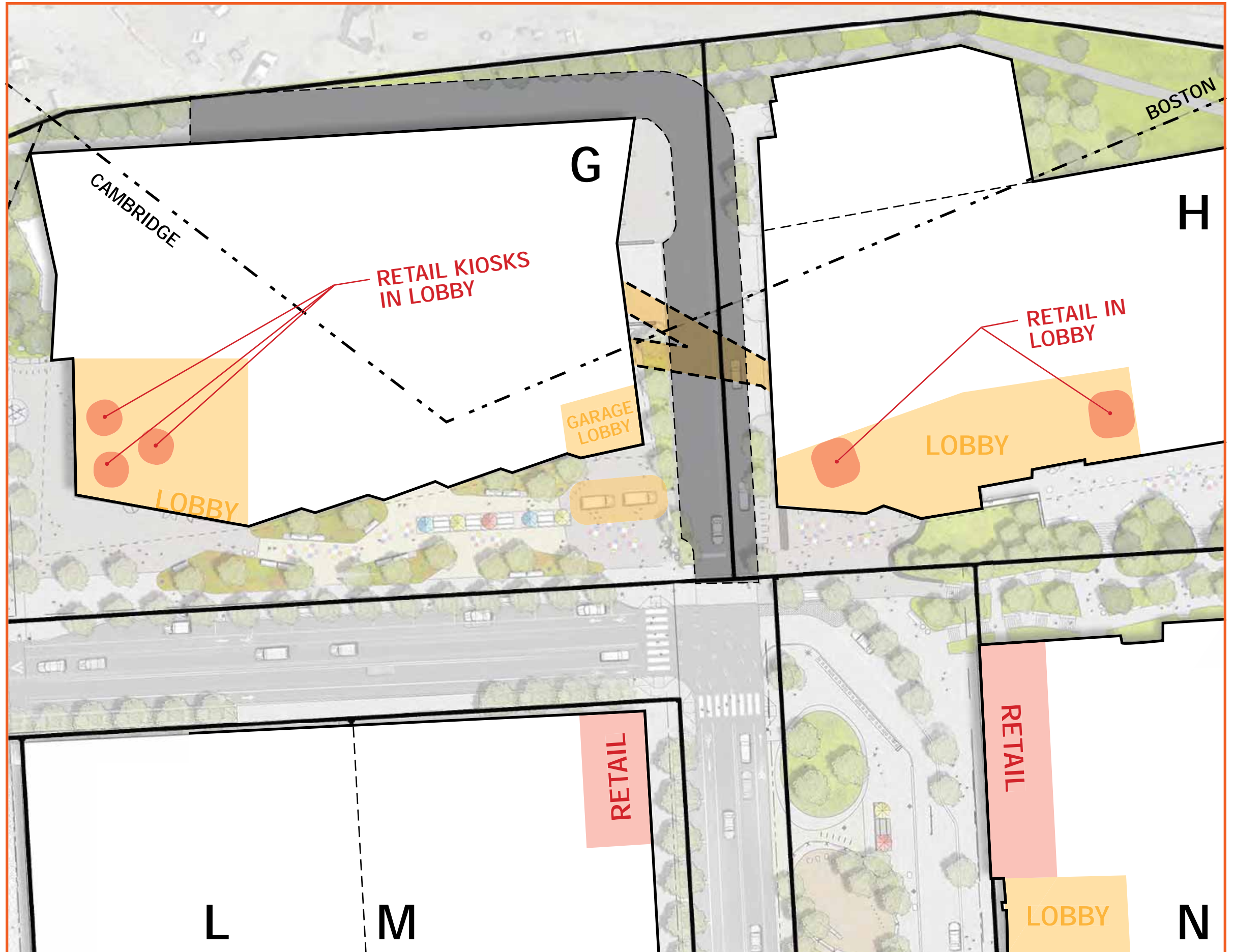
29	SOUTHERN ELEVATION
30	WESTERN ELEVATION
31	NORTHERN ELEVATION
32	BUILDING SECTION E-W
33	BUILDING SECTION THROUGH BRIDGES LOOKING AT PARCEL H
34	BUILDING SECTION THROUGH BRIDGES LOOKING AT PARCEL G
35	SITE LIGHTING DIAGRAM
36	WIND STUDY MEMO
37	WIND STUDY MEMO
38	ENERGY MODEL STUDY MEMO
39	ZONING COMPLIANCE - PARCEL G
40	ZONING COMPLIANCE - PARCEL G
41	ZONING COMPLIANCE - PARCEL H
42	ZONING COMPLIANCE - PARCEL H
43	SUBDIVISION PLAN

BUILDING G AND BUILDING H PEDESTRIAN BRIDGE - CDD STAFF MEETING COMMENTS FROM VIRTUAL MEETING ON MAY 24, 2021

COMMENT	RESPONSE	PAGE REF	CLOSED
<i>GENERAL</i>			
1. <i>Is a minor amendment required for the additional floor area associated with the bridges?</i>	Yes - The Gross Floor Area (GFA) of the bridges within Lot G exceed the maximum GFA allocated for Lot G by more than 10% of the approved figure. Approval of the pedestrian bridges would be conditional with approval of Minor Amendment #9 for the increased GFA approved on Lot G.	39-42	Yes
2. <i>If a minor amendment is required, the Appendix I will need to be updated to reflect the reduction of commercial GFA on other parcels.</i>	Yes - An updated Appendix I has been submitted which contemplates the approval of the pedestrian bridges and reductions to commercial GFA allocated to future commercial development lots.	39-42	Yes
3. <i>What are the widths of the bridges?</i>	Both bridges are 14'-0" from outside face of glass to outside face of glass	18	Yes
4. <i>We typically avoid pedestrian bridges because they draw activity away from the public realm.</i>	We believe that the functional use of the pedestrian bridges for work-related collaboration, communication, and inter-departmental interactions will not detract from the vibrant public realm in the immediate area and the larger community at Cambridge Crossing.	8	Yes
5. <i>The façade treatment and articulation is too dull:</i>	Additional information related to the façade has been developed and submitted for review.	See Individual Responses	Yes
a. <i>Can the glass be more transparent?</i>	Yes - We have changed glass based on staff comments and selected the 1 1/8" IGU (High-VLT Insulated Glazing Unit) which was the same glass used at the main building lobby's curtainwall to address previous CDD transparency concerns. This glass will be used as the vision glass for both pedestrian bridges.	18	Yes
b. <i>Can the structure be expressed more?</i>	Yes - We have changed the paint finish on the structure based on staff comments. The exposed structure will be primed and painted to match the darker, Pewter color of the curtainwall mullions. This will contrast with the ultra-transparent glass and light shadowbox color to make it more apparent. The change to a more transparent glass will help express the structure when viewed from the ground plane.	18	Yes
c. <i>The spandrels appear too dull:</i>	Further development related to the spandrels has been developed and submitted for review.	See Individual Responses	Yes
i. <i>What is the spandrel material?</i>	The spandrels are glass with a painted metal shadow box back panel. The glass material is the same as noted in 5a above and the color of the painted metal shadow box back panel is UC1345XL Duranar XL white silver (3 coat) using UC51742 Primer & UC134595 clear-coat. This finish is similar to the vertical fins of Building H and the horizontal sun shades of Parcel G.	18	Yes
ii. <i>Can the spandrels be thinner?</i>	Yes - In response to staff comments we reduced the vertical dimension of the spandrel and increased the amount of vision glass. We were able to reduce the top spandrel dimension from 3'-3 1/2" to 2'-7 1/2" - a reduction of 8" (19.23%). We were able to reduce the bottom spandrel dimension from 3'-7 1/2" to 3'-4 1/2" - a reduction of 3" (6.9%).	18-20	Yes
6. <i>What is the material of the underside of the bridges?</i>	The underside of the bridges are composite metal panel.	18	Yes
a. <i>Can the color of the metal panel on the underside of the bridges be a lighter color?</i>	Yes - We have changed the metal panel finish based on staff comments and selected three coats of Valspar 399C049 Fluropon Classic II - Pewter	18	Yes
7. <i>I'm curious what the view would look like if you were standing on the sidewalk in the middle of the service drive looking up?</i>	All the renderings shared during our staff meeting were of Building G and Building H views published and submitted with previous design review filings.	21-25; 27	Yes
a. <i>Can you produce an additional rendering of that view?</i>	Yes - In response to staff comments we have included the additional requested rendered view.	26	Yes
8. <i>Will lighting be consistent on both bridges?</i>	Yes - The lighting will be standard interior office down lighting intended only to provide safe pedestrian travel across the bridges. There will be no exterior or decorative lighting.	35	Yes
9. <i>Will there be any exterior lighting?</i>	No - We will not be introducing any exterior lighting on the pedestrian bridges.	35	Yes
10. <i>Will there be any large light fixtures on the interior of the bridge?</i>	No - The lighting will be standard interior office down lighting intended only to provide safe pedestrian travel across the bridges.	35	Yes








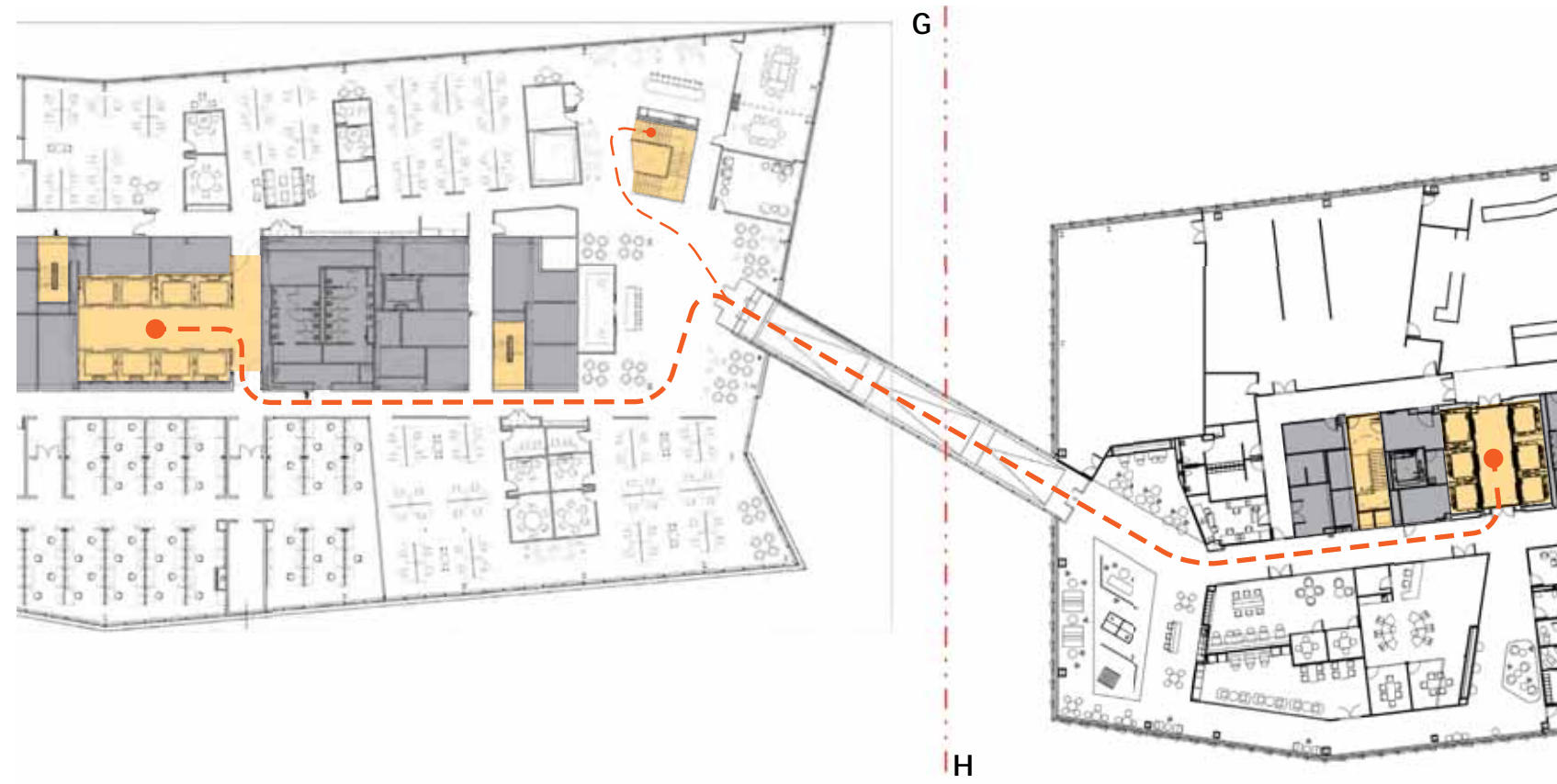


KEY PLAN



LEGEND

-  VERTICAL CIRCULATION
-  BUILDING CORE
-  MAIN CONNECTION POINTS



9TH FLOOR

3RD FLOOR

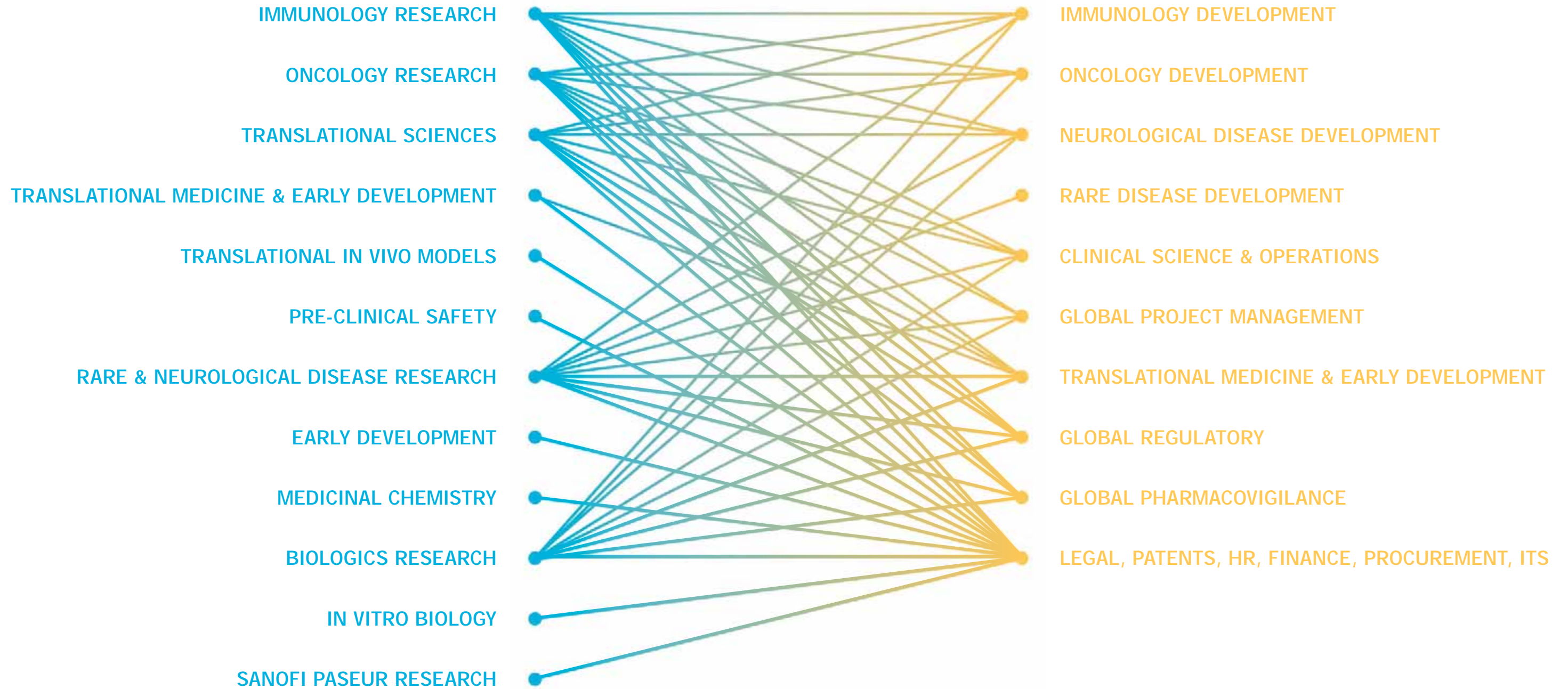


The diagram below illustrates the necessary inter-departmental collaboration required between Parcel G (lab) and H (office) which will be facilitated by the addition of the bridges at levels 3 and 9.

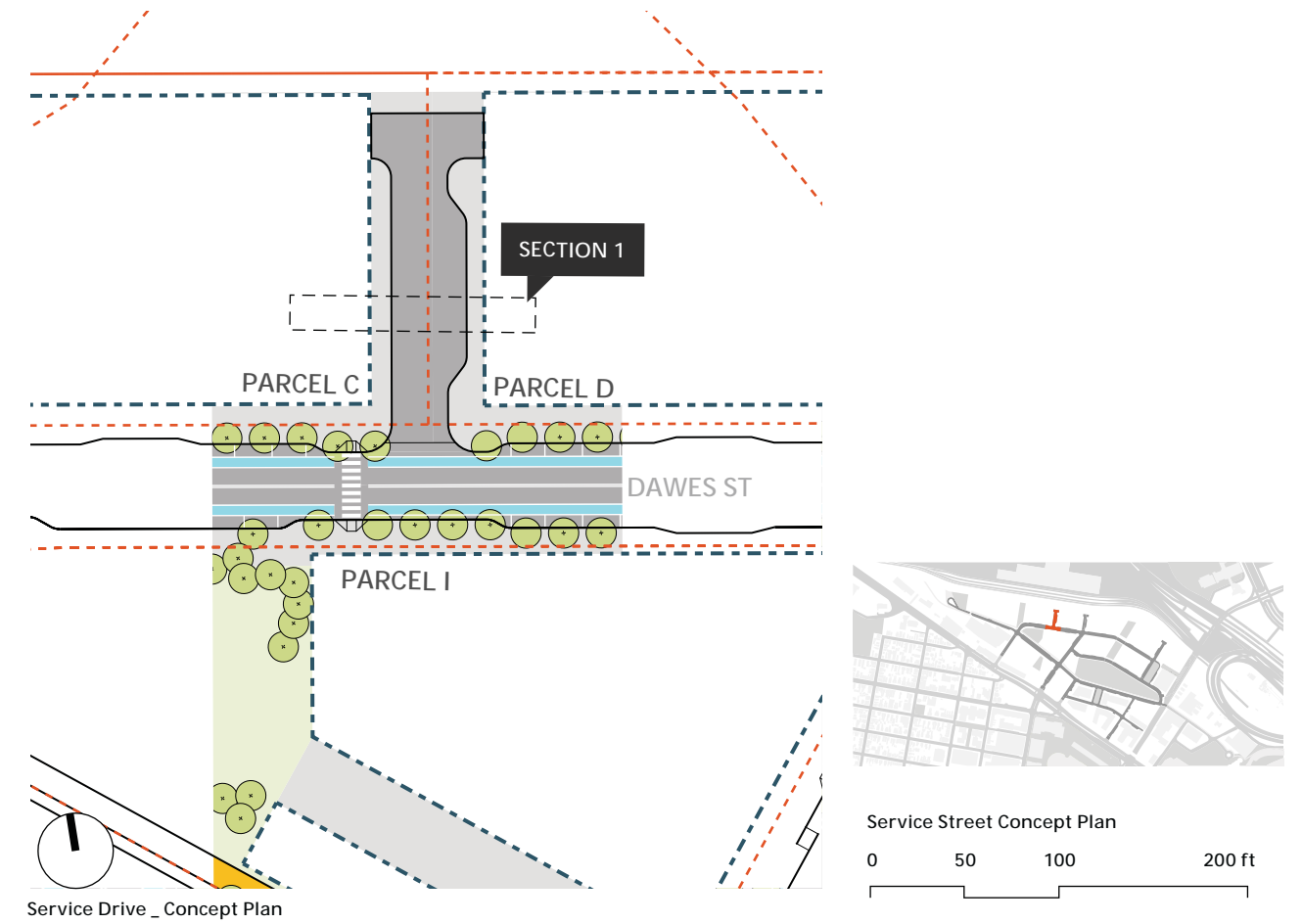
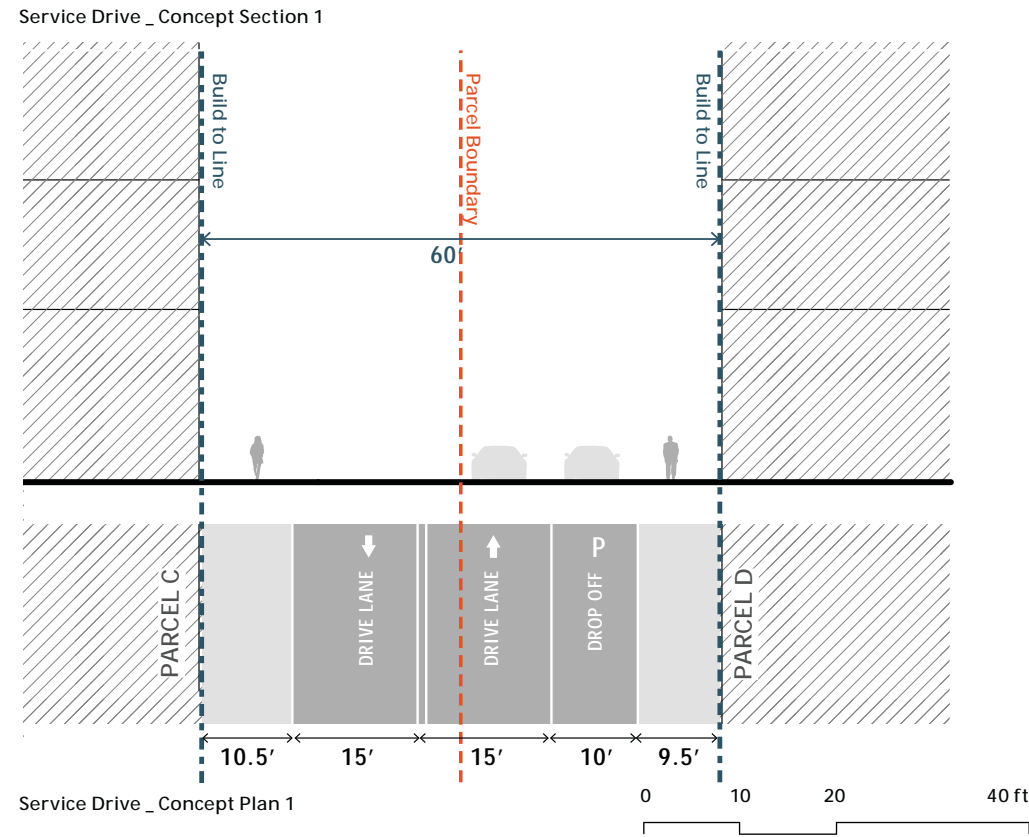
Please note the vertical order of the departments is not indicative of the level on which they reside as this is a purely graphic diagram.

PARCEL G SANOFI DEPARTMENTS

PARCEL H SANOFI DEPARTMENTS



3.2.9 SERVICE DRIVES



BRIDGE CHARACTERISTICS PER CX DESIGN GUIDELINES

- Located over service drive (not public street)
- Majority of wall surface is glass, giving it a light, transparent appearance
- Bridge is narrow so as to minimize amount of surface on the underside
- Bridge facades are different than adjacent buildings
- Bridges have visible structure adding visual interest

Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21

EXHIBIT: 52 SERVICE DRIVE ILLUSTRATIVE DRAWINGS

1. Cady's Alley in Georgetown, Washington D.C. Image Source: <http://patch.com/district-columbia/georgetown/pop-holiday-bazaar-comes-georgetown-design-district-0>



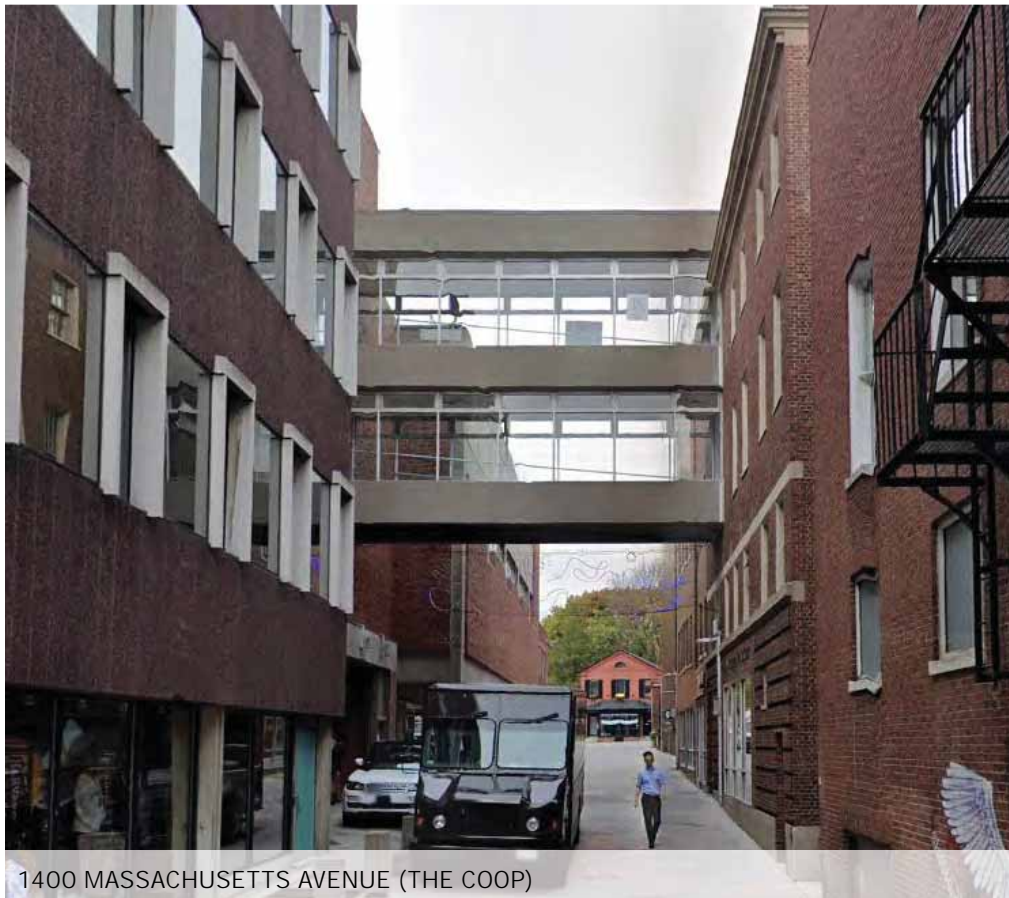
HARVARD UNIVERSITY: LYMAN LAB TO PIERCE HALL



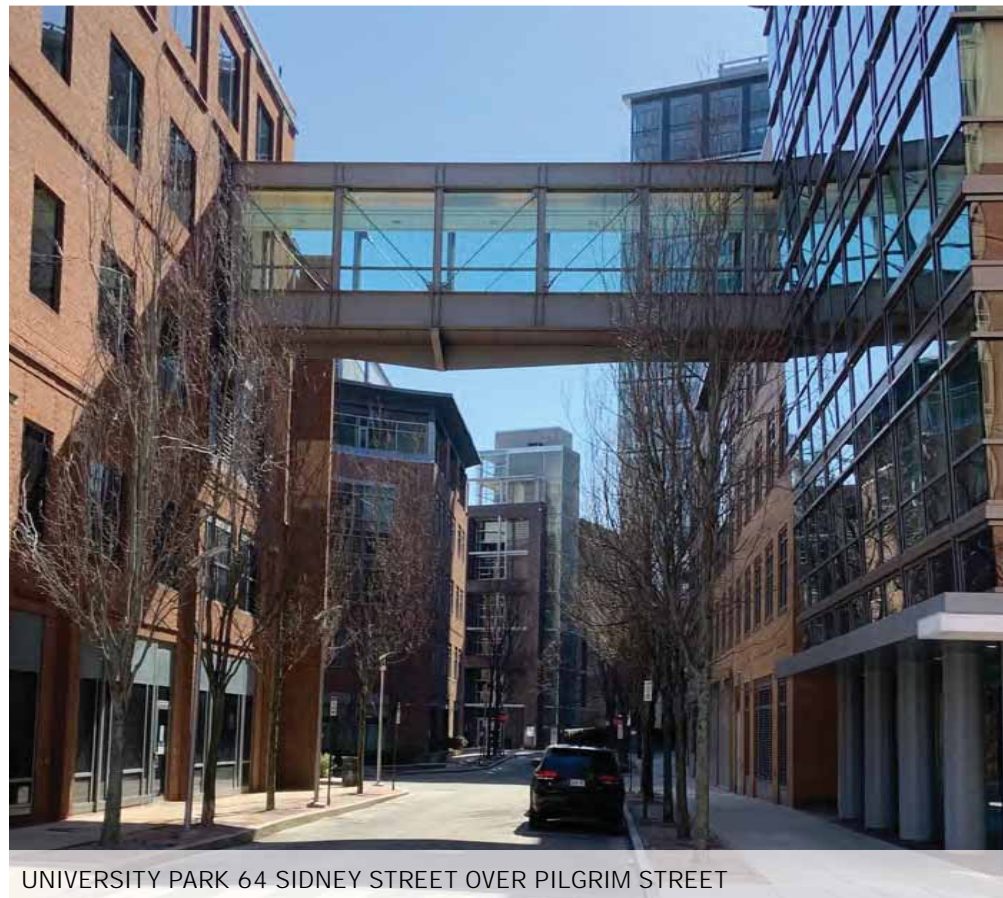
HARVARD UNIVERSITY: LYMAN LAB TO CENTER FOR NANOTECHNOLOGY



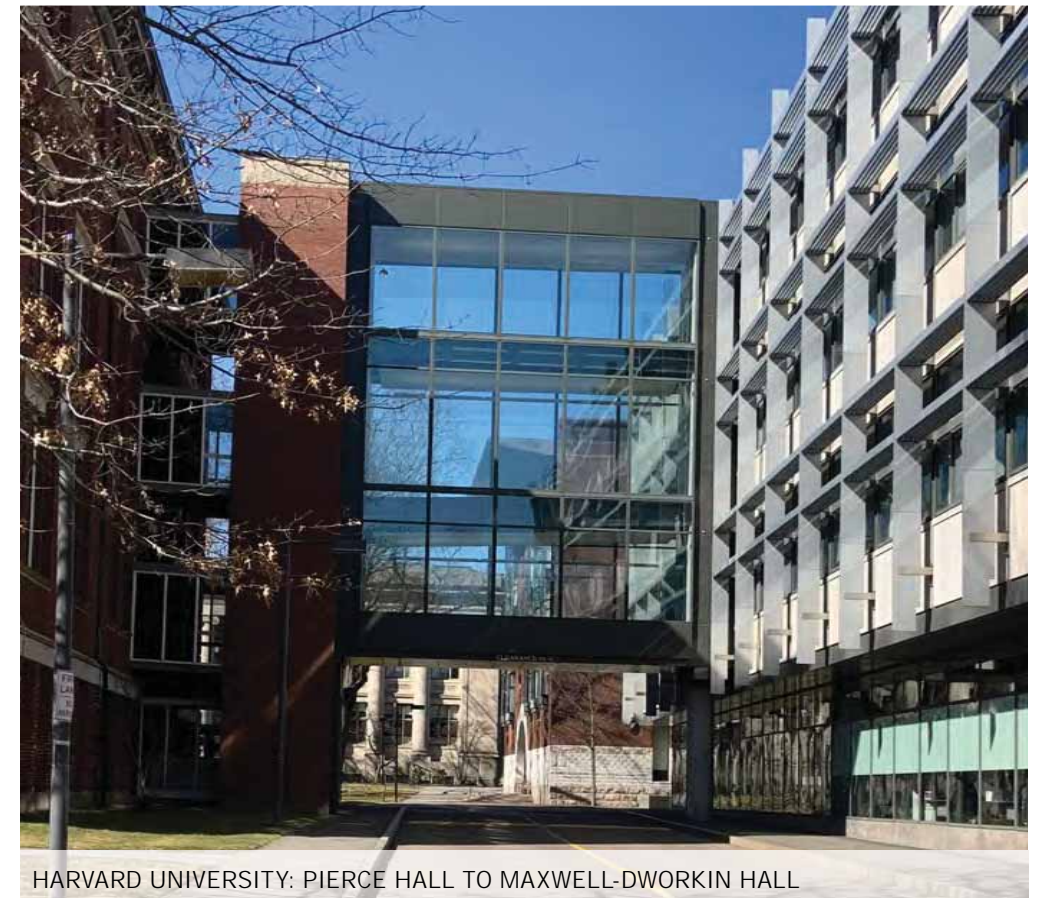
ONE KENDALL SQUARE TO 382 BINNEY STREET



1400 MASSACHUSETTS AVENUE (THE COOP)



UNIVERSITY PARK 64 SIDNEY STREET OVER PILGRIM STREET



HARVARD UNIVERSITY: PIERCE HALL TO MAXWELL-DWORKIN HALL



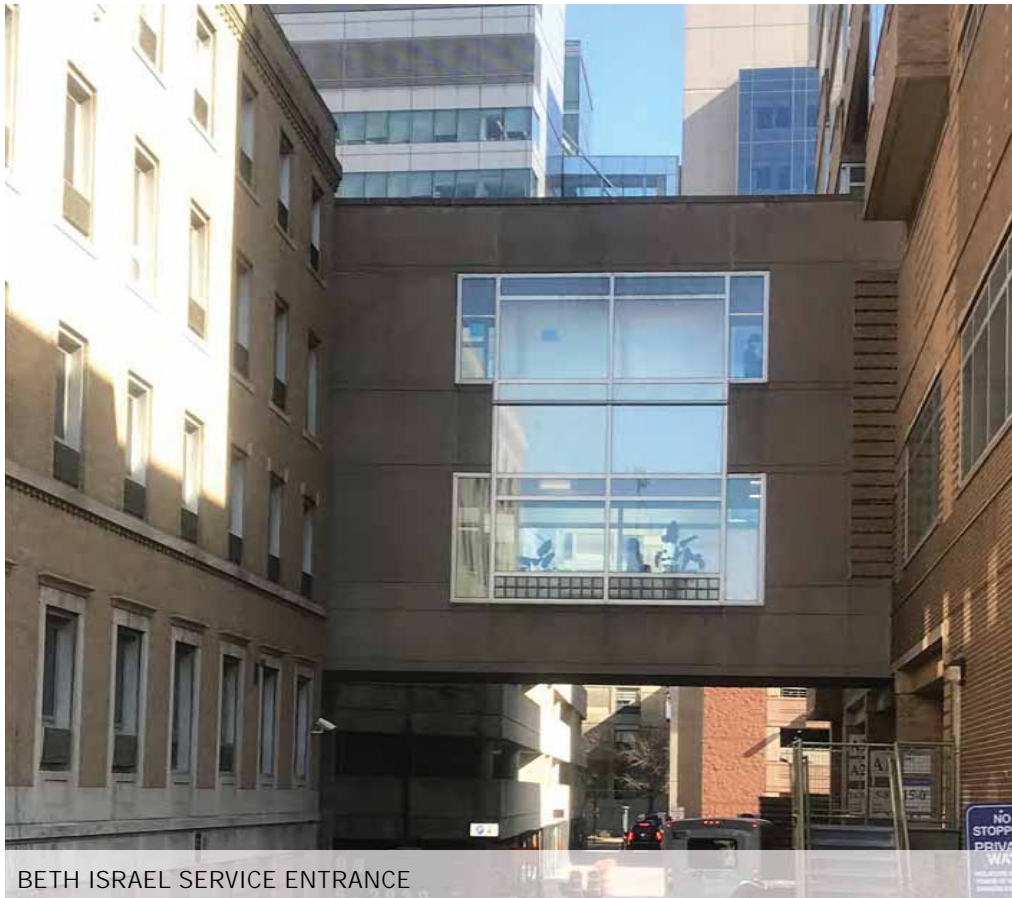
185 PILGRIM ROAD



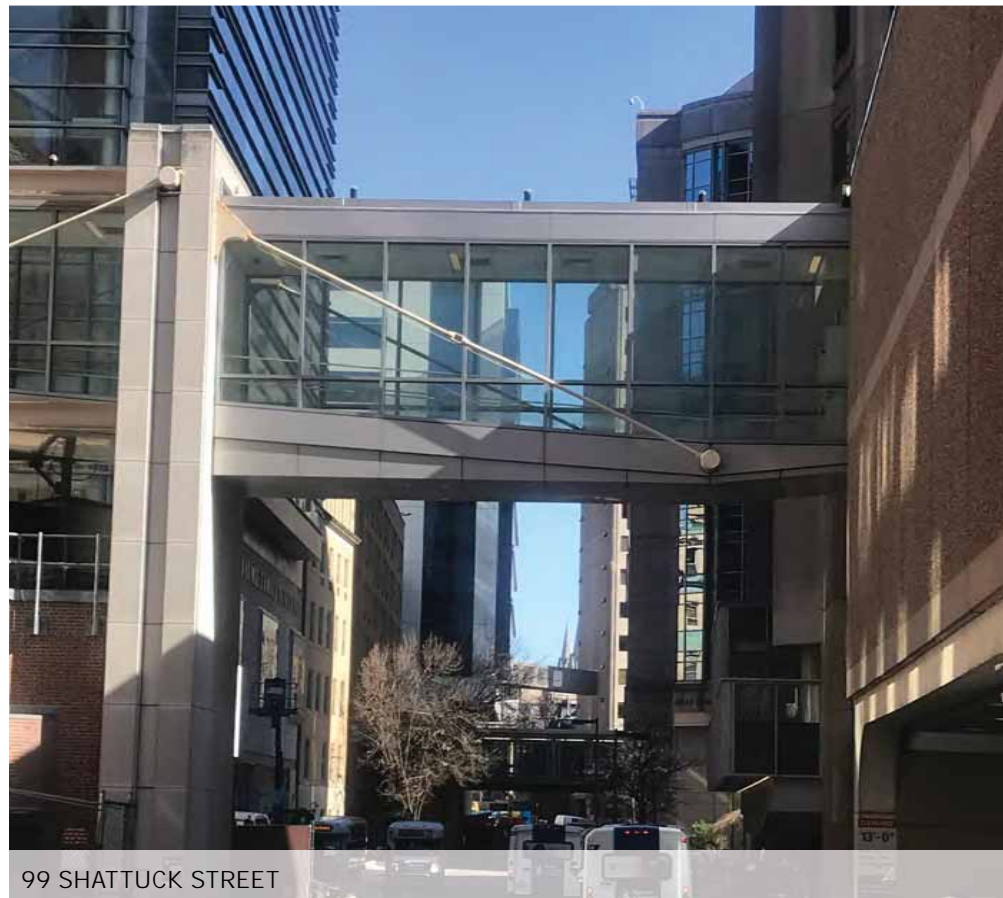
14 BLACK FALCON AVENUE



80 FRANCIS STREET



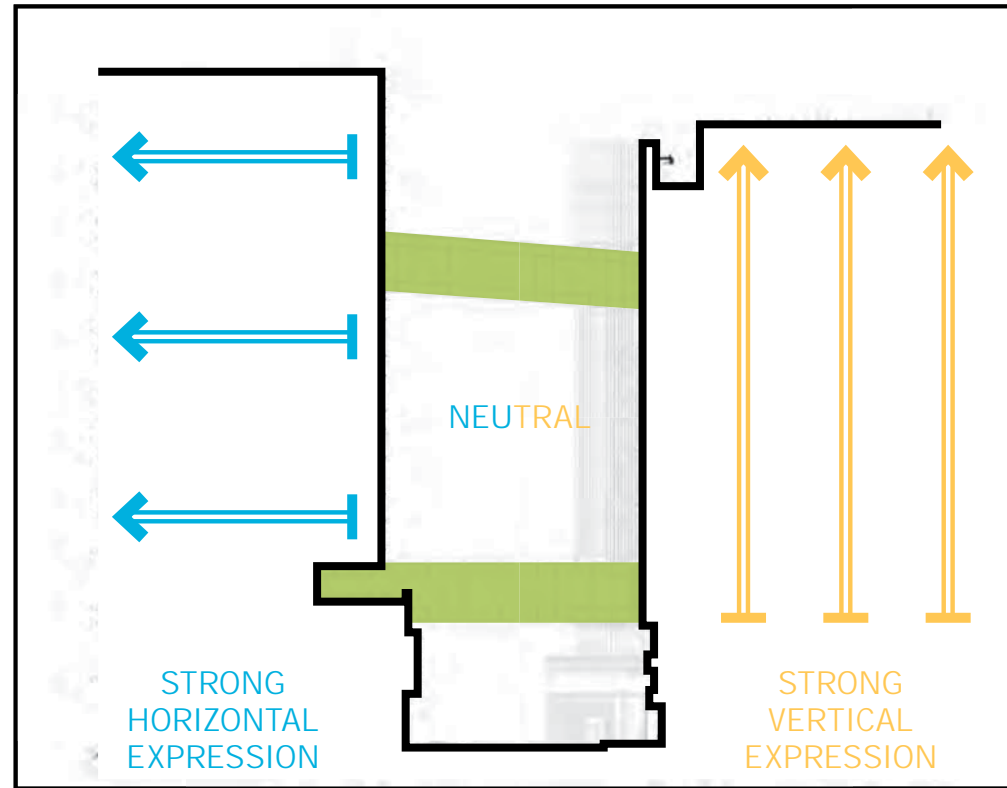
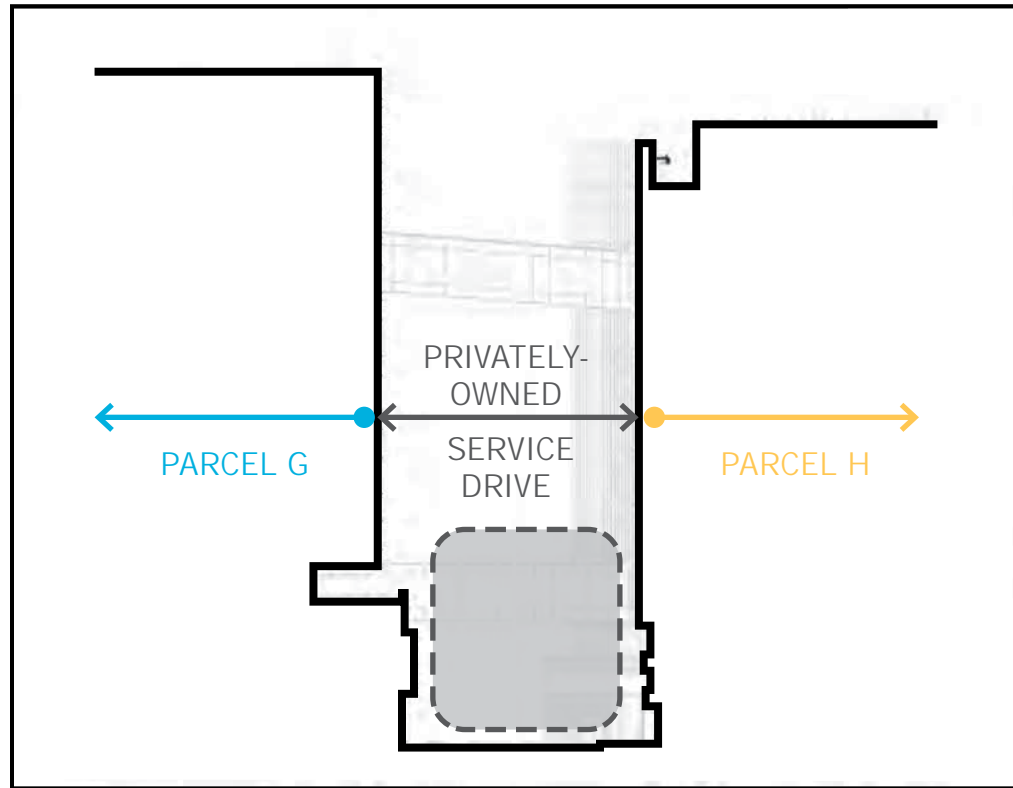
BETH ISRAEL SERVICE ENTRANCE



99 SHATTUCK STREET



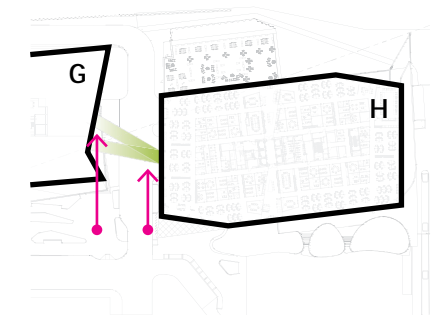
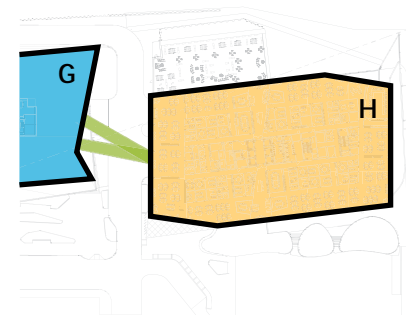
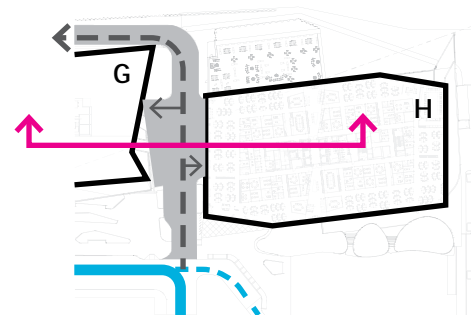
80 E NEWTON STREET



LOCATE OVER PRIVATELY-OWNED SERVICE DRIVE

"NEUTRAL" MATERIALS AND MASSING TO AVOID DISTRACTING FROM THE STRONG EXPRESSIONS OF PARCELS G+H

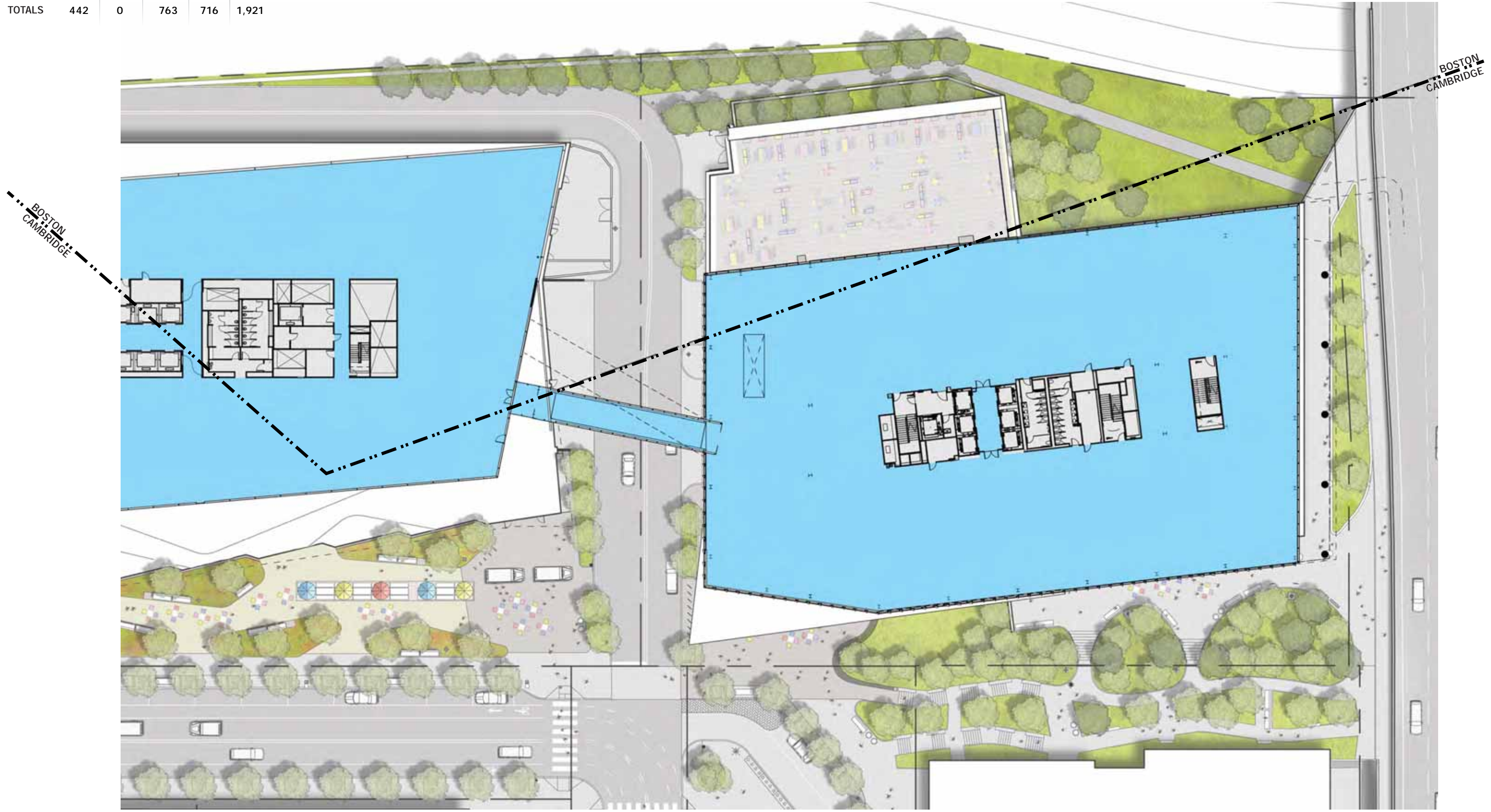
ANGLE AND SEPARATE VERTICALLY TO AVOID CREATING A PERCEIVED "WALL" OR "BARRIER"








ADDITIONAL GFA FROM BRIDGES

	BOSTON		CAMBRIDGE		TOTAL BY LEVEL
	G	H	G	H	
LEVEL 3	72	0	541	342	955
LEVEL 9	370	0	222	374	966
TOTALS	442	0	763	716	1,921



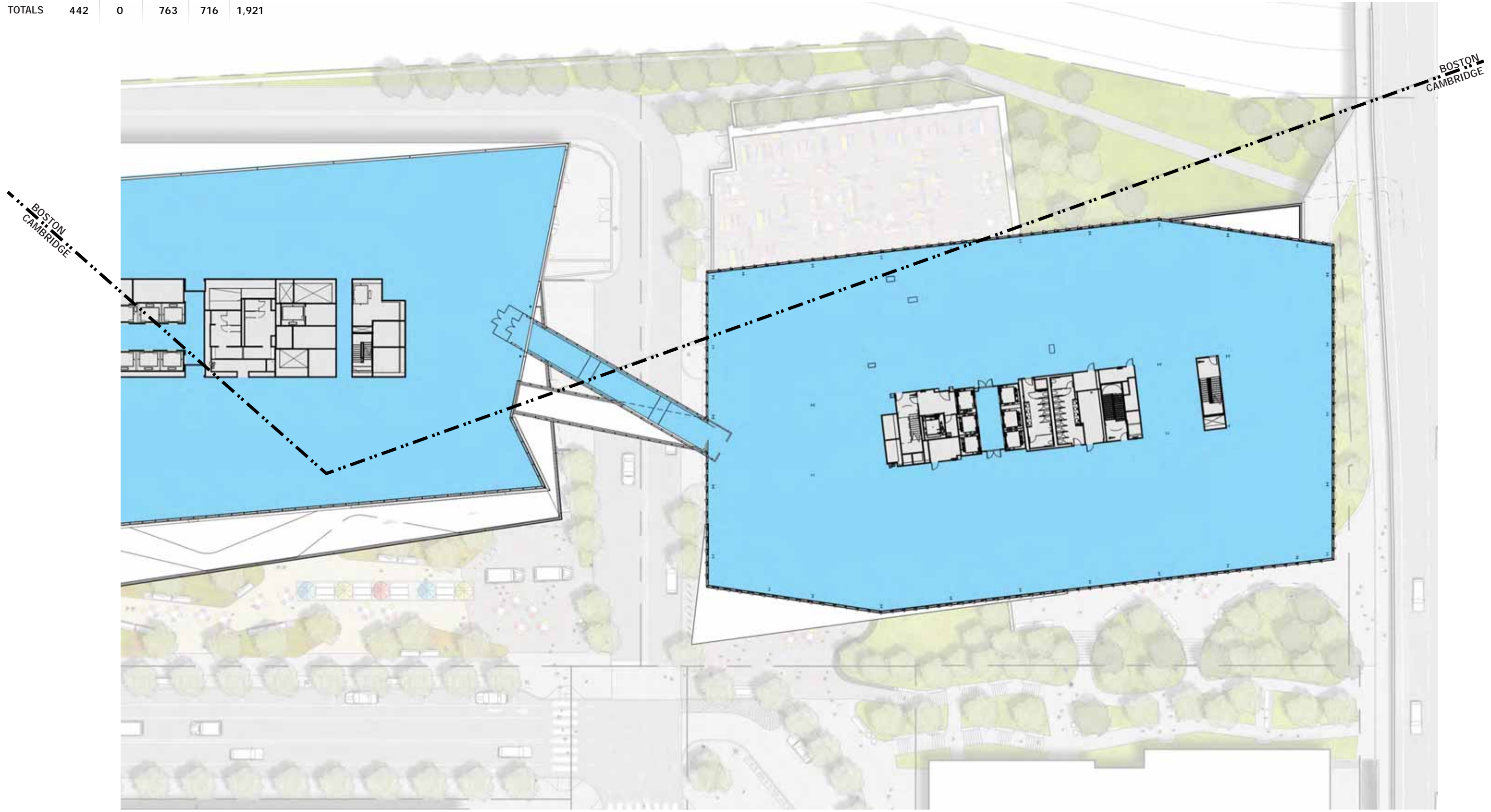
LEGEND

-  VERTICAL CIRCULATION
-  BUILDING CORE
-  MAIN CONNECTION POINTS



ADDITIONAL GFA FROM BRIDGES

	BOSTON		CAMBRIDGE		TOTAL BY LEVEL
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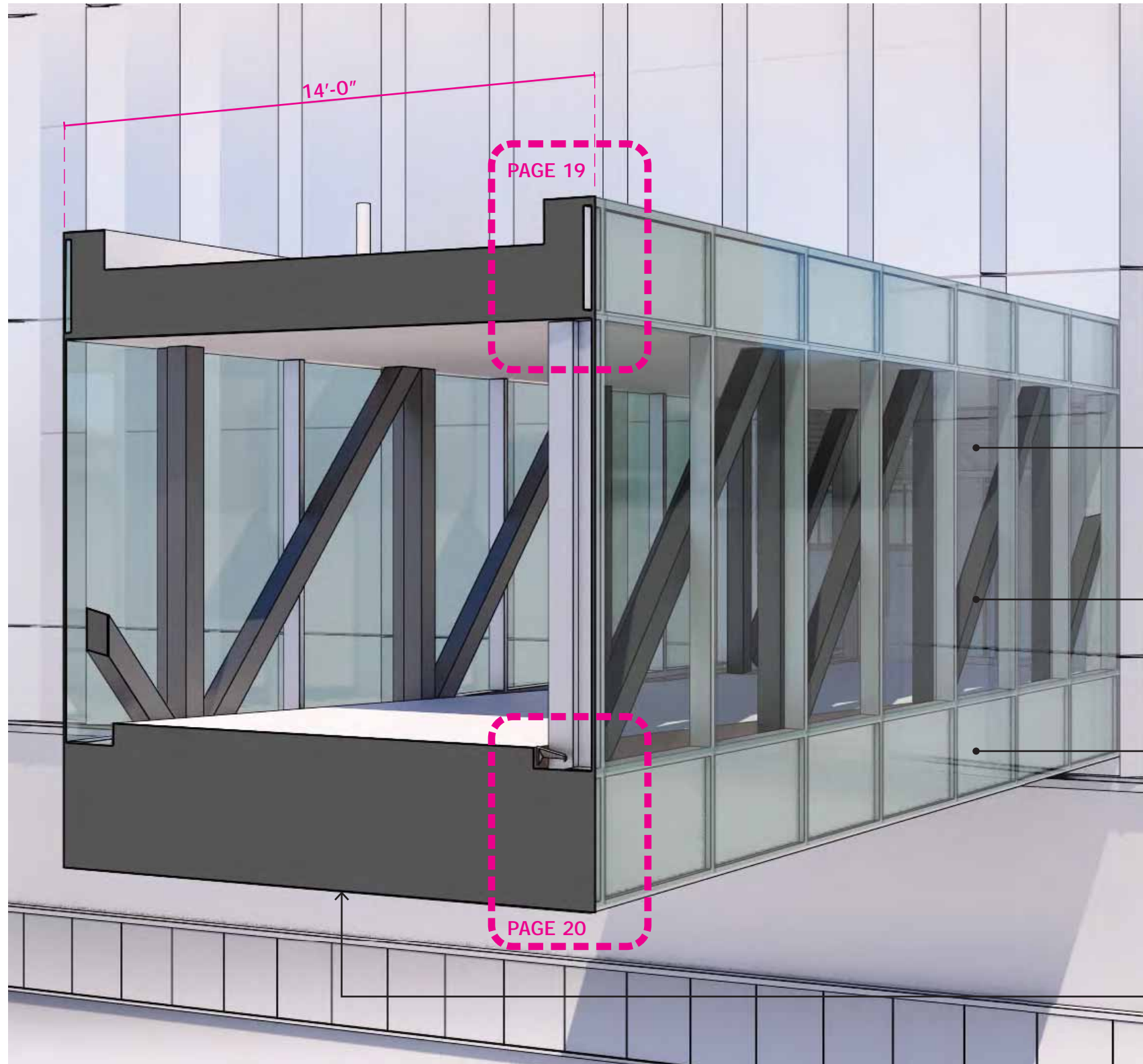
LEGEND

 VERTICAL CIRCULATION

 BUILDING CORE

 MAIN CONNECTION POINTS





ULTRA-CLEAR VISION GLASS

PAINT-COATED STRUCTURAL TRUSS

GLASS SHADOW BOX

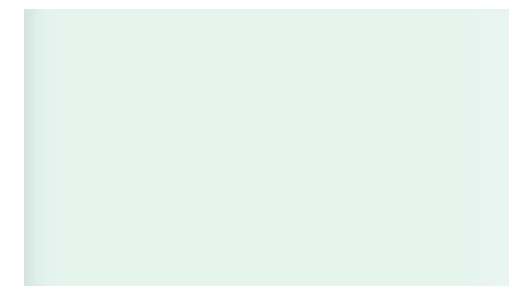
COMPOSITE METAL PANEL SOFFIT



METAL PANEL SOFFIT
 COLOR: (3) Coats of Valspar 399C049
 Fluropon Classic II - Pewter



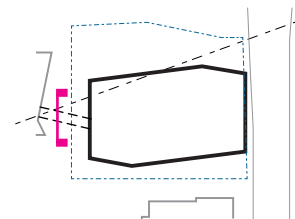
ULTRA-CLEAR VISION GLASS
 1 1/8" IGU (High-VLT Insulated Glazing Unit)

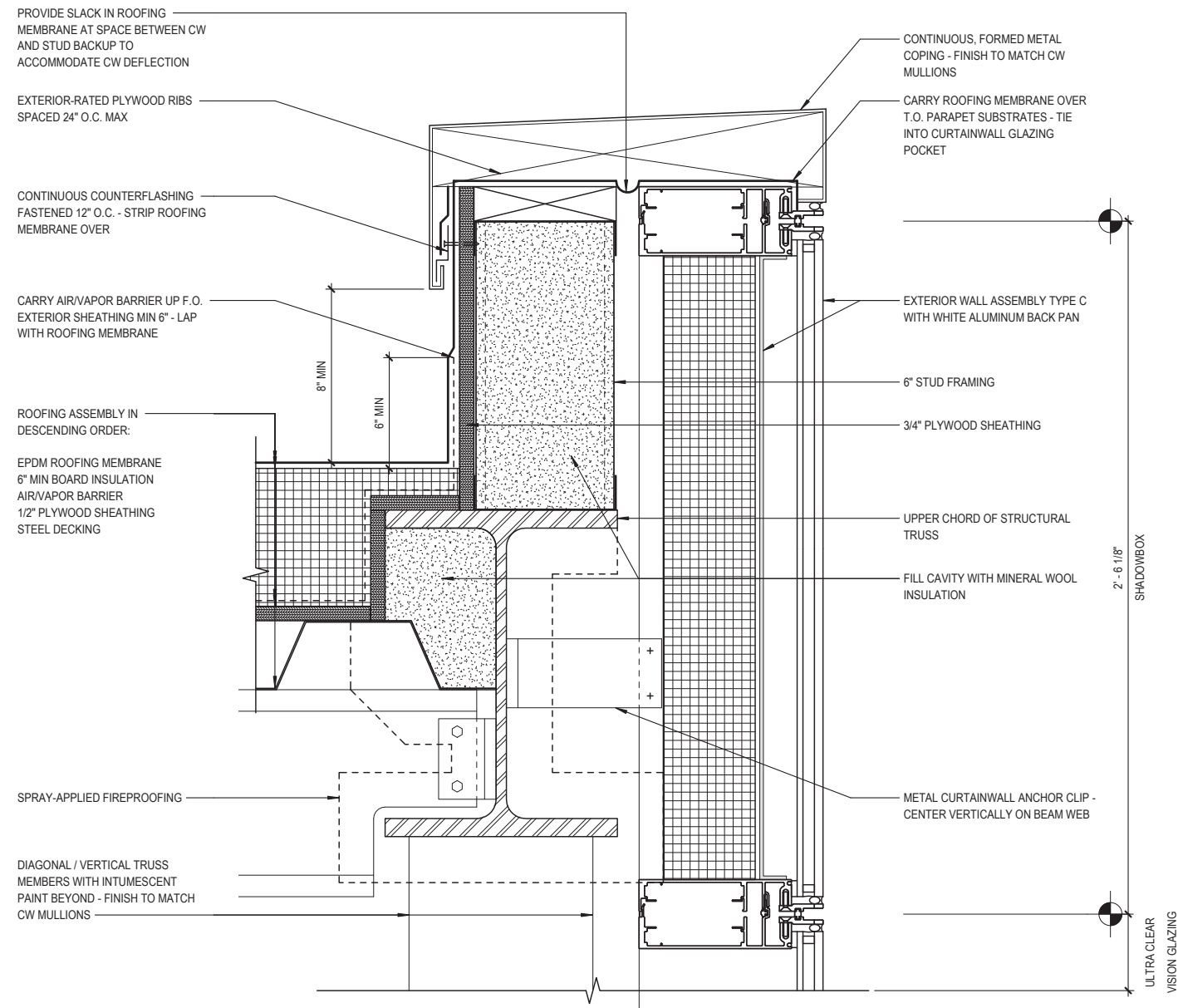


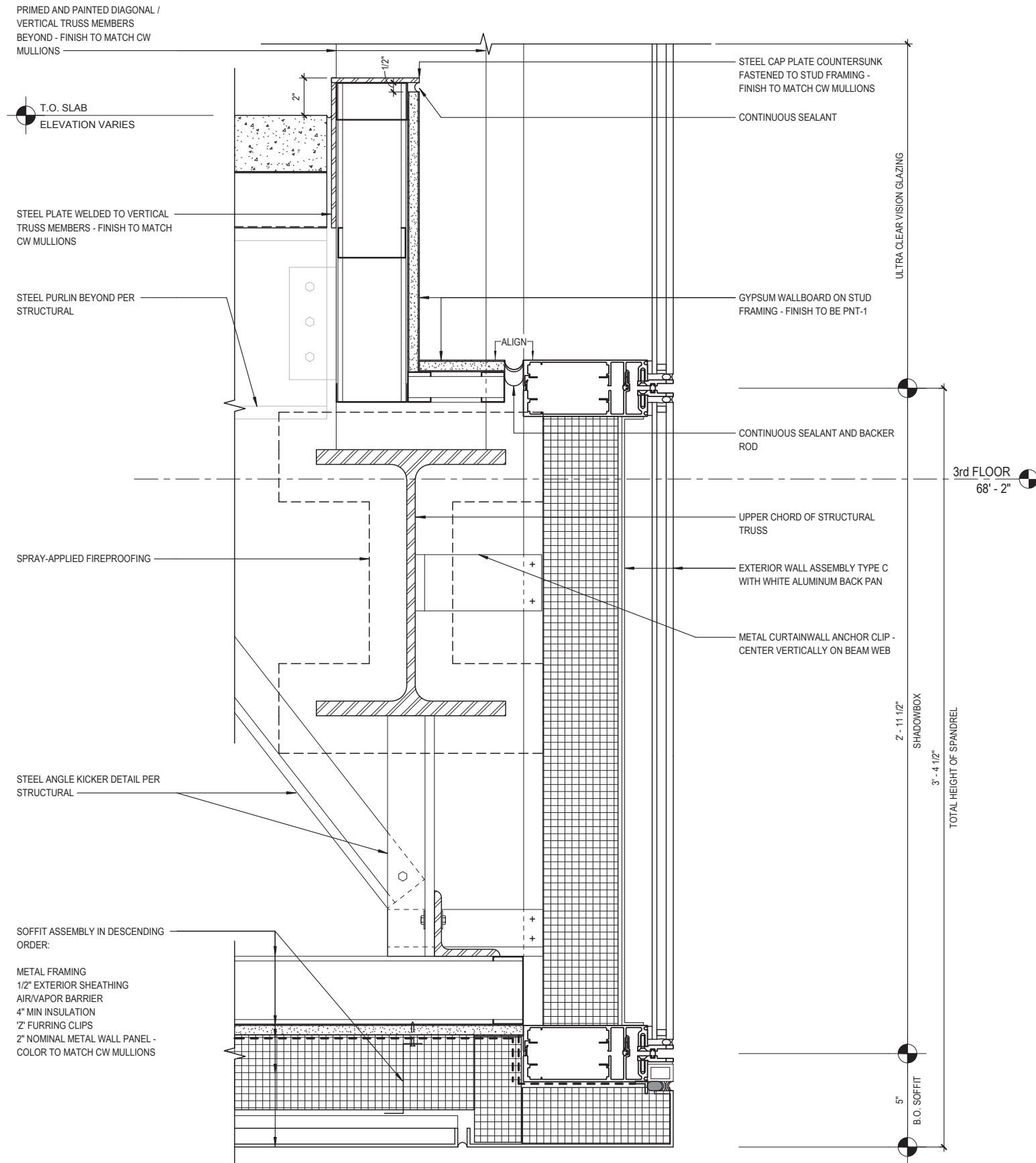
SHADOW BOX GLASS
 1 1/8" IGU (High-VLT Insulated Glazing Unit)

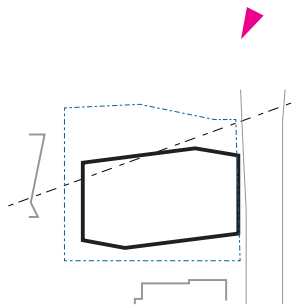


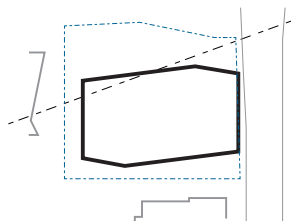
SHADOW BOX GLASS
 UC1345XL Duranar XL white silver (3 coat)

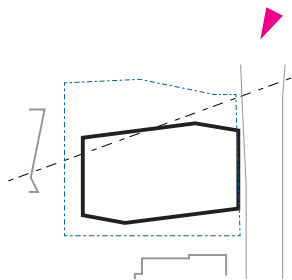


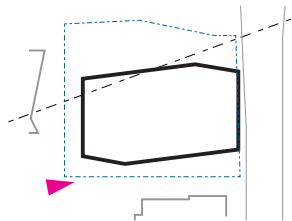


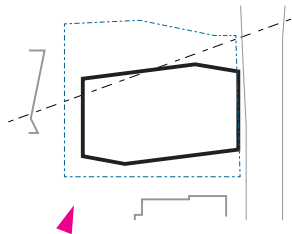


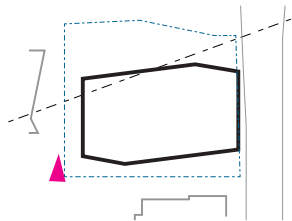


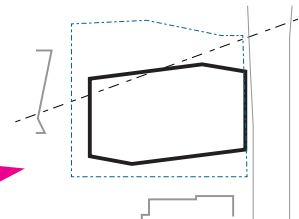








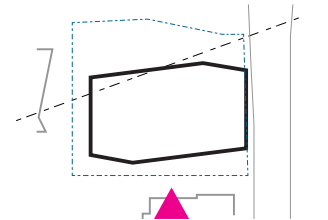
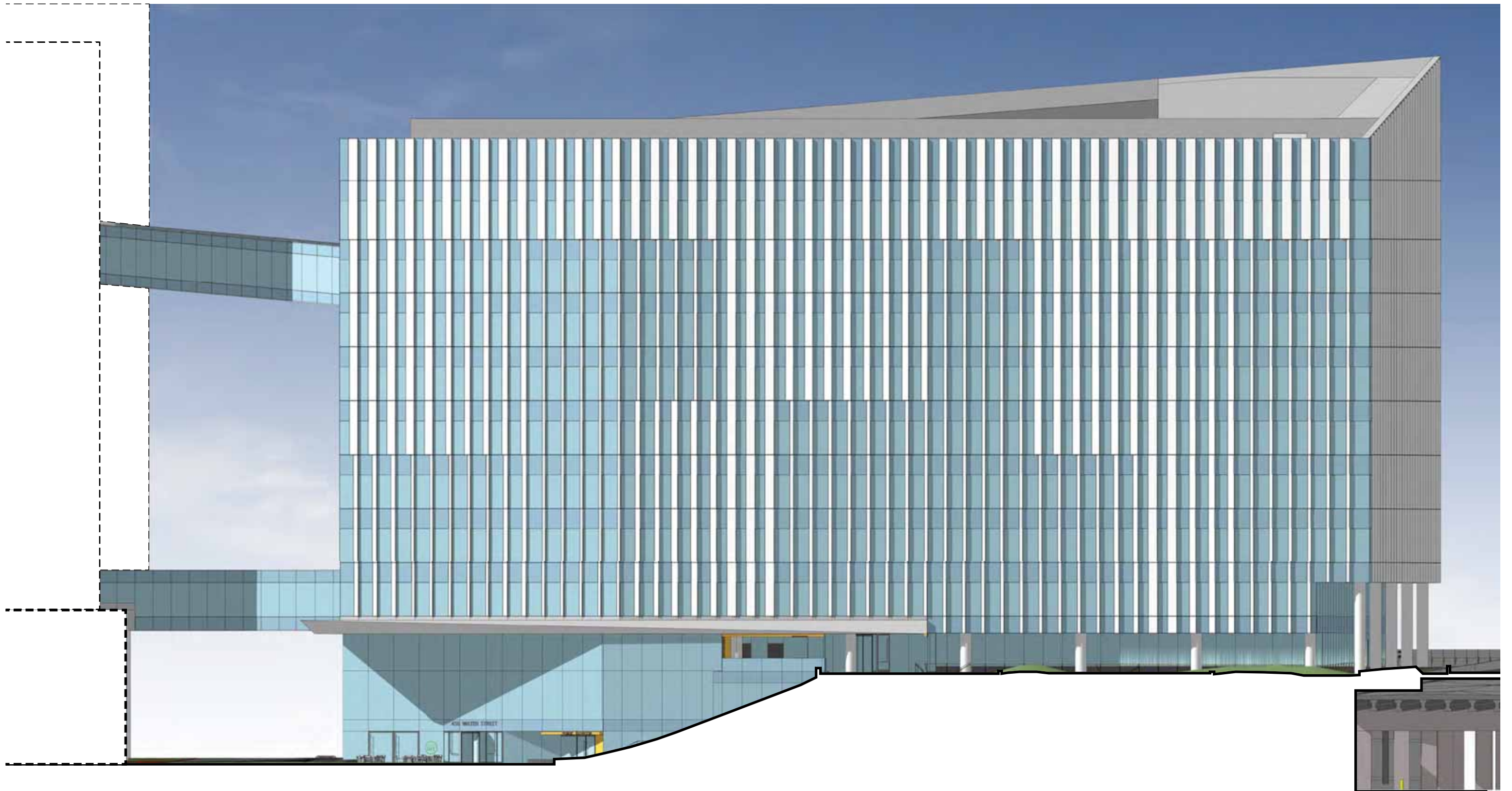


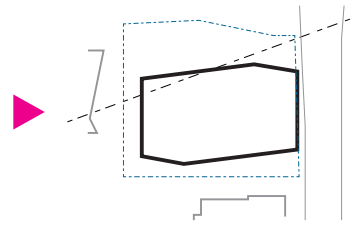


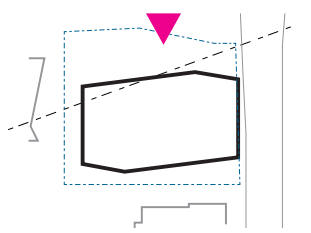
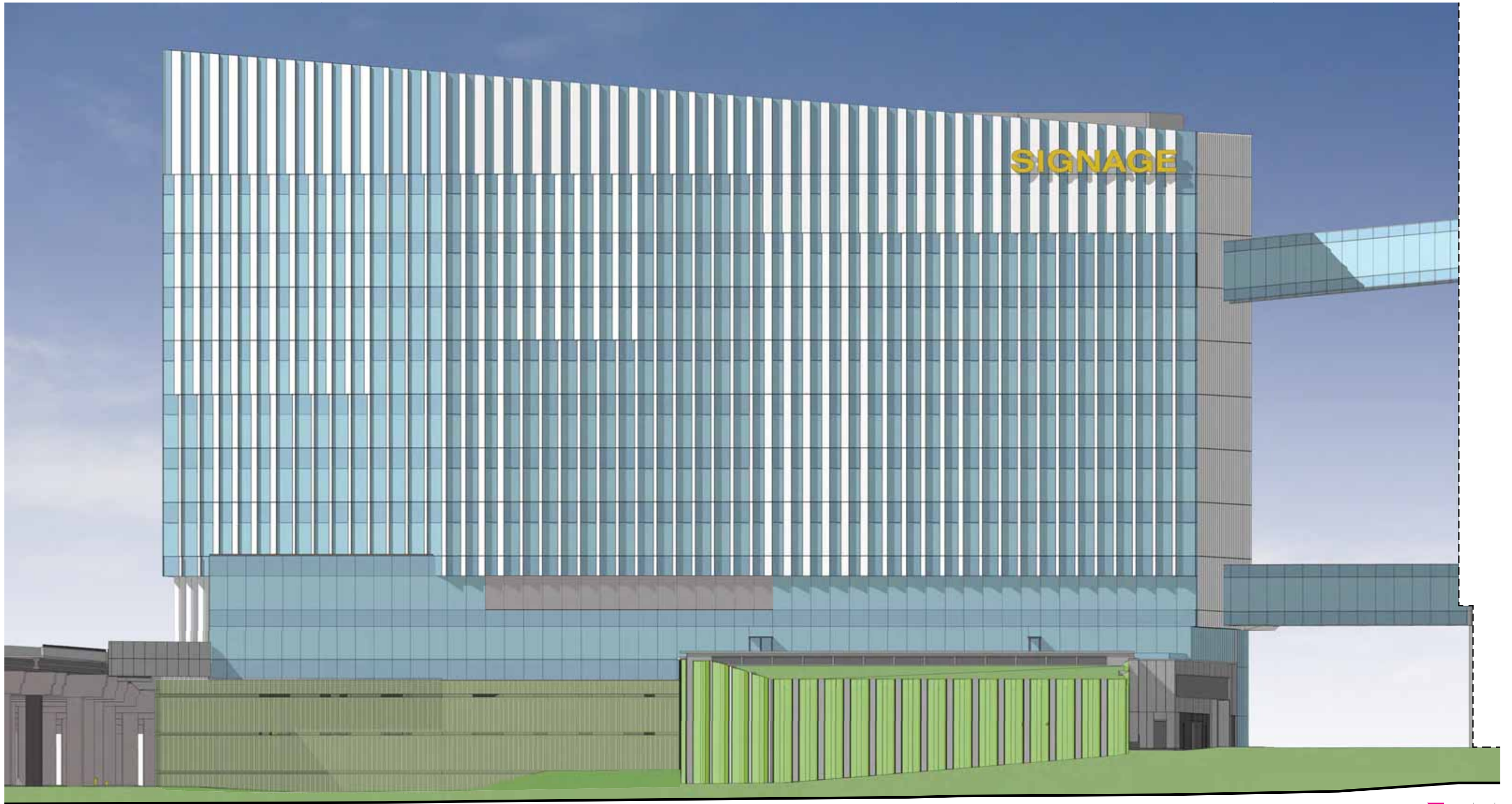


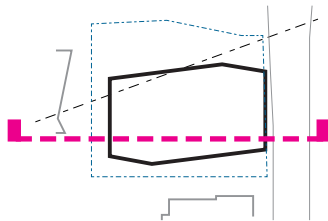
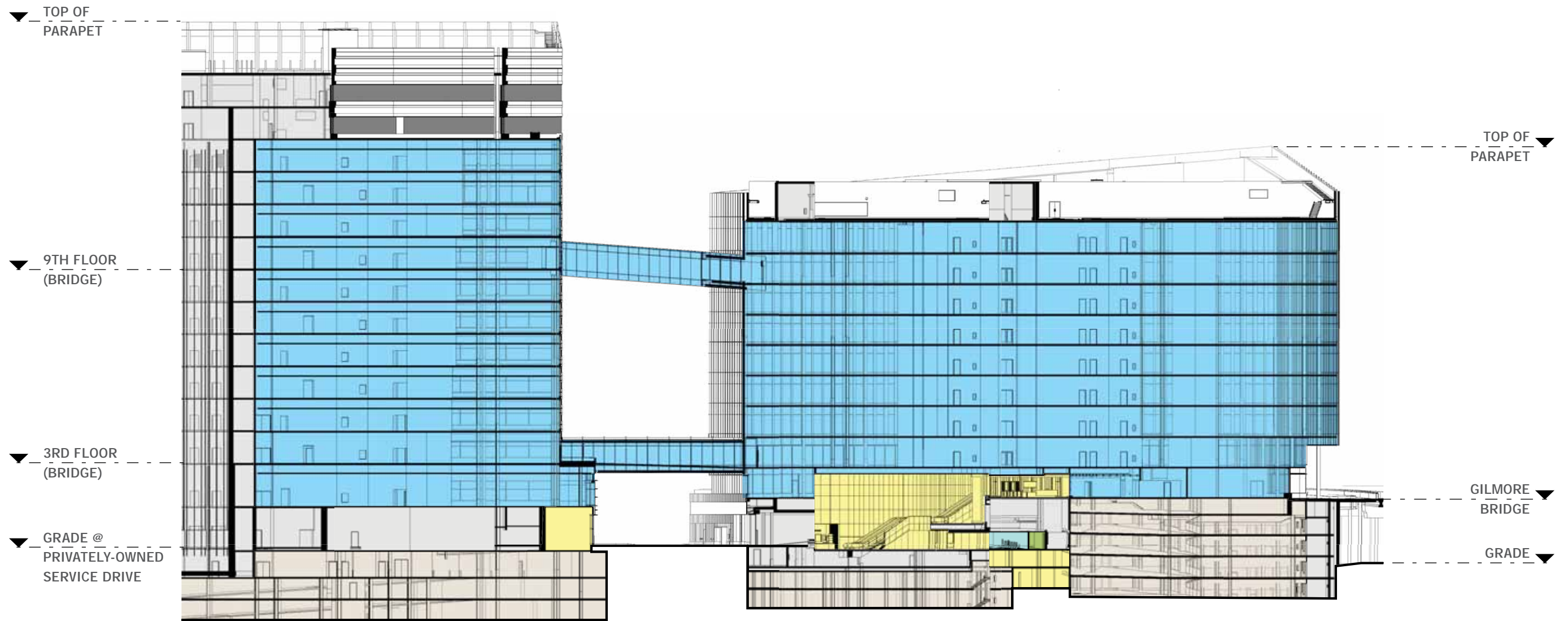
Parcels G+H

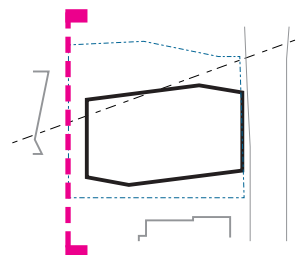
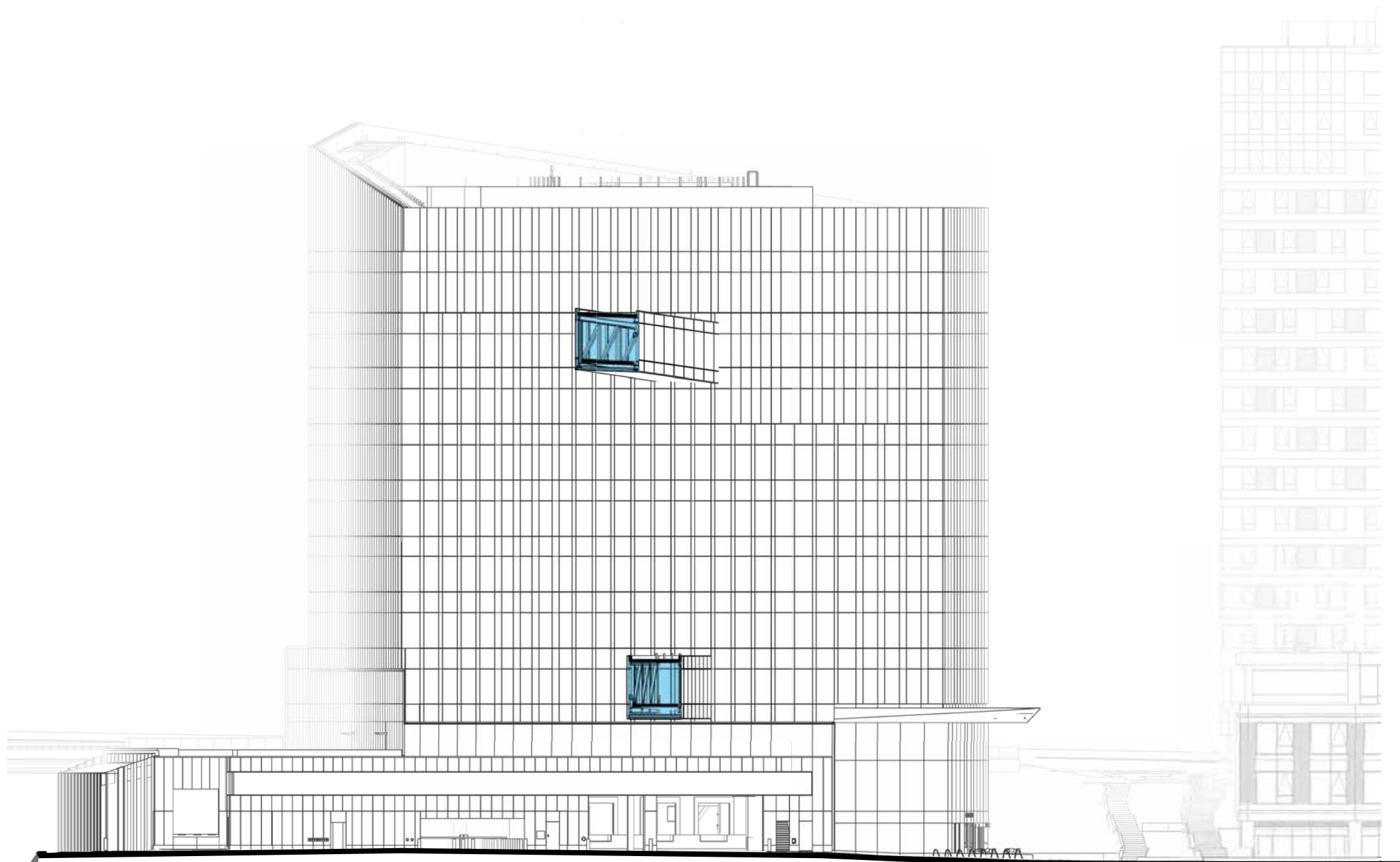
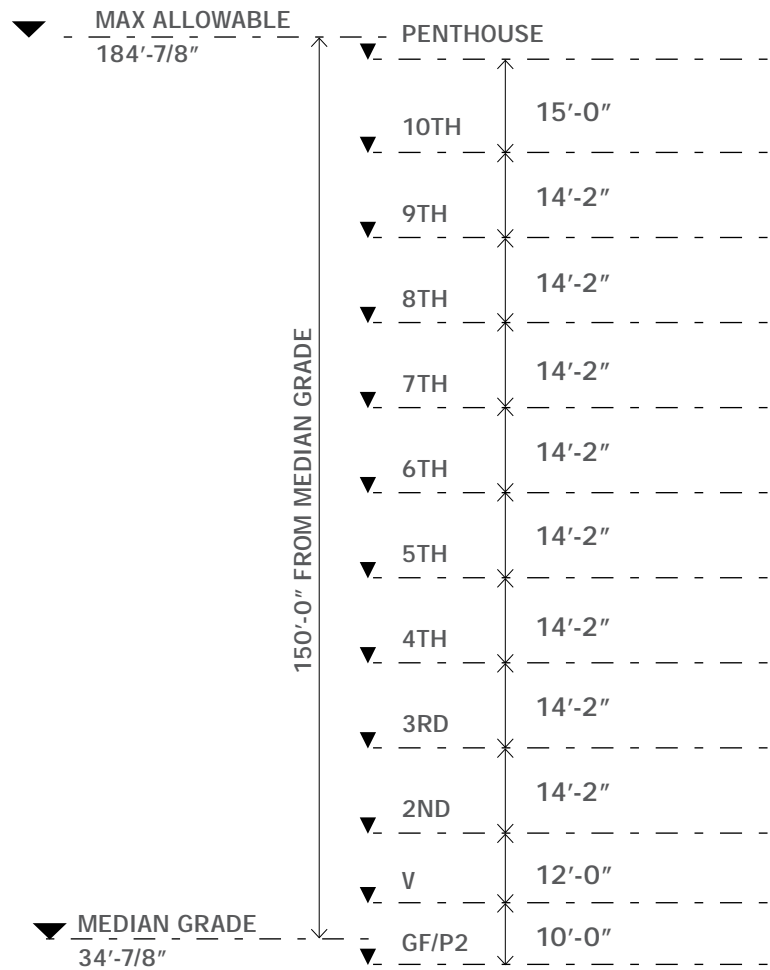
APPENDIX

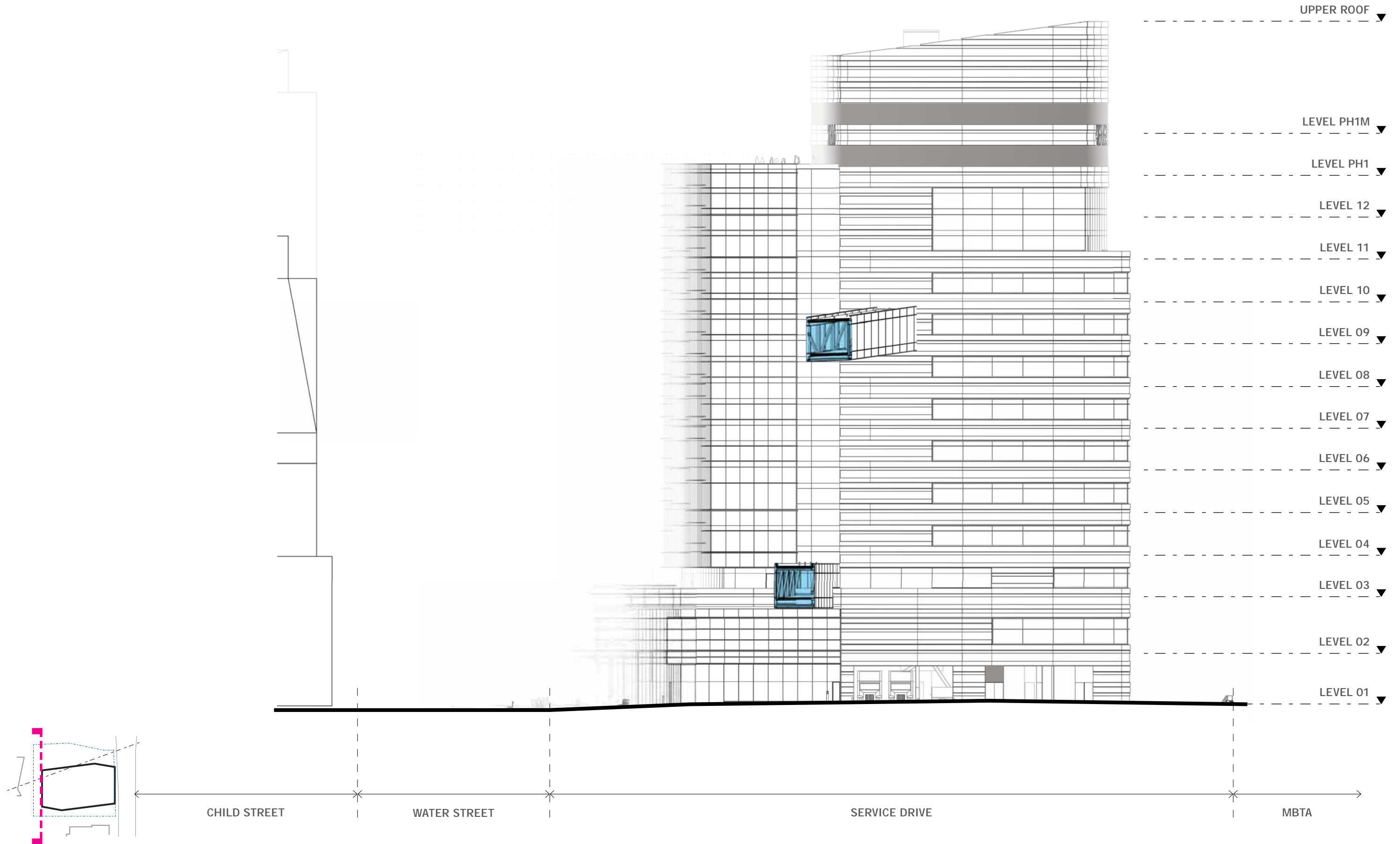




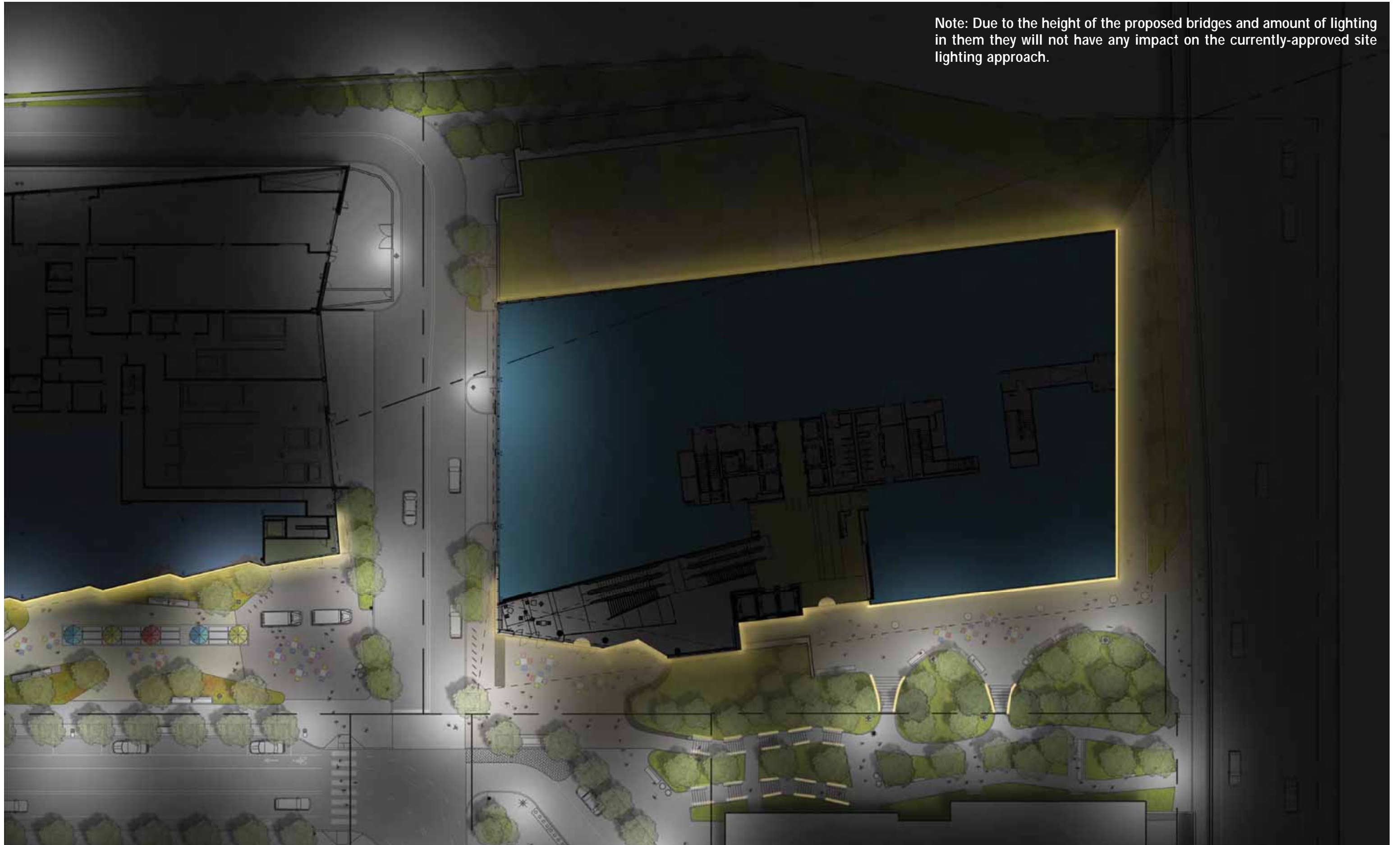








Note: Due to the height of the proposed bridges and amount of lighting in them they will not have any impact on the currently-approved site lighting approach.





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Kevin Conant
NBBJ
RWDI#1703124
MAY 20, 2021

May 20, 2021

Kevin Conant, LEED AP BD+C
Associate | Designer
NBBJ
One Beacon Street Suite
5200 Boston, MA 02108
KConant@nbbj.com

**Re: Addendum to Pedestrian Wind Study Report
Parcels G and H – Northpoint Site
RWDI Reference No. 1703124**

Dear Kevin,

Rowan Williams Davies & Irwin Inc. (RWDI) was retained in 2017 to assess the pedestrian wind conditions for the proposed Parcels G and H of Northpoint Site in Cambridge, MA, in 2017. The results of that study were presented in a report issued on September 26, 2017.

RWDI has since reviewed updated information for Parcel G and Parcel H which was received on March 1, and May 4, 2021. The intent of the present report is to comment on the impact of the design changes on the wind conditions predicted from the wind tunnel test conducted in 2017.

Most significant design changes to Parcel G and Parcel H include:

- Coniferous plantings along the north elevations of both Parcels G and H (Images 1a and 1b);
- Addition of chemical facilities to the northeast corner of Parcel G, which is surrounded by a 29ft tall fence (see Image 2); and,
- Two bridges connecting Parcels G and H at Levels 3 and 9 (see Image 3).



Image 1) Landscaping plan of Parcels G and H

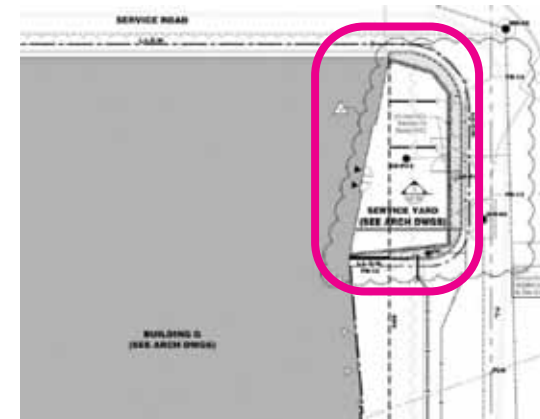
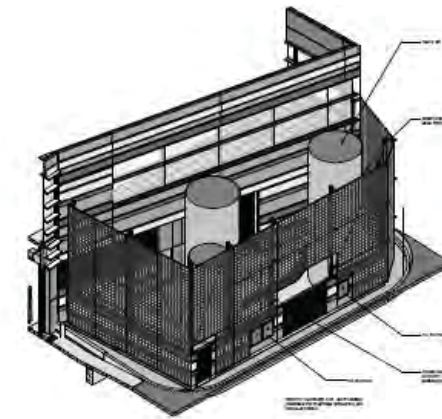


Image 2) Chemical facility to the northeast corner of Parcel G



Image 3) Two bridges connecting Parcels H and G (2021 update design)

The service area between the two parcels is expected to experience occasional uncomfortable wind conditions during the winter. The upper bridge at Level 9 will not have any wind impact on the ground level. The lower bridge at Level 3 creates a more confined area, which may accelerate winds slightly more in the area underneath the bridge. The addition of the chemical storage facility at northeast corner of Parcel G is a positive design feature which could help to reduce wind speeds in this area. In addition to the wind speed reduction resulting from the chemical storage facility, the design teams have proposed landscaping and planting features that will also help to reduce the wind speeds. These features include a number of canopy trees to the south as well as coniferous/evergreen trees to the north of both Parcels G and H. The design teams have taken measures to enhance the pedestrian experience by locating pedestrian entrances and points of interest away from the service drive between Parcels G and H. It is our understanding that this area will be a service area and driveway and is not expected to be used for any prolonged activities; therefore the predicted higher wind speeds maybe considered acceptable. If reduced wind speeds in this area are desired, additional localized wind control features can be incorporated to reduce wind speeds to acceptable levels.



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rwdi.com



Image 4) Enlarged plan of privately-owned service drive between Parcels G and H



Kevin Conant
 NBBJ
 RWDI#1703124
 MAY 20, 2021

Closing

We trust that this letter gives the design team a good idea about the impact of design changes on the predicted wind conditions. Should you have any questions or require additional information, please do not hesitate to contact us.

Yours truly,

RWDI

Saba Saneinejad, Ph.D.
 Senior Technical Coordinator/ Associate Principal

Sonia Beaulieu, M.Sc., PMP, P.Eng.
 Senior Project Manager / Principal



May 17, 2021

City of Cambridge
Inspectional Services Department
831 Massachusetts Ave
Cambridge, MA 02139

Re: Cambridge Crossing Parcel H, Cambridge, MA

To Whom It May Concern:

This is to inform you that we have provided energy modeling services for this project to confirm that the project meets the requirements of the Massachusetts "Stretch" Energy Code. Energy modeling was performed using eQUEST v3.65 software in accordance with IECC 2015.

The results of the energy model show that the designed building uses 46.5% less energy than a similar building that meets ASHRAE 90.1-2013 minimum requirements. This exceeds the "Stretch" Code requirement of 10% energy savings. Attached is a summary of energy savings of the design case as compared to the baseline (Code compliant) case.

If there are any questions, feel free to contact me at Adam_Jennings@aha-engineers.com.

Sincerely yours,

A handwritten signature in blue ink that reads "Adam Jennings".

Adam Jennings, PE, CEM, LEED AP, CBCP
Associate Partner | Department Manager
Energy, Sustainability & Commissioning



\\fs3\AHALexCam\Projects\2017-Boston-Cam-Rep\M0810-004.00\LEED\Updates With Bridges\Energy code affidavit - Parcel H with tenanat bridges.docx

SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
<p>CAMBRIDGE ZONING ORDINANCE</p> <p>PB #179 Amendment #6 (Major) - Northpoint PUD</p> <p>Memorandum dated January 13, 2015 2. Updated parking ratios</p>	<p>Per this memorandum the parking ratios for Parcel G have been adjusted from the City of Cambridge's Zoning Ordinance Article 6 and are as follows:</p> <p>Office: Maximum of 0.9 spaces/1,000 s.f. Lab/R&D: Maximum 0.8 spaces/1,000 s.f.</p>	<p>This project includes the following:</p> <p>450,895 GFA</p> <p>60%/40% Lab-Office: Lab: 270,537 GFA - 217 Spaces Office: 180,358 GFA - 163 Spaces Total: 379 Spaces</p> <p>100% Office: 450,895 GFA - 406 spaces</p> <p>This project will have 406 parking spaces. The Bridge Connectors will add 1,205 sf of GFA on Parcel G, resulting in an additional parking count of 1 space under either the Office and Lab/R&D calculations. Of the 406 total spaces provided by the project, 29 spaces are currently fenced off for a future Cambridge Crossing development. The project will allocate 2 of those 29 fenced-off spaces for the Bridge Connectors on Parcels G and H.</p>	<p style="text-align: center;">✓</p>
<p>521 CMR - SECTION 23.2.1 521 CMR - SECTION 23.2.2</p>	<p>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.</p>	<p>This project will have 12 standard + 4 van accessible parking spaces.</p> <p>No change resulting from the Bridge Connectors.</p>	<p style="text-align: center;">✓</p>
<p>521 CMR - SECTION 23.4.1 521 CMR - SECTION 23.4.2</p> <p>CAMBRIDGE ZONING ORDINANCE Article 6.42</p>	<p>Accessible Parking: 8'-0" Wide + 5'-0" Access aisle Length equal to local zoning req's Maneuvering Aisle Width: 22'-0" Regular Spaces: 8'-6" x 18'-0" Compact Spaces: 7'-6" x 16'-0" (50% Maximum) Handicap Spaces: 12'-0" x 18'-0"</p>	<p>No change resulting from the Bridge Connectors.</p>	<p style="text-align: center;">✓</p>
<p>CAMBRIDGE ZONING ORDINANCE Article 6.104.1 Article 6.104.2</p>	<p>Long Term Bicycle Parking shall be provided within the building containing the use or uses that it is intended to serve, or within a structure whose pedestrian entrance is no more than two hundred feet (200') from a pedestrian entrance to such building. Short term bicycle parking on a private lot shall be located within fifty (50') feet of a pedestrian entrance to the building or buildings containing the use or uses it serves. For buildings or uses requiring more than eight (8) Short-Term Bicycle Parking Spaces, some of the required spaces may be located at a greater distance from the entrances, so long as eight (8) Short-Term Bicycle Parking Spaces are available within fifty (50') feet of any entrance.</p>	<p>Long term bike parking is located on the west side of the building right behind the building lobby.</p> <p>Short term parking is located right next to the building entry lobby and by the Garage Lobby located on the southeast corner of the building within fifty feet of both entrances.</p> <p>No change resulting from the Bridge Connectors.</p>	<p style="text-align: center;">✓</p>

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.	Required: 0.05 X 136 = 6.8 spaces Provided: 14 spaces No change resulting from the Bridge Connectors.	✓
CAMBRIDGE ZONING ORDINANCE Article 6.107.2 Article 6.107.3	LONG TERM BICYCLE PARKING REQUIREMENTS: 0.30 / 1,000 GFA (OFFICE) 0.22 / 1,000 GFA (LABS) SHORT TERM BICYCLE PARKING REQUIREMENTS: 0.06 / 1,000 GFA (OFFICE) 0.06 / 1,000 GFA (LABS)	Two potential scenarios are outlined below: Long Term: 60%/40% Lab-Office: Lab: 270,537 GFA - 0.22 X 271 = 60 Spaces Office: 180,358 GFA - 0.30 X 181 = 55 Spaces Total: 115 Spaces 100% Office: Office: 450,895 GFA - 0.30 X 451 = 136 Spaces Short Term: 60%/40% Lab-Office: Lab: 270,537 GFA - 0.06 X 217 = 17 Spaces Office: 180,358 GFA - 0.06 X 181 = 11 Spaces Total: 28 Spaces 100% Office: Office: 450,895 GFA - 0.06 X 451 = 28 Spaces This project currently provides 144 Long Term spaces and 28 Short Term spaces which satisfies both scenarios. The Bridge Connectors will add 1,205 sf of GFA on Parcel G, resulting in a total of 452,100 GFA. No change in bicycle parking provided resulting from the Bridge Connectors.	✓
CAMBRIDGE ZONING ORDINANCE Article 6.83	Minimum Number of Off Street Loading Bays to be as follows: OFFICE / R&D (Category F) (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 project includes a total of 450,895 GFA of office/lab space. Total of 3 bays required. This project will provide a total of 3 Loading Bays. The Bridge Connectors will add 1,205 sf of GFA on Parcel G, resulting in a total of 452,100 GFA. No change in loading provided resulting from the Bridge Connectors.	✓
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) feet 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) feet in height.	All three bays are sized for following: 52' L X 12' W X 14' H No change resulting from the Bridge Connectors.	✓

#	PAGE	SECTION	GUIDELINE DESCRIPTION	COMPLIANCE	CHECK
			<p>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:</p> <p>0.9 spaces/1,000 s.f.</p>	<p>This building has a total GFA of 365,110 which results in a maximum parking count of 329 spaces. An additional 128 spaces will be allocated from Parcel U's parking requirements.</p> <p>329 MAX + 128 (from U) = 457 MAX spaces</p> <p>The Bridge Connectors will add 716 sf of GFA on Parcel H, resulting in an additional parking count of 0.7. One additional parking will be provided on Parcel G. No change is required on Parcel H.</p>	✓
			MAXIMUM 330 PARKING SPACES	PROVIDED 440 PARKING SPACES	
			<p>401 - 500 Spaces requires a minimum of 9 accessible spaces.</p> <p>One in every eight accessible spaces, but not less than one, shall be van accessible.</p>	No change resulting from the Bridge Connectors.	✓
			REQUIRED 9 ACCESSIBLE PARKING SPACES; 2 VAN; 1 ELECTRIC	PROVIDED 10 ACCESSIBLE PARKING SPACES, 2 VAN, 1 ELECTRIC	
			<p>521 CMR - SECTION 23.4.1</p> <p>521 CMR - SECTION 23.4.2</p> <p>CAMBRIDGE ZONING ORDINANCE Article 6.42</p> <p>Accessible Parking: 8'-0" wide + 5'-0" access aisle (length equal to local zoning requirements)</p> <p>Maneuvering Aisle Width: 22'-0"</p> <p>Standard Spaces: 8'-6" x 18'-0"</p> <p>Compact Spaces: 7'-6" x 16'-0" (50% Maximum)</p> <p>Accessible Spaces: 12'-0" x 18'-0"</p>	<p>Parking spaces that straddle the city line are counted towards the city in which the majority of the space resides.</p> <p>Accessible: 10 standard + 2 van accessible + 1 electric spaces</p> <p>Boston Accessible Electric: 1 spaces</p> <p>Boston Standard: 54 spaces</p> <p>Boston Compact : 15 spaces (18.5%)</p> <p>Boston Electric: 4 spaces</p> <p>Boston Angled: 7 spaces</p> <p>Cambridge Accessible: 7 spaces</p> <p>Cambridge Accessible Van: 2 spaces</p> <p>Cambridge Electric: 7 spaces</p> <p>Cambridge Green: 23 spaces</p> <p>Cambridge Standard: 180 spaces</p>	✓

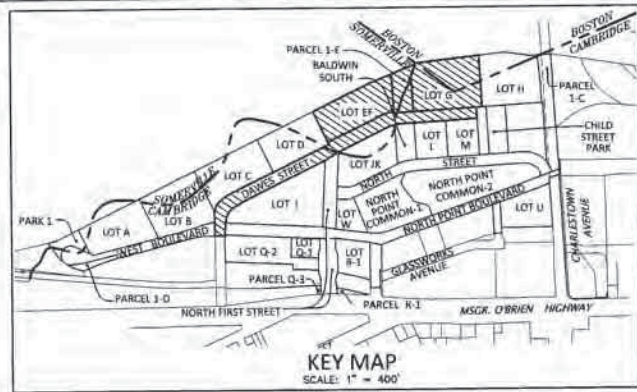
SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
		Cambridge Angled: 3 spaces Cambridge Compact: 137 spaces (38.2%) <i>No change resulting from the Bridge Connectors.</i>	✓
		TOTAL PARKING COUNT 440 SPACES	
CAMBRIDGE ZONING ORDINANCE Article 6.105.1 - e	Where twenty (20) or more Bicycle Parking Spaces are 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. <i>No change resulting from the Bridge Connectors.</i>	✓
	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) SHORT TERM BICYCLE PARKING REQUIREMENTS: 0.06 / 1,000 GFA (OFFICE)	This building has 365,110 GFA of office space. <i>The Bridge Connectors will add 716 sf of GFA on Parcel H, resulting in a total of 365,826 GFA. No change in bicycle parking provided resulting from the Bridge Connectors.</i>	✓
	REQUIRED 110 LONG TERM SPACES; 22 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 building has 365,110 GFA of office space. <i>The Bridge Connectors will add 716 sf of GFA on Parcel H, resulting in a total of 365,826 GFA. No change in loading provided resulting from the Bridge Connectors.</i>	✓
	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) <i>No change resulting from the Bridge Connectors.</i>	✓
	REQUIRED (2) 50' BAYS, (1) 30' BAY	PROVIDED (2) 50' BAYS, (1) 30' BAY	

NOTES

- THIS PLAN WAS PREPARED FROM AN ACTUAL SURVEY MADE ON THE GROUND USING A ZEISS ELTA TOTAL STATION AND SUBCENTIMETER GPS.
- 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.
- SOMERVILLE - CAMBRIDGE CITY BOUNDARY LINE ESTABLISHED BY BEALS AND THOMAS, INC. BY DIGITIZING HISTORIC EDGE OF MILLERS RIVER AS SHOWN ON A PLAN ENTITLED "NOS. 530 & 531, APPROVED BY HARBOR AND LAND COMMISSION," DATED MAY 6, 1880, RECORDED IN SUFFOLK COUNTY AS PLAN BOOK 1505 PAGE 640; AND CALCULATING A BEST-FIT CENTERLINE OF THE HISTORIC RIVER. THE END OF THE CENTERLINE WAS ADJUSTED TO HOLD 250.00' FROM THE ANGLE POINT IN THE BOSTON - CAMBRIDGE CITY LINE AS DESCRIBED IN CHAPTER 312 OF THE ACTS OF 1910.
- FOR ADDITIONAL MONUMENTATION SEE PLANS BY BEALS AND THOMAS, INC. RECORDED AS PLAN No. 90 OF 2008, PLAN No. 937 OF 2012, AND PLAN No. 1151 OF 2016.
- THIS PLAN IS A RE-DIVISION OF LOT EF, LOT G AND DAWES STREET SHOWN ON A PLAN RECORDED AT THE MIDDLESEX SOUTH REGISTRY AS PLAN No. 1151 OF 2016 AND PLAN BOOK 2016, PAGE 566 AT THE SUFFOLK REGISTRY.
- THE PARCELS SHOWN HEREON HAVE THE BENEFIT OF AND ARE SUBJECT TO RIGHTS, RESTRICTIONS, AND EASEMENTS NOT SHOWN.

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



PARCEL 1-E
 CAMBRIDGE = 7,699± S.F.
 or 0.177± AC.
 SOMERVILLE = 14,755± S.F.
 or 0.339± AC.
 TOTAL = 22,454± S.F.
 or 0.516± AC.

LOT G
 CAMBRIDGE = 52,184± S.F. or 1.198± AC.
 BOSTON = 37,440± S.F. or 0.860± AC.
 TOTAL = 89,624± S.F. or 2.057± AC.

LOT EF
 72,282± S.F.
 or 1.659± AC.

DAWES STREET
 (PRIVATE-VARIABLE WIDTH)

BALDWIN SOUTH
 DW NP PROPERTY, LLC
 65949/156
 (PLAN No. 1151 OF 2016)

LOT L
 DW NP PROPERTY, LLC
 65949/156
 (PLAN No. 1151 OF 2016)

LOT M
 DW NP PROPERTY, LLC
 65949/156
 (PLAN No. 1151 OF 2016)

LOT C
 DW NP PROPERTY, LLC
 65949/156
 (PLAN No. 1151 OF 2016)

WEST BOULEVARD
 (PRIVATE-VARIABLE WIDTH)
 (PLAN No. 1151 OF 2016)

LOT B
 DW NP PROPERTY, LLC
 65949/156
 (PLAN No. 1151 OF 2016)

LOT D
 DW NP PROPERTY, LLC
 65949/156
 (PLAN No. 1151 OF 2016)

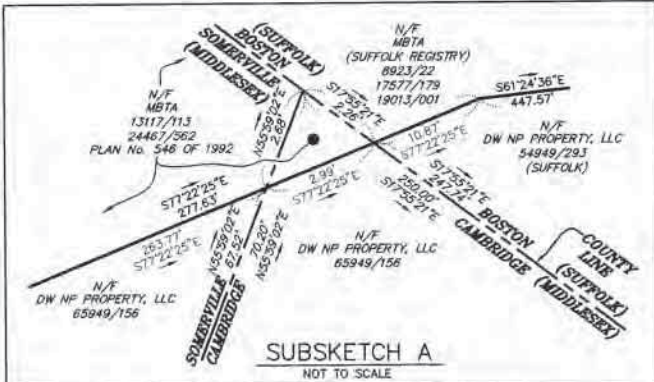
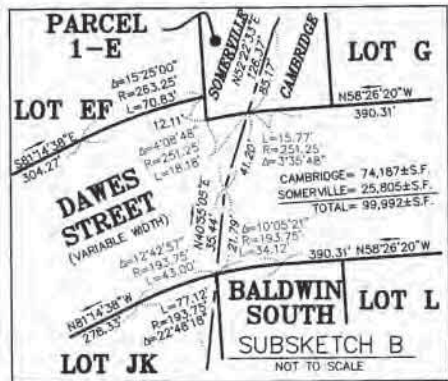
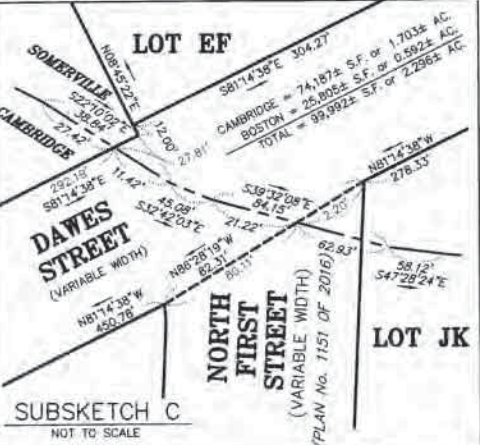
LOT I
 DW NP PROPERTY, LLC
 65949/156
 (PLAN No. 1151 OF 2016)

LOT JK
 DW PROPCO JK, LLC
 69231/109
 (PLAN No. 1151 OF 2016)

NORTH STREET
 (PRIVATE-VARIABLE WIDTH)
 (PLAN No. 1151 OF 2016)

NORTH POINT BLVD.
 (PRIVATE-VARIABLE WIDTH)
 489.57' (PLAN No. 1151 OF 2016)

LOT Q-2
 DW NP Q, R, V PROPERTY, LLC
 69489/200
 69785/365
 (PLAN No. 577 OF 2017)
 (PLAN No. 644 OF 2017)



Not Subject to the MA Subdivision Control Law
 G.L.C. 81B.31K-B3AG, Subdiv. Plan 12/19/17

CITY OF SOMERVILLE
 GEORGE PROANIS
 CITY OF SOMERVILLE
 DIRECTOR OF PLANNING
 DATE: 10/4/2017
 10/4/2017

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.

ROBERT J. BUCKLEY, PLS No. 30326

PREPARED FOR:
DW NP PROPERTY, LLC
 c/o DIVCOWEST REAL ESTATE INVESTMENTS
 200 STATE STREET,
 12TH FLOOR
 BOSTON, MA 02109

RECORD OWNERS:
DW NP PROPERTY, LLC
 65949/156
 LOT EF
 PLAN No. 1151 OF 2016
 (MIDDLESEX COUNTY)
 54949/293
 LOT G
 PLAN BOOK 2016, PAGE 566
 (SUFFOLK COUNTY)

ATL	MEB	MEB	RJB
FLD	CALC	DWN	CHK'D

Middlesex Registry of Deeds,
 Southern District
 Cambridge, Massachusetts
 Plan No. 77 of 2018
 Rec'd 2-5-2018
 at 01:11:54 PM
 Attest
 Register

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

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

BEALS AND THOMAS, INC.
 Reservoir Corporate Center
 144 Turnpike Road
 Southborough, Massachusetts 01772-2104
 T 508.366.0560 | www.bealsandthomas.com
 DATE: DECEMBER 21, 2016 METERS
 SCALE: 1"=50' FEET
 BTL JOB NO. 2084.02
 BTL PLAN NO. 208402P-3058-001
 SHEET 1 OF 1