



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

IRAM FAROOQ
Assistant City Manager for
Community Development

SANDRA CLARKE
Deputy Director
Chief of Administration

To: Planning Board
From: CDD Staff
Date: November 22, 2017
Re: **PB #179, North Point PUD Buildings G and H**

The Special Permit for the North Point Planned Unit Development (PUD) was originally granted by the Planning Board in 2003, and since that time has been modified several times through the PUD amendment process. The most recent major amendment (number 6) was granted by the Planning Board on July 26, 2016. Three residential buildings have been completed on site, and the first commercial project "Building JK" is currently under construction.

Divco West is currently seeking design review approval for office/lab buildings on Parcels G and H. The special permit requires that each building and its associated park, street segment cross - section, streetscape details, or other associated physical improvements be subject to design review by the Planning Board. The Parcel G design review submission also includes a request for approval of the subdivision of the parcel to create a portion of open space.

The Planning Board's review of the buildings and landscape design is guided by the conditions of the special permit, which includes the goals and objectives of the *Eastern Cambridge Planning Study*, the guidelines established in the *Eastern Cambridge Design Guidelines*, and utilization of the *North Point Design Guidelines* as a design reference.

Review Process

The applicant presented the project to the Planning Board for informational purposes at the September 19, 2017 meeting. As a portion of both buildings lies within the City of Boston, the projects have also been reviewed and approved by the Boston Civic Design Commission and the Boston Planning and Development Agency. A joint staff design review meeting occurred as part of that process.

Staff has collaborated with the City's urban design consultants, Over, Under, to review the design review materials and to provide detailed comments, organized by building and topic, on the following pages.

Comments from the Traffic, Parking and Transportation Department (TP&T) have been incorporated into this memo, and comments from the Department of Public Works (DPW) are forthcoming.

Buildings G and H are located in the northeast corner of the site, between Dawes Street and the railyards, with Parcel H abutting the Gilmore Bridge and the Brian Murphy Memorial Staircase.

Relevant Design Objectives and Guidelines

In addition to the *Eastern Cambridge Design Guidelines*, guidelines specific to the site were developed as part of the original PUD process in 2003 and have subsequently been amended as part of the recently approved Major Amendment. The *North Point Design Guidelines* that are most relevant to Buildings G and H are summarized in the attached Appendix.

The Special Permit strongly endorses the need to set back the upper floors of tall buildings “in order to celebrate a strong cornice line at lower levels of those buildings”. If the applicant wishes to vary from these provisions, the design rationale for any proposed variation should be clearly presented and should explain how the alternative approach achieves the intent of the guideline.

The Special Permit also calls out the need for buildings along North Street (now Dawes Street), which is designated as a tight, narrow urban street, to receive close attention. “Each design should contribute to the creation of an intimate urban street; the concern is that without careful design of the details of the street itself and of the buildings fronting on it, it might have a crowded and oppressive feel”.

Building G

Siting and Massing

- Several aspects of Building G provide a memorable image with solar control devices that create shadow, scale, and texture to enrich the large massing of this office building. Creative folds in surface ensure that the building is not a monotonous box and that issues associated with long, unrelenting façades are minimized. These various folds play out in three layers (two faces and a reveal between).
- The proposed massing configuration, including the podium and the taller elements above, sets back from the street edge significantly beyond what is recommended in the design guidelines. Commercial buildings are encouraged to hold the street wall, with building bases that are built to the lot line, or with small setbacks (5 to 15 feet) for cafe seating, benches, or small open spaces. In addition, setbacks used for ornamental landscaping are to be avoided.
- The two-story scale of the podium also appears to be quite low in relation to the intentions of the design guidelines, which suggest the base and middle sections of buildings should be built to the lot line up to a height of 65-feet, with limited openings, to aid in defining the street wall. While the setback at the corner helps to open up view lines, given the prominence the massing has at the moment when it is on axis with Dawes Street (due to a bend in the road), further consideration should perhaps be given to more strongly holding the corner and street edge.
- The building top has a subtle, angled profile and shifts in plan. Some further development of the roof profile relative to the context is encouraged in keeping with the guidelines.

Architectural character

- The use of shading devices does an excellent job of handling solar gain and enhancing the façade surface with shadow, scale, and texture. The overlapping of the horizontals on the south elevation, the inflected façade and the staggered podium treatment also creates more vertical emphasis and visually articulates the massing in accordance with guidelines relating to continuous massing.
- The divergent languages on the north and south façades at present do not fully cohere. Moreover, the strong horizontality means the building appears to be unrelated in language to its neighboring Building H (composed entirely of vertical elements). While the guidelines encourage diverse expression for the taller portions of buildings, some level of integration should be explored, particularly in the lower levels.
- The desire to create a contrast in language between the north and south sides of the building is not fully resolved where the two systems meet. More information on the character of that zone should be provided.
- The podium façade along the southeast has elements that delicately and elegantly define the pedestrian realm. On the southwest portion of the same façade, the continuous tray-like pre-cast elements of the second floor tend to overwhelm that delicacy with heavy horizontals. These also mask the bay rhythms encouraged by the design guidelines, particularly above the lobby entrance.
- While the third-floor terrace creates an attractive backdrop in renderings and will be visible from the Brian Murphy Memorial Staircase, it relies on tenant agreement and is not publicly accessible. It would be helpful to see how that space would be treated if the tenant did not develop it.

Ground floor design and uses

- The North Point Master Plan calls out the southwest corner of G as “potential retail”. While not required, further information should be provided to explain why retail is not being proposed.
- The street-level façades show sufficient permeability; however, throughout North Point office uses are generally discouraged from occupying extensive ground-floor frontage. As suggested in the guidelines, the applicant should consider whether the tenant will be required to provide space on the ground floor for public services, such as “fitness centers, cafeterias, daycare centers, etc.” to help enliven the building frontage where it abuts the expanded public realm on Dawes Street.
- Given the extent of ground floor lobby and tenant space proposed, staff also encourage possible use of the lobby and windows for engaging art, or to display information relating to the tenant. Several recent projects in Kendall Square have successfully used this approach to create a more visually engaging pedestrian zone.
- Opportunities to provide a more active and transparent edge to the pocket park should also be explored. This could include providing some transparency to the bicycle parking room.

Materials, colors, details and signage

- As is often the case with renderings, it is difficult to capture the exact qualities of façade materials. A more muted color palette of grays and whites is proposed. Samples of glass, metal, and precast

elements are expected to be presented at the Planning Board meeting to illustrate the character and color of various façades.

- Further information on the transparency of glazing and detailed drawings of the curtainwall system, including louvers and other elements, should be provided.
- The building identity signage at the top of the building on the south elevation appears to be in Boston, but plans of the mechanical penthouse are needed to confirm this. The building number signs where they are located above the second floor sill line, or more than 12 inches from the façade, are non-conforming and should be reconsidered.

Parking and Loading

- Loading and service functions are sensibly located on the service drive, away from Dawes Street and open space areas.
- Parking is to be located below grade, which provides positive urban design impacts. The parking garage also has direct pedestrian access to Dawes Street, which is recommended in the design guidelines as a way to create a more active public realm. The corner location also relates well to the proposed Building H lobby and possible food truck location.

Building H

Siting and Massing

- The building's massing responds well to the context, and the project handles the multiple ground planes in a thoughtful manner, creating interesting urban moments on the site's southern and eastern edges.
- The massing is articulated as a parallelogram with two chamfered corners, which helps to effectively break down the form. Some additional differentiation, perhaps folds or reveals in the east and west façades, would enrich the reading from the corner views where presently it appears undifferentiated.
- While the building massing does not follow the design guidelines with regard to the overall configuration of base, middle, top, the massing is deftly handled to create an appropriate pedestrian zone at the base consisting of a recessed loggia surmounted by a taller massing above with a rising profile and modulated pattern. The podium element is significantly lower than the design guidelines suggest, however the problem appears mitigated by the fact that the taller mass above helps define urban edges.
- The recessed, columnated zone between the Gilmore Bridge and the massing of the office block above is two stories and provides a civic scale for pedestrians along the bridge's edge. When this reveal turns the corner on the south façade, it drops to one story, making both the columns and the pedestrian route to the public elevator quite low. The transition in massing at this southeast corner is somewhat awkward (as is the similar transition in the northwest, however this second site is located within the City of Boston).
- On the northern façade, the lower glass zone shifts to be proud of the façade above creating an engaging pavilion element that will be visible to pedestrians on Gilmore Bridge. Detailed information

on this transition point, including how the upper and lower façade patterns meet should be provided.

Architectural character

- The manipulation of solid fin/panels and clear glazing around the building in response to solar conditions creates a finer grain and visual interest across each façade.
- While the North Point Design Guidelines encourage diverse expression for the taller portions of the buildings, some level of integration should be explored, particularly in the lower levels to further relate this new structure to its adjacent neighbors, including the proposal for Building G (which has a strong horizontal expression).
- The guidelines identify the importance of creating an appropriate character and scale that is in keeping with the Gilmore Bridge. In a successful response, the architect has envisioned a façade along the Gilmore Bridge that is recessed with a two-story loggia.

Ground floor and bridge level uses and design

- The North Point Master Plan calls out the southwest corner of H as “potential retail”. While not required, and limited space is available given the proposed building configuration, further information should be provided to explain why retail is not provided.
- The lower, street-level façade shows sufficient permeability at the southwest lobby entrance, with an appropriately enriching public use and civic scale of two tall stories.
- Office uses on publicly facing streets are generally discouraged and the guidelines call for street activating uses such as “fitness centers, cafeterias, daycare centers, etc.” Specifically, for Parcel H, the guidelines suggest “retail development along this [Gilmore Bridge] edge will enhance the quality of pedestrian movement”, and “entrances from the Gilmore Bridge at a higher level create an opportunity for enhanced public realm and a dynamic office environment.” Further review of the tenant’s fit out of the space along the upper plaza and the Gilmore Bridge will be needed.

Materials, colors and details

- Further information on the curtainwall and fin/panel logic, particularly the transparency of vision glass glazing and how it handles competing desires for transparency with energy codes should be provided.
- The depth of the façade system is another area where further details are required. A relatively undifferentiated building such as this relies on shadow for its elegance, and it is unclear how much depth the verticals have relative to the glass plane. Detailed drawings of the various fin/panel dimensions should be provided.
- As is the case for Building G, material samples of glass, stone, and metal elements (columns, fins, panels, frames, soffits, louvers, base, painted handrails, etc.) should be provided to help illustrate the character and color of various façades.

Parking and loading

- Loading and service functions are sensibly located on the service drive, away from Dawes Street and open space areas.
- Parking is to be mostly located below grade, and the above grade parking will be screened by landscaping and earthworks associated with the expanded Brian Murphy Memorial Staircase plaza on the upper level. The parking garage also has direct access to the public sidewalk, which is recommended in the design guidelines as a way to create a more active public realm.
- Long-term bicycle parking is located in the center of the building with access by a long corridor located between the loading dock and garage. Further details are needed to verify that access to/from the bike parking will be safe and functional, including how conflicts with motor vehicles entering/exiting the garage will be minimized. Opportunities to provide short and long-term bicycle parking on the upper level should also be explored as it does not appear convenient to access the bike parking room from that side of the building.

Connections

- Improvements to pedestrian and bicycle connections to the Brian Murphy Staircase and along the Gilmore Bridge are very much in line with the North Point Master Plan and Design Guidelines.
- A key area of concern for staff has been the potential east-west pedestrian/bicycle connection under the Gilmore Bridge, which could become an important element of connectivity for an area that has relatively few connections to the adjacent city fabric. The recently approved EFIII plan also includes a path-ready connection to link directly under the Gilmore Bridge.
- At the September 19, 2017 informational presentation, the Planning Board requested that the applicant further study the possibility of this connection. While the study demonstrates that the link is a challenging one within the current building configuration, staff recommend further study to examine the possibility of changes to parking and ground-level uses in an effort to create a viable and successful pathway. Relocating parking, widening the passage, moving the public elevator and bike parking, and opening the lower levels to enriching functions (defined in the North Point Design Guidelines as “fitness centers, cafeterias, daycare centers, Art exhibition space/display windows etc.”) could make this pathway a positive urban link.
- In addition, the location and visual presence of the public elevator are somewhat obscured, requiring signage instead of natural wayfinding. The location within the building should be carefully studied as it may not feel truly public, or be easily accessible given the circuitous travel path at the ground level. Further details as to how the elevator will accommodate bicycles and wheelchair access, and appropriate wayfinding signage, are also needed.

Open Space and Public Realm

The scope of this aspect of the review focuses on the Brian Murphy Staircase plaza, as well as the adjoining sidewalks and connections. The Parcel EG open space will be presented to the Board at a later date.

- The expanded public realm in front of Building G is well designed with a series of canopy trees and understory plantings, moveable tables and chairs, benches, and space for food trucks.
- Staff appreciate the idea of the lush landscape setting proposed for the ground plane and the expansion of the Brian Murphy Memorial Staircase plaza. The perspective renderings successfully illustrate the character and qualities of these spaces; which continue the less-manicured landscape aesthetic of North Point, and will create a pleasant walking environments.
- The streetscape sections are a little unclear regarding property lines and sidewalks. Staff want to ensure the sidewalk is wide enough for comfortable pedestrian use and as direct a connection as possible. The drop-off zones in front of Building G and at the turnaround in front of Building H should be revisited because of the impact on the sidewalk alignment and pedestrian conditions at these locations. Further details regarding the expectations for how the Building H drop-off zone will function and how pedestrian/cyclist conflicts will be minimized are needed.
- Further information is also needed to confirm that there will be sufficient width available on the Gilmore Bridge to permit bicycle lanes and generous sidewalks when the bridge is reconstructed by MassDOT.
- More holistic treatment of pedestrian / bicyclist wayfinding remains an important issue throughout the PUD area and should be addressed by the applicant.

Environmental impacts

Wind

- Summer and winter wind study diagrams have been submitted; however, the complete study reports, including annual pedestrian wind conditions and all diagrams should be provided, so that wind impacts and any mitigation measures can be fully understood.
- Based on the diagrams, pedestrian wind conditions around Building G are expected to be comfortable for pedestrians in Summer and Winter. The wind study diagrams do point to some areas of concern along the building's southern edge, where it pulls away from the street and lot line. Comfort levels are not expected to be tuned to sitting within the widened sidewalk zone, which does suggest some further study is needed to ensure that this space is suitable for its proposed use.
- For Building H, the area of greatest concern is the Gilmore Bridge level's upper plaza, where the pedestrian plaza and pathway to the public elevator appears to be uncomfortable for sitting and standing in summer. Staff has concerns that these conditions may worsen in winter months and requests that additional wind study materials be provided.
- Further information should also be provided regarding the nature of expected wind conditions in the pocket park to the west of Building G and in the Child Street Park, and whether the massing of Buildings G and H contributes to that condition.

Shadows

- Shadow study diagrams have been submitted; however, these are at a scale that is difficult to read. Given the siting of both buildings on the south side of the railyards, shadows are generally not expected to have a significant impact on the public realm.
- The setback of the upper levels of Building G to the westerly pocket park is generally consistent with the guidelines, although parts of the façade are not set back the minimum 10 feet from principal façade.

Sustainability

Both buildings are required to meet the current Green Building Requirement to design to a LEED Silver level. Staff has reviewed the submitted green building materials and has found that both buildings are on track to meet LEED Silver standards. In both cases, there are many possible points available that could result in the projects exceeding the minimum requirements and achieving LEED Gold. Staff strongly encourage the Applicant to pursue this higher level of building performance, including continuing to explore available initiatives and incentive packages.

The North Point Design Guidelines also encourage consideration of the City's Net Zero Action Plan, including projects being built "net-zero ready", or providing a technical narrative for transitioning to net zero in the future. The applicant has submitted such a narrative for both buildings. Since Parcel G is a lab building, there are challenges in achieving net zero emissions. Nevertheless, a shift in the structure of research sciences to less energy use intensive methods may make it more feasible to achieve net zero emissions in the future. Building H is designed to dramatically reduce energy consumption, and the applicant has advised that further analysis and exploration of advanced energy saving technologies will be conducted.

As both buildings have long, south-facing façades the adverse energy impacts of high window-to-wall ratios are a concern. Building G features solar shading devices that help reduce solar gain while maximizing usable daylight for users. For Building H, the amount of clear glazing is manipulated on each façade as a means of mitigating solar gain. The potential to utilize triple-pane glazing to further mitigate solar gain and heat loss will also be further studied by the applicant.

While there are no plans to install Photovoltaics (PVs) at this time, both buildings have been designed to be "solar ready". The Building H roof space available for the future installation of PVs could produce 3 - 4% of the building's energy use. The roofs, penthouse façades, and solar shading devices of Building G are identified as being possibly fitted with PV arrays in the future.

Continuing review

The following is a summary of issues that staff recommends should be further studied by the Applicant, either in preparing revised materials if the Planning Board continues the meeting to a future date, or as items for ongoing design review by staff if the Board decides to approve the design review:

- Revised floor plans and elevations with key dimensions and scale shown, as well as provision of second floor, mechanical penthouse and roof plans for Building G.
- Review of the internal ground floor layout of the Building G tenant space to ensure that the level of activation on Dawes Street is maximized per the design guidelines.
- Review of the internal tenant space of the Building H tenant space to ensure that the level of activation on the Gilmore Bridge and the upper plaza is maximized per the design guidelines.
- Further study of the Building G street wall condition as it relates to the design guidelines.
- Review of wind study reports for each building, including further study of areas to the south and west.
- Further information on the transparency and reflectance of glazing, and detailed drawings of the curtainwall system for both buildings.
- Review of all exterior materials, colors, and details, including a materials mock-up on the site prior to any exterior materials being ordered.
- Review of potential opportunities to improve projected building energy performance through envelope design, or other measures.
- Review of all proposed public realm, open space and streetscape design details.

The following continuing review issues have been assembled in consultation with TP&T:

- Provision of bicycle room plans at 1:10 scale.
- Review of details of the proposed bicycle racks, including type(s), dimensions and clarification that City standards are being met.
- Review of parking, loading, bicycle parking, access and egress, and sidewalk design details by the TP&T and DPW, including dimensions of loading docks and parking garage curb cuts widths, turning movement diagrams for trucks entering and exiting loading docks, parking space and aisle widths, clarification of the number parking spaces, and slope of garage ramps, and vehicle drop-off zones.
- Review of plans for the full intersection of Dawes Street and Child Street and clarify the direction of Child Street (i.e. one-way or two way) and if the intersection is an all way stop, etc.
- Review of the width of the Service Drive, and clarification of sufficient space and directions being available for services like Fed Ex/UPS/Uber.

Appendix: Relevant North Point Design Guidelines

The *North Point Design Guidelines* integrate and incorporate all North Point-related text of the City's adopted *Eastern Cambridge Design Guidelines* document with the Applicant's suggested elaborations.

Siting, Scale and Massing

- Orientation of buildings is suggested to take advantage of exposure to sun and views to the green spaces and surrounding attractions.
- Buildings should avoid continuous massing longer than 100 feet facing residential streets and 200 feet facing mixed-use and retail streets. If massing extends beyond this length it should be made permeable and visually articulated as several smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements.
- 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 buildings and 25 to 50 feet for mixed-use and retail buildings.
- Buildings should have a clearly expressed base, middle, and top. This may be achieved through a variety of materials, fenestration, architectural detailing, massing, or other elements. Includes:
 - A line of expression at the second floor to humanize the scale of the buildings
 - The mid-section of the building should consider light penetration, continuity and consistency of built mass while allowing for individual architectural detailing
 - The base and middle should be built to the street line with courtyard openings and setbacks for cafes, where appropriate
 - 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
- Taller buildings should be articulated to avoid a monolithic appearance and should emphasize vertically-oriented proportions. This should be achieved by setting back the taller portions from the base and middle. Where appropriate the top sections of the buildings should be designed to emphasize variety within the development.

Public streets

- Set back portions of the building above 65 feet by at least 10 feet from the principal façade where possible.
- Use architectural expression on any portion of the building above 65 feet to prevent continuous massing.
- Corner articulation of buildings is encouraged.

Park edges

- Buildings on parcels facing these open spaces are encouraged to maintain consistent massing and scale that is required for the success of these open spaces (A useful benchmark suggested in the *Eastern Cambridge Design Guidelines* is that the height of the principal façade of buildings surrounding a park should be no greater than 1/3 the width of the park. For additional height above this limit, buildings should be stepped back by at least ten feet from the principal façade)

- Greater height without setbacks may be appropriate at corners or in specific locations to create architectural variety
- Locate buildings to minimize shadows on North Point Common especially in the afternoon and, where feasible, on other open spaces
- Surround public parks with uses that create an active ground floor environment throughout the day and evening and increase safety for park users, such as:
 - Shops, cafés and other public uses that enliven the parks are encouraged adjacent to open spaces
- 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
- Setbacks used exclusively for ornamental landscaping are discouraged

Rooftops

- The design of rooftops, including mechanical equipment and cellular installations, should be conceived as integral to the rest of the architecture of the building.
- Screening is encouraged to conceal rooftop mechanicals, and the screening should be in the same idiom as the rest of the architecture
- Rooftop mechanicals may be designed to stand out as machinery, in which case it needs to be carefully arranged to give a pleasing visual image
- It may be possible to use both techniques listed above.
- Rooftop mechanical equipment should be designed in accordance with the Cambridge Noise Ordinance, and attention should be given to the placement and shielding of mechanical equipment so as to reduce the noise experienced by receptors on other parcels.

Ground level design and uses

- Street-level façades within the designated retail zone should include active uses such as:
 - Shops, restaurants, and cafes
 - Services for the public or for commercial offices such as fitness centers, cafeterias, daycare centers, etc.
 - Community spaces, such as exhibition or meeting space
 - Art exhibition space/display windows
 - Commercial lobbies and front doors
 - Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment
- 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
- Ground floor frontage should generally be permeable, and massing elements and architectural details should be human scaled

- 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 stations
- Buildings should have a carefully articulated base of one or two floors with high level of transparency and lightness (30-50 percent transparent) at the ground floors allowing views inward and outward. Blank walls should be avoided along all public streets, courts, and pedestrian walkways.

Architectural Character

- Careful articulation of large commercial buildings is critical in establishing a human scale at North Point.
- Create varied architecture and avoid flat façades by using recessed or projected entryways, bays, canopies, awnings, and other architectural elements.
- Vary the architecture of individual buildings to create architecturally diverse districts.
- Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades, and gardens.
- Utilize architectural articulation such as, varied façade planes, changes in material, fenestration, architectural detailing, or other elements to break down the scale.

Parking/Service

- Locate vehicular parking entrances and loading docks on side streets and alleys and provide safe pedestrian access from public streets. Where it is necessary to locate them on the major streets, building design shall try to make them unobtrusive to the pedestrian movement and shall maintain the quality of public realm.
- All parking garages must provide direct pedestrian access to the street.
- The primary pedestrian exit/access to all garages serving non-residential uses should be to the street or a public area.
- Design and locate lighting fixtures in surface parking lots and garages to enhance safety while minimizing light spillover onto adjacent properties and neighborhoods.

Parcel G Block Guidelines

- Special corner treatment should be considered at Dawes Street and the pocket park north of Baldwin Park to create a visual relationship from North Point Common
- Building design shall give special consideration to the streetscape, scale and legibility of Dawes Street, and the scale and character of the pocket park north of Baldwin Park.
- The building design shall give special consideration to the activation of the ground floor
- Special consideration should be made to the relationship to the north with the railyards
- The configuration shall positively use the orientation and exposure to sun by means of terraces, and minimize shadows on parks and surrounding buildings

- Top portion of the building should be set back from the pocket park north of Baldwin Park to create a comfortable human scale
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street.
- Relationship to Parcel L and M buildings should be carefully studied in creating a comfortable pedestrian experience along Dawes Street and a skyline identity
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces

Parcel H Block Guidelines

- Create a special visual terminus to Child Street Park and contribute to the scale and character of this park using visual articulation, welcoming ground floor programs such as lobbies, and a high level of transparency
- Iconic presence of the building on Gilmore Bridge from the City of Boston and regional transit ways should be carefully considered
- Encourage entrances at the Gilmore Bridge elevation to create a more dynamic pedestrian environment leading to the Orange Line T stop and Charlestown
- The sidewalk on the Gilmore Bridge may be extended up to the building
- Engagement with and activation of Brian P. Murphy Stair should be carefully considered and east-west connections on and beside the Murphy Staircase should be studied
- The building design shall give special consideration to the streetscape and scale of Dawes Street, The Brian P. Murphy Memorial Staircase and the Gilmore Bridge
- The building design should also consider the northeast corner to be inviting to pedestrians and bicycles arriving from Community College Orange Line Station
- Special consideration should be given to the relationship to the north with the railyards
- Building configuration shall positively use the orientation and exposure to sun by means of terraces and minimize shadows on parks and surrounding buildings
- Top portion of the building should be concentrated to the north of the parcel and set back from Child Street Park to create a comfortable human scale
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street.
- Relationship to Parcel N and G buildings should be carefully studied in creating an overall skyline identity
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces