Cambridge Crossing

Parcel G

LAB BUILDING - DESIGN REVIEW REVISIONS

DECEMBER 23, 2019

The motivation for these design review revisions all relate to:

① Ground Floor Activation

and

② Tenant Use and Enjoyment

THESE DESIGN REVIEW REVISIONS ARE LIMITED TO:

GROUND FLOOR ACTIVATION

1 EXPAND BUILDING LOBBY

Proposing to enlarge building lobby so it can be utilized as waiting area for the tenant conference room located adjacent to the lobby

TENANT USE AND ENJOYMENT

2 SCREEN LOADING AND SERVICE YARD

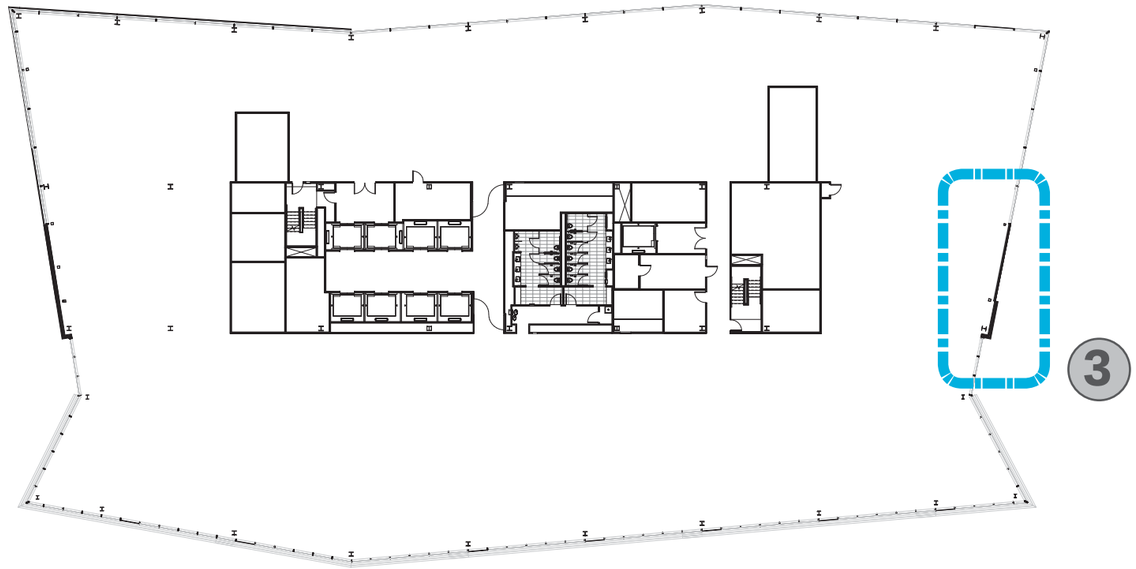
Proposing to add a loading bay per tenant operational requirement and screen the exterior service yard for tenant

3 ADD MECHANICAL LOUVERS

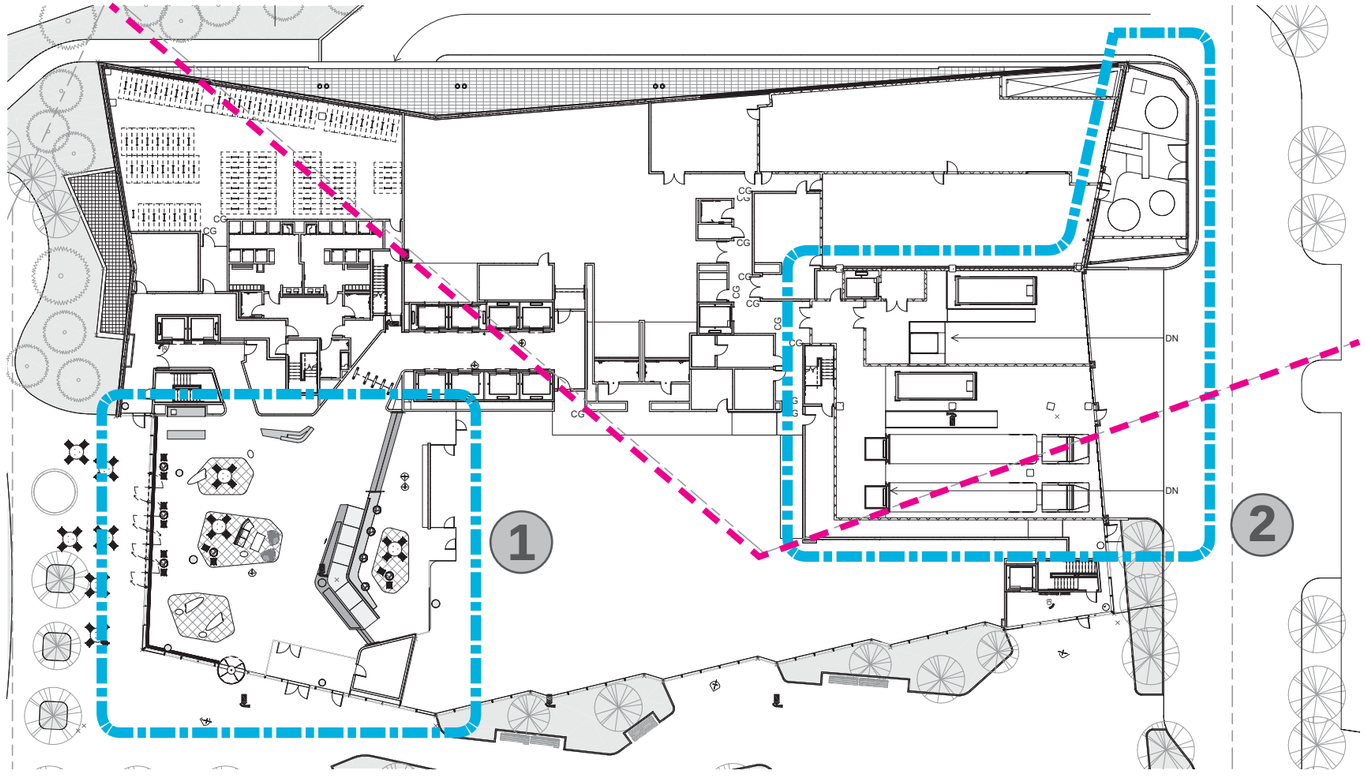
Proposing to add mechanical louvers for tenant fresh air intake requirements at several floors

4 RAISE SOUTH PARAPET

Proposing to screen added tenant rooftop equipment



12th Floor



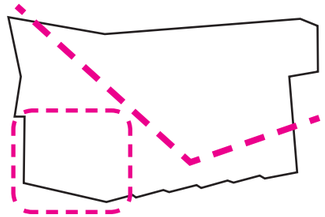
1st Floor

1 GROUND FLOOR ACTIVATION

Changes limited to:

- Expand Lobby

- Increased Lobby Frontage



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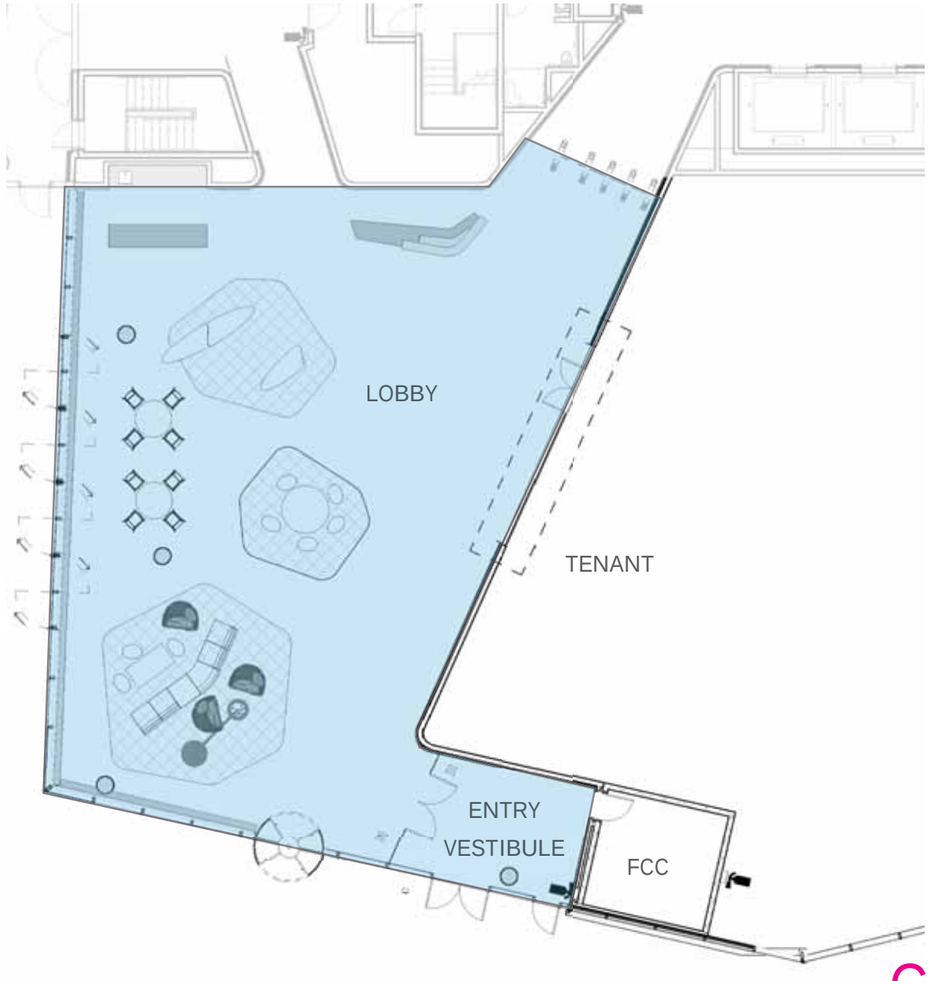


PROPOSED

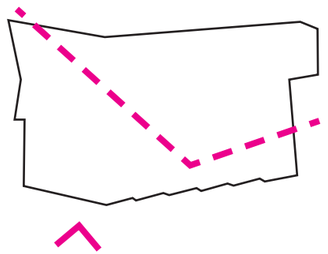
Change limited to :
Increased lobby frontage

1 GROUND FLOOR ACTIVATION

Changes limited to:

- Expand Lobby

- Increased Lobby Frontage



APPROVED

PROPOSED

Renderings show building without landscaping for clarity

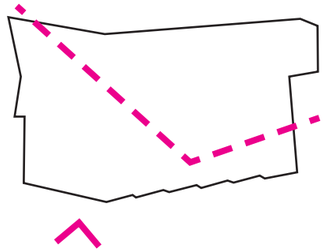
Change limited to:
Increased lobby frontage

1 EXPAND BUILDING LOBBY

Changes limited to:

- Expand Lobby

- Increased Lobby Frontage



APPROVED

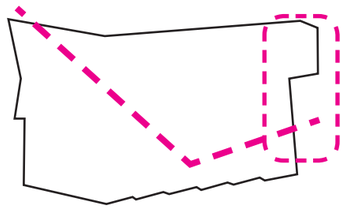
PROPOSED

Change limited to:
Increased lobby frontage

2 SCREEN LOADING AND SERVICE YARD

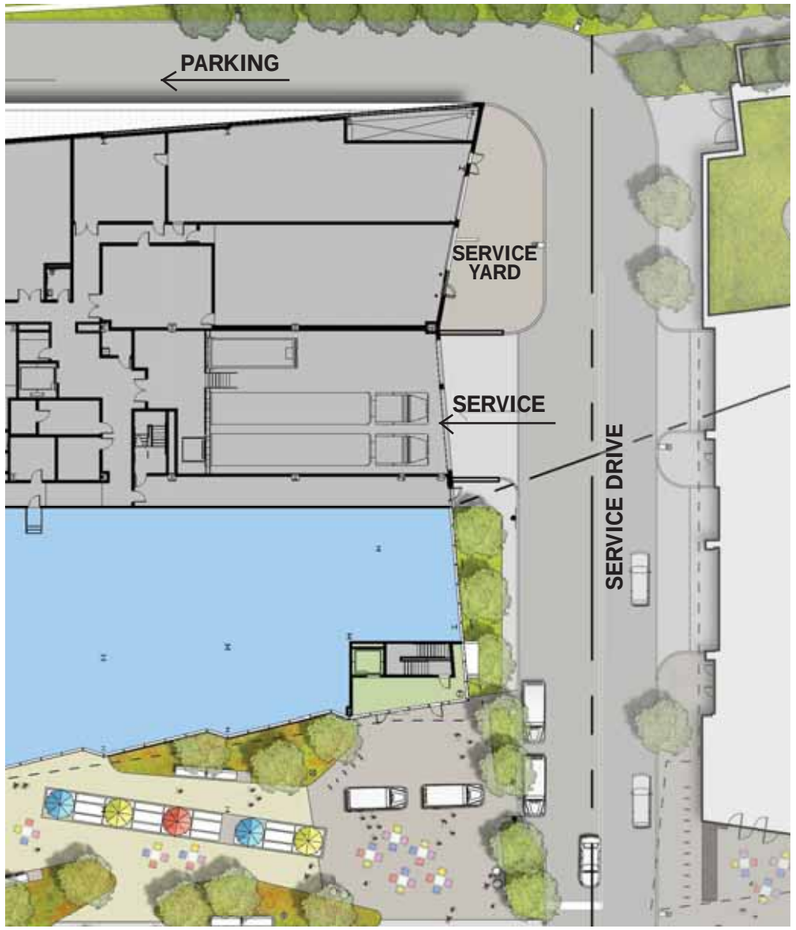
Changes limited to:

- **Added loading**
- **Screen service yard**
- **Extend cornice and windows above loading**

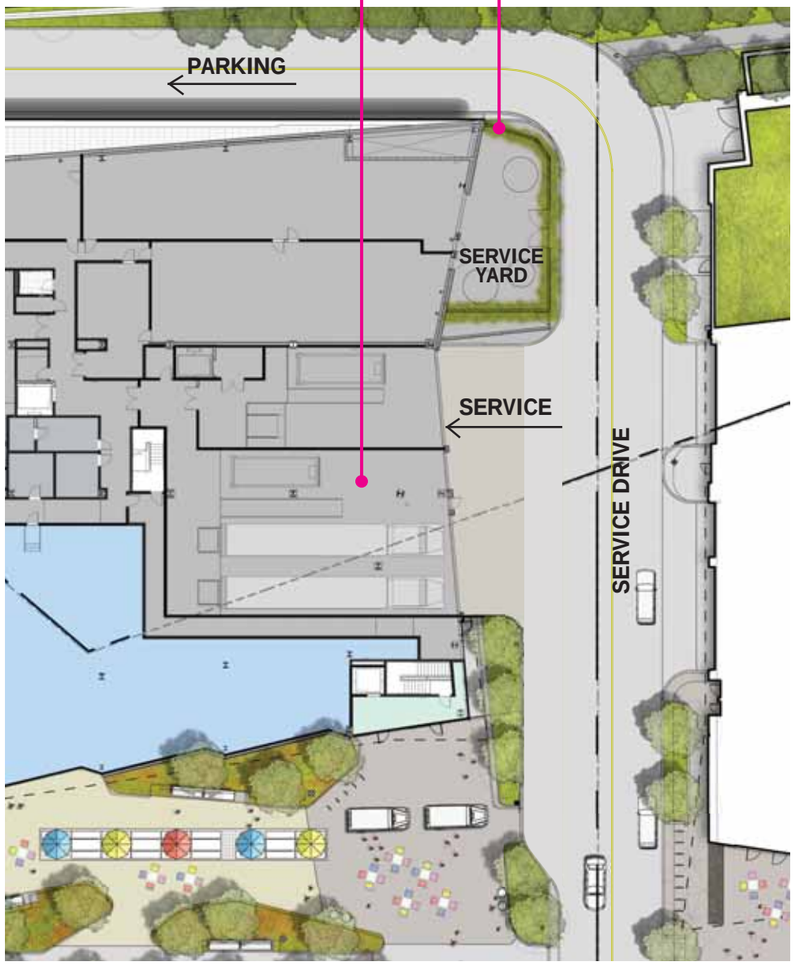


Changes to limited to:
Added loading
Screen service yard

APPROVED



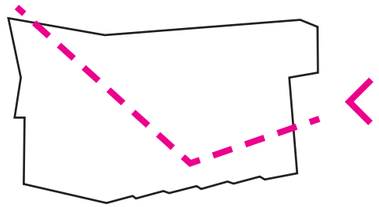
PROPOSED



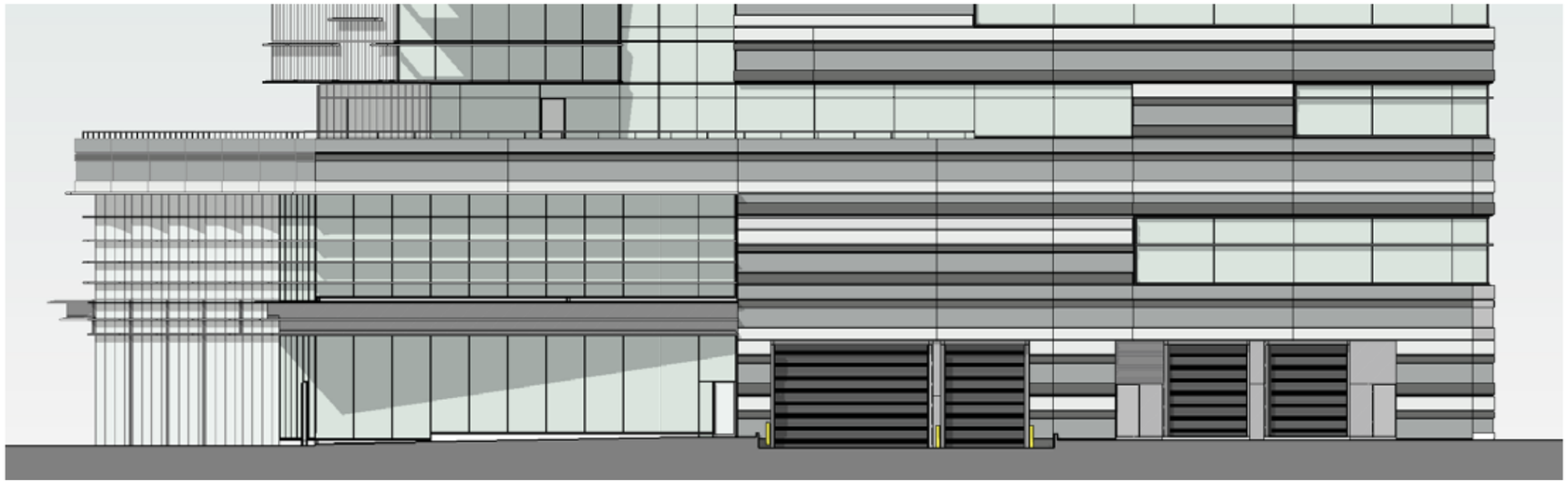
2 LOADING DOCK

Changes limited to:

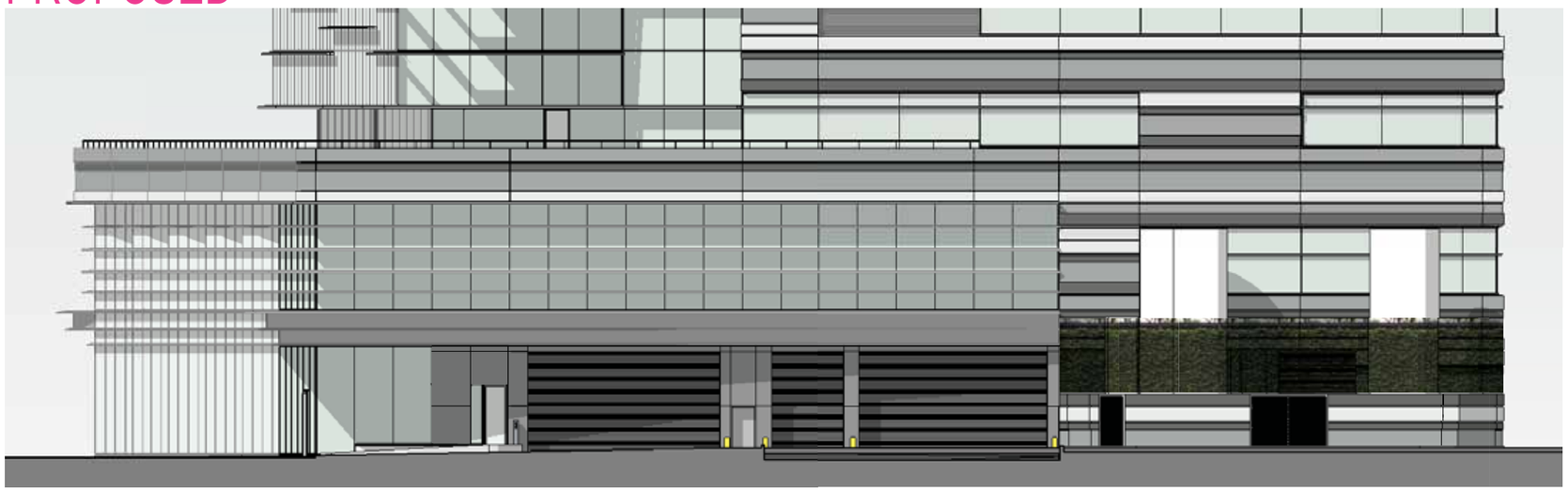
- **Added loading**
- **Extend cornice and windows above loading**
- **Screen service yard**



APPROVED



PROPOSED



Changes to limited to:
Added loading
Screen service yard
Extend cornice and windows above loading

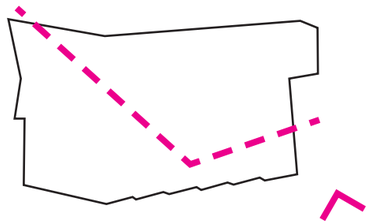
2 SCREEN LOADING AND SERVICE YARD

Changes limited to:

- Added loading

- Screen service yard

- Extend cornice and windows above loading



APPROVED

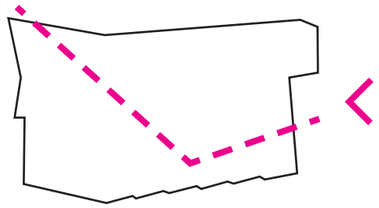
PROPOSED

Changes limited to:
Added loading
Screen service yard
Extend cornice and windows above loading

③ ADD MECHANICAL LOUVER

Changes limited to:

- **Added loading**
- **Screen service yard**
- **Extend cornice and windows above loading**



APPROVED

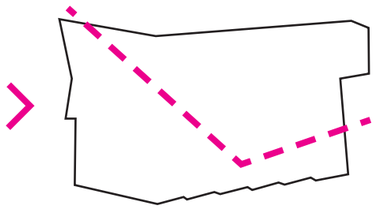
PROPOSED

Changes limited to :
Adding louvers
Screening service yard

4 RAISE SOUTH PARAPET

Changes limited to:

- **Raise south parapet 4’-6” to screen added equipment**
- **Height of north parapet unchanged**
- **Equipment not visible from grade**



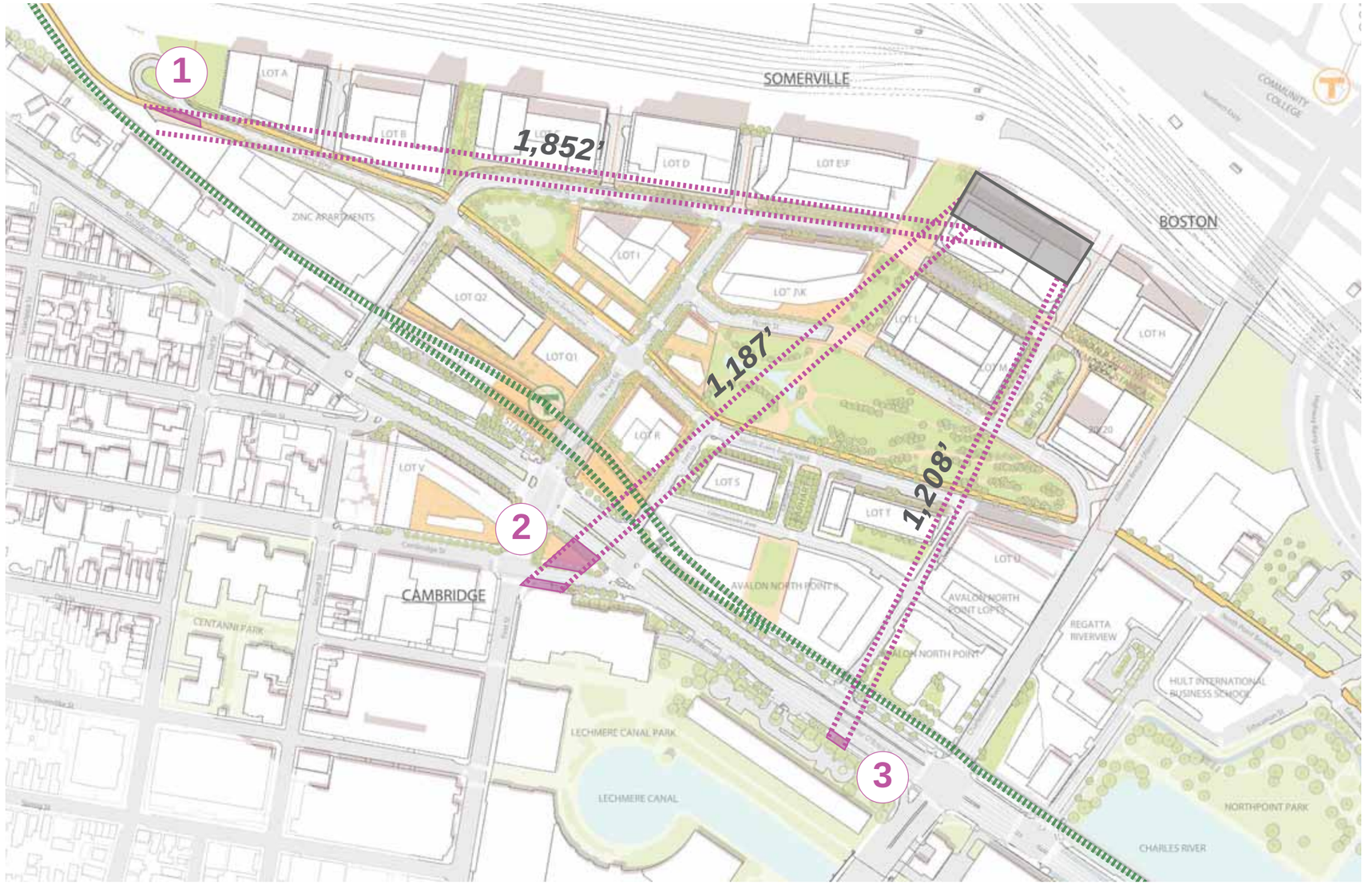
Change limited to :
Raising south parapet

APPROVED

PROPOSED

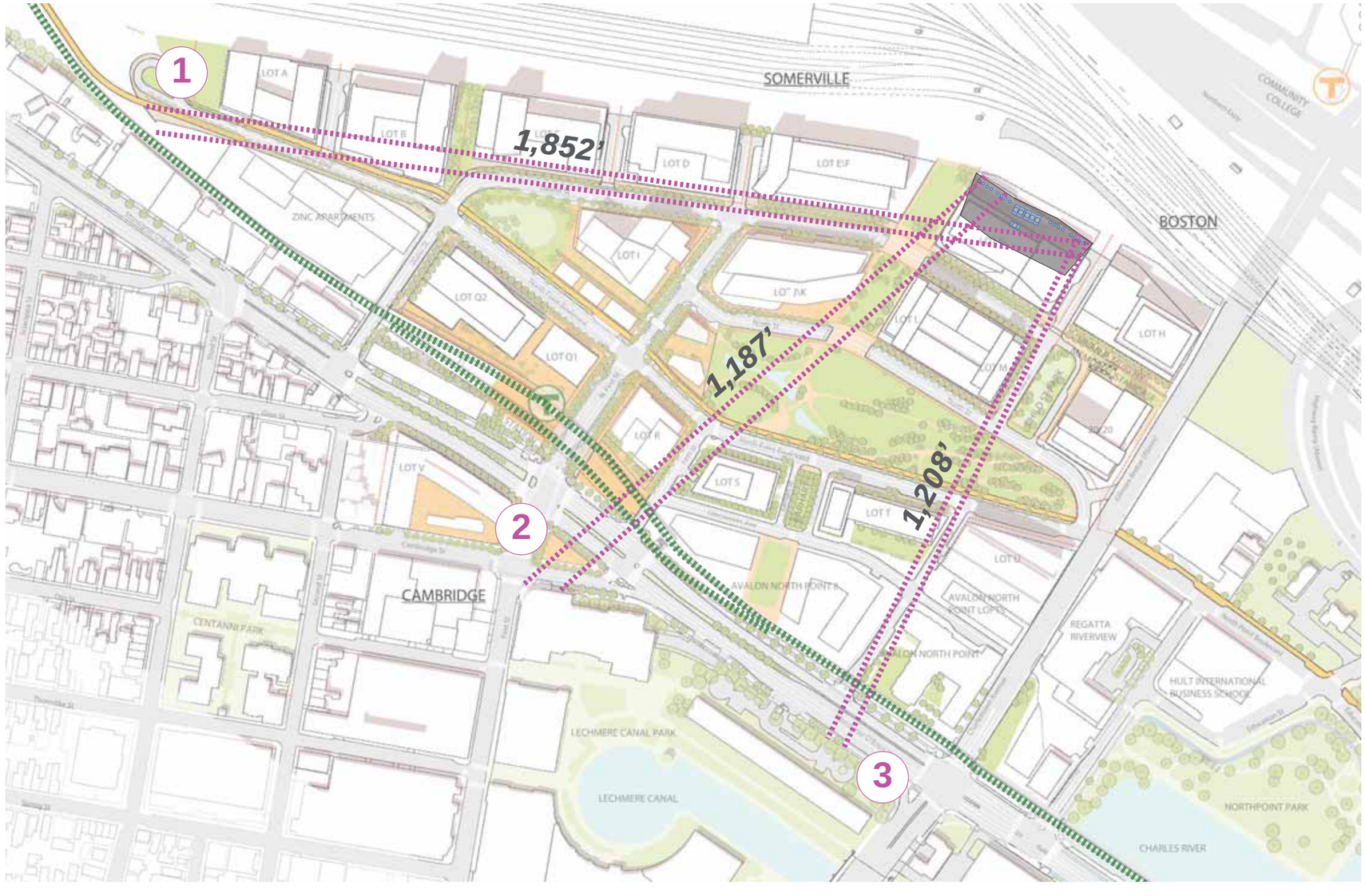
4 RAISE SOUTH PARAPET - APPROVED

Approved design included equipment visible from grade in pink areas (no longer visible in Proposed condition)



4 RAISE SOUTH PARAPET - PROPOSED

- Raise south parapet to screen added equipment
- Height of north parapet unchanged
- Equipment not visible from grade



CDD Design Review Update for Tenant Improvement Comments *11.15.2019*		Design Team Responses	Comment Closed
1	CDD asked if Design Team looked at placing the louvers on the north side of the building.	Placing the louvers on the north facade was studied. Ultimately we decided to consolidate all louvers on the Service Drive. This will keep the other facades, facing Water Street, open space and Boston, as previously approved. This aligns with the original urban design intent.	✓
2	Concerned with combined noise of louvers facing each other on the east façade of G and the west façade of H, and the effect on nearby open space.	We have taken steps to minimize noise emanating from the louvers, and mitigate the effects of this noise. We have added sound attenuators behind each louver to minimize any noise emanating from the equipment. To mitigate this, we located all active louvers well above the ground. While louvers have been added on parcel G floors 4 through 12 for visual, not functional reasons, the only active louvers are on floors 4, 5 and 12, more than 56' above the ground. Similarly, louvers on parcel H are on the ninth floor, 122' above the ground. To further mitigate the noise, we were careful to locate the louvers on the east façade of Parcel G and the west face of Parcel H so that they both front onto the service drive, and not onto green space or a public street. As seen in the Acentech reports on page 9, and bearing in mind that the decibel scale is logarithmic, the sound levels produced by these louvers are well below the requirements of the Cambridge Noise Ordinance.	✓
3	Staff requested meeting with TPT to review loading and service yard screen wall.	Meeting held with TPT on 11/27/2019. Comments and responses from the meeting are located below.	✓
4	Staff noted it was difficult to imagine the loading dock elevation from the presentation.	See attached loading dock and service yard elevation on page no. 8.	✓
5	Confirm landscape background on the Approved slide is what was approved at the last Planning Board hearing.	This has been corrected and the slide shows the most recent plan approved by the Planning Board.	✓

TPT Meeting Review Comments *11.27.2019*		Design Team Responses	Comment Closed
1	Concerned that the planted island at loading dock will get damaged overtime from the delivery truck maneuvering.	The planted island has been removed. See page no. 8.	✓
2	Concerned there is now a visibility issue for vehicles entering / exiting the parking garage at the corner of service yard screen wall	The corner of the service yard screen wall has been chamfered and double yellow line striping has been added to address vehicular visibility concerns. See page no. 8.	✓
3	Concerned there might be a pedestrian circulation pinch point at the southwest corner of the picnic table	The narrowest point is over 6'-0". The picnic table location has been coordinated with underground garage structure directly below it so that both pinch points have about the same clearances of over 6'-0".	✓

Cambridge Crossing

Parcel G

SUMMARY OF MEETINGS

DECEMBER 23, 2019

CAMBRIDGE

JULY 2016	MASTERPLAN APPROVAL
AUGUST 23, 2017	STAFF REVIEW OF PARCEL G
AUGUST 24, 2017	STAFF REVIEW OF PARCEL G
SEPTEMBER 18, 2017	STAFF REVIEW OF PARCEL G
SEPTEMBER 19, 2017	PLANNING BOARD DESIGN REVIEW OF PARCEL G
SEPTEMBER 25, 2017	JOINT STAFF MEETING OF PARCEL G (WITH BOSTON BPDA STAFF)
OCTOBER 25, 2017	DESIGN REVIEW FILING OF PARCEL G TO CAMBRIDGE CDD
NOVEMBER 22, 2017	CAMBRIDGE CDD MEMO
NOVEMBER 27, 2017	SUPPLEMENTAL DESIGN REVIEW FILING IN RESPONSE TO CAMBRIDGE CDD MEMO
NOVEMBER 28, 2017	PLANNING BOARD DESIGN REVIEW OF PARCEL G (APPROVED)
FEBRUARY 27, 2018	CAMBRIDGE FIRE DEPARTMENT STAFF MEETING
OCTOBER 10, 2018	CAMBRIDGE CDD STAFF REVIEW
OCTOBER 24, 2018	SUBMISSION OF ADDITIONAL REQUESTED MATERIALS
OCTOBER 31, 2018	CFD STAFF REVIEW
OCTOBER 31, 2018	DESIGN REVIEW FILING OF PARCEL G TO CAMBRIDGE CDD
NOVEMBER 05, 2018	CAMBRIDGE TRAFFIC, PARKING & TRANSPORTATION (TP&T) DEPARTMENT STAFF REVIEW MEETING
NOVEMBER 06, 2018	CAMBRIDGE CDD STAFF REVIEW MEETING
NOVEMBER 08, 2018	CAMBRIDGE DEPARTMENT OF PUBLIC WORKS STAFF REVIEW MEETING
NOVEMBER 08, 2018	CAMBRIDGE CDD STAFF MEMO
NOVEMBER 13, 2018	PLANNING BOARD DESIGN REVIEW OF PARCEL G
DECEMBER 05, 2018	CAMBRIDGE CDD STAFF REVIEW MEETING
DECEMBER 13, 2018	SUBMISSION OF ADDITIONAL REQUESTED MATERIALS
DECEMBER 17, 2018	CAMBRIDGE ECONOMIC DEVELOPMENT STAFF REVIEW MEETING
DECEMBER 19, 2018	CAMBRIDGE TRAFFIC, PARKING & TRANSPORTATION DEPARTMENT STAFF REVIEW MEETING
JANUARY 09, 2019	PLANNING BOARD DESIGN REVIEW OF PARCEL G (APPROVED)
MAY 14, 2019	CAMBRIDGE TP&T AND FD JOINT REVIEW MEETING
JUNE 17, 2019	PARCEL G VISUAL MOCK-UP (VMU) REVIEW ON-SITE
JULY 11, 2019	SUBMISSION OF RESPONSES TO PARCEL G CDD CONSTRUCTION DOCUMENT REVIEW
AUGUST 9, 2019	SUBMISSION OF RESPONSES TO PARCEL G PLANNING BOARD VMU REVIEW
AUGUST 19, 2019	SUBMISSION OF RESPONSES TO PARCEL G PLANNING BOARD VMU SUNSHADE COMMENTS
SEPTEMBER 17, 2019	APPROVAL OF PARCEL G VMU FROM CAMBRIDGE
NOVEMBER 15, 2019	STAFF DESIGN REVIEW REVISIONS OF PARCEL G
NOVEMBER 27, 2019	STAFF AND TP&T DESIGN REVIEW REVISIONS OF PARCEL G
DECEMBER 18, 2019	SUBMISSION OF ADDITIONAL STAFF REQUESTED MATERIALS (REVISED DESIGN REVIEW REVISIONS)

Cambridge Crossing

Parcel G

APPENDIX A
FINAL DESIGN UPDATE SUBMISSION

DECEMBER 23, 2019

TABLE OF CONTENTS

Cambridge Crossing

Parcel G

DESIGN UPDATES

DECEMBER 23, 2019

Design Concept

Parcel G is a 450,895 GFA commercial lab and office building that is sited on the north side of Water Street between Child Street and open space within the mixed-use Cambridge Crossing development. The 14-story building includes flexible lab and office space from levels 1-12 and two levels of mechanical penthouse. The height of the top of the highest occupied floor is approximately 190 feet. A two-story mechanical penthouse completes the program to accommodate base building and tenant equipment. The Project forms the edge between the growing Cambridge Crossing neighborhood to its south and the commuter and freight rail tracks to the north.

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

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

Height and Massing

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

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

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

Character and Exterior Materials

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

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

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

Open Space and Open Space Plan

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

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

DIVCOWEST. Real Estate Investments
Cambridge Crossing

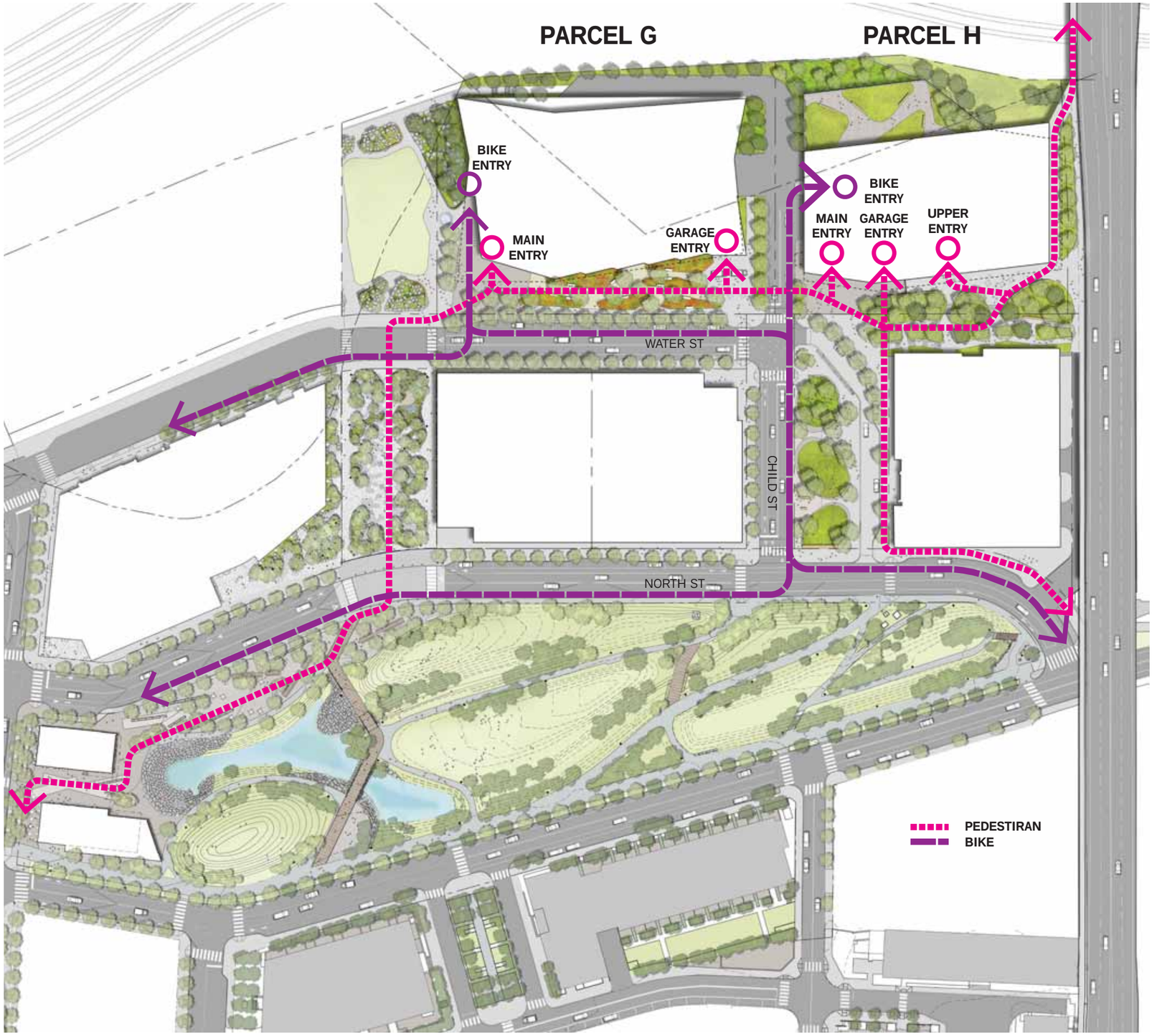
EXISTING AERIAL IMAGES

view from gilmore bridge

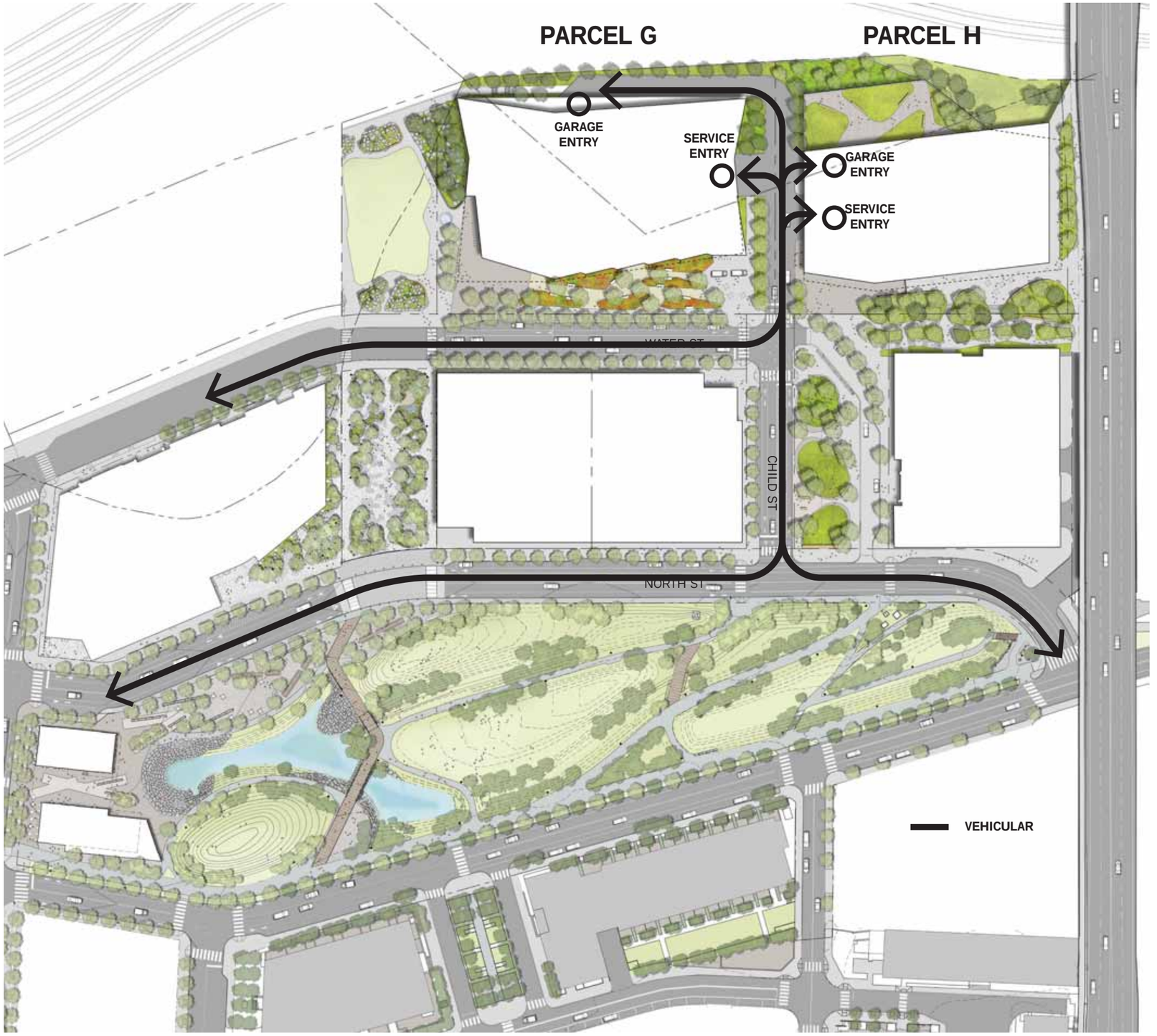
view from community college

view towards murphy memorial stair

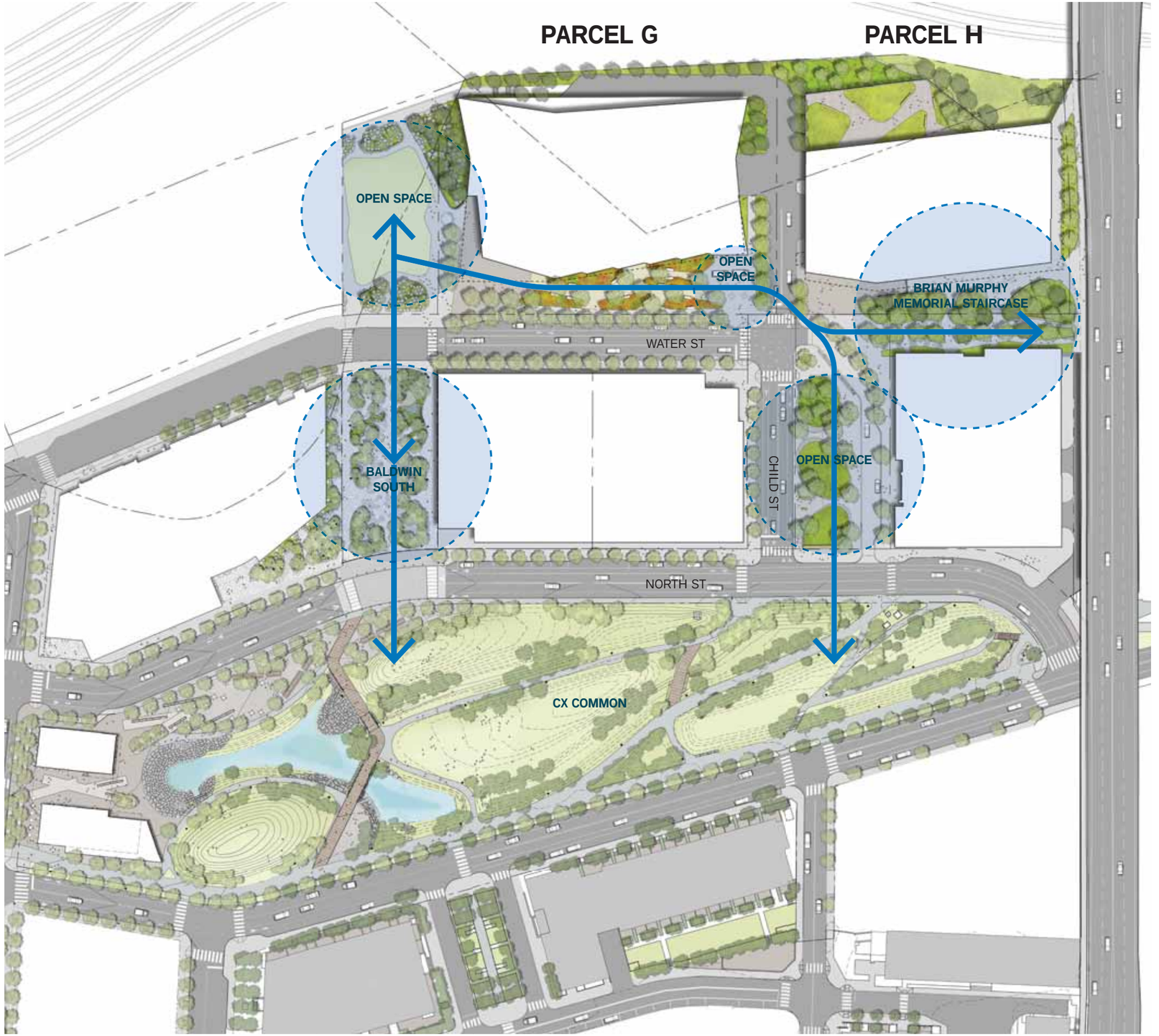
view from top of murphy memorial stair



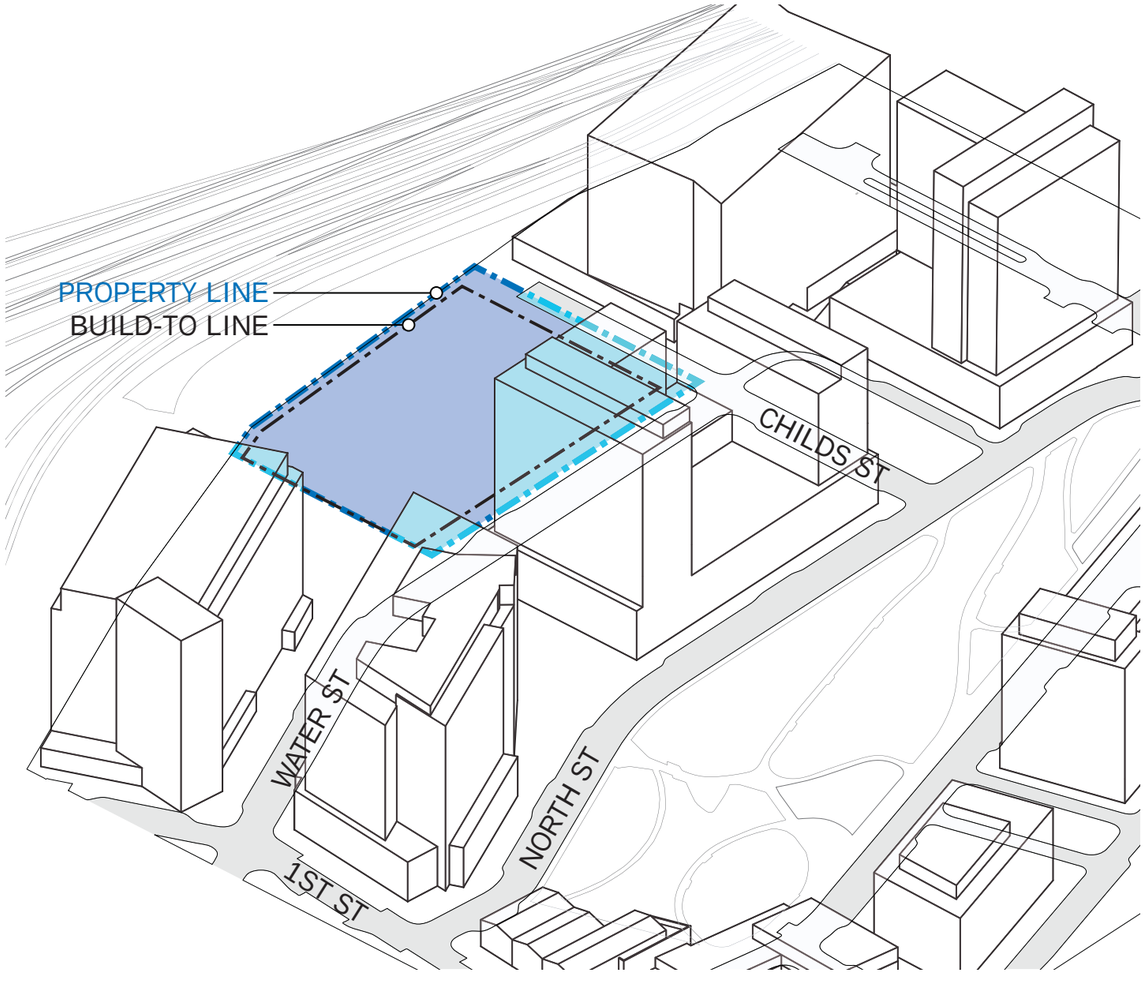
SITE ANALYSIS - PEDESTRIAN / BIKE



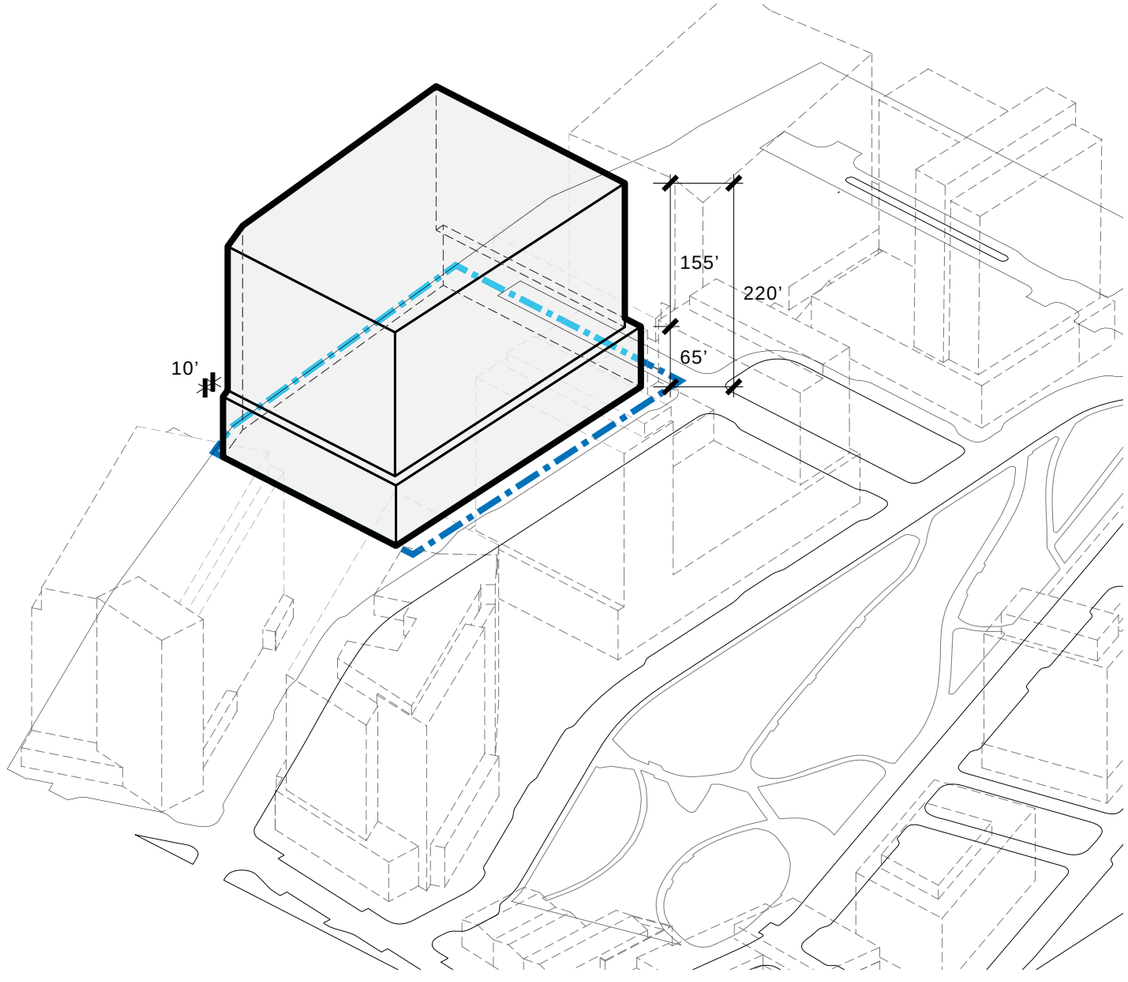
SITE ANALYSIS - VEHICULAR



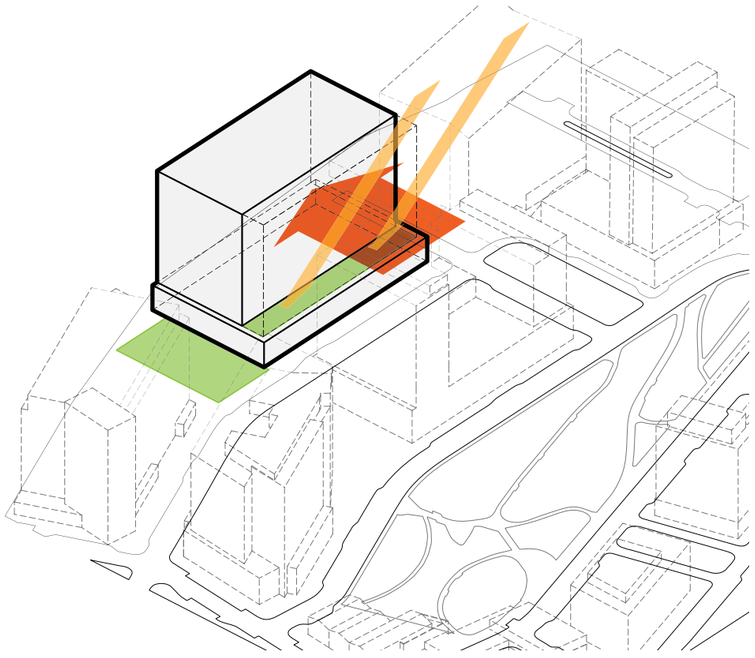
SITE ANALYSIS - OPEN SPACE



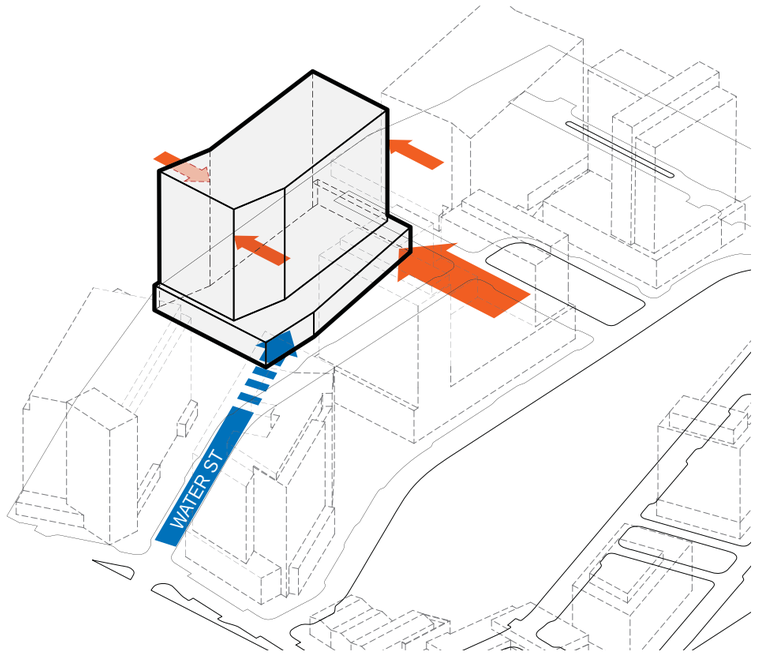
site boundary



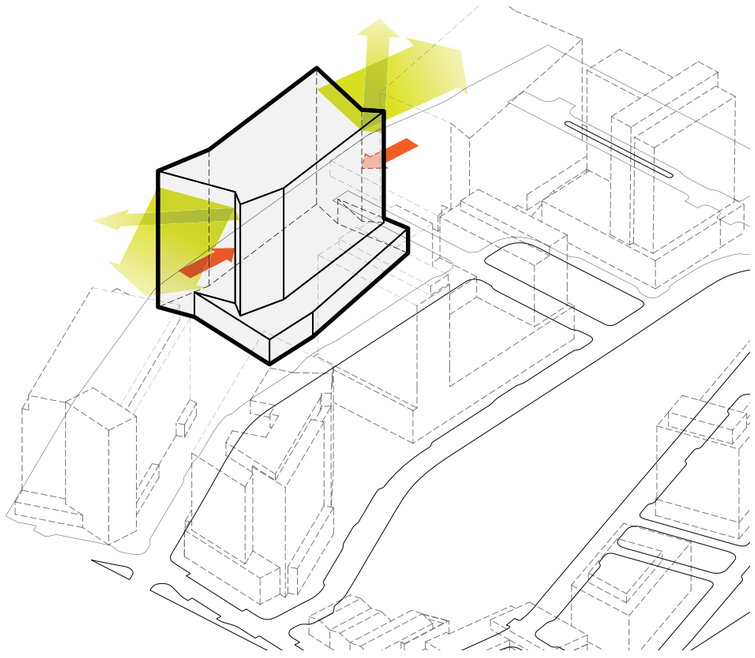
height boundary



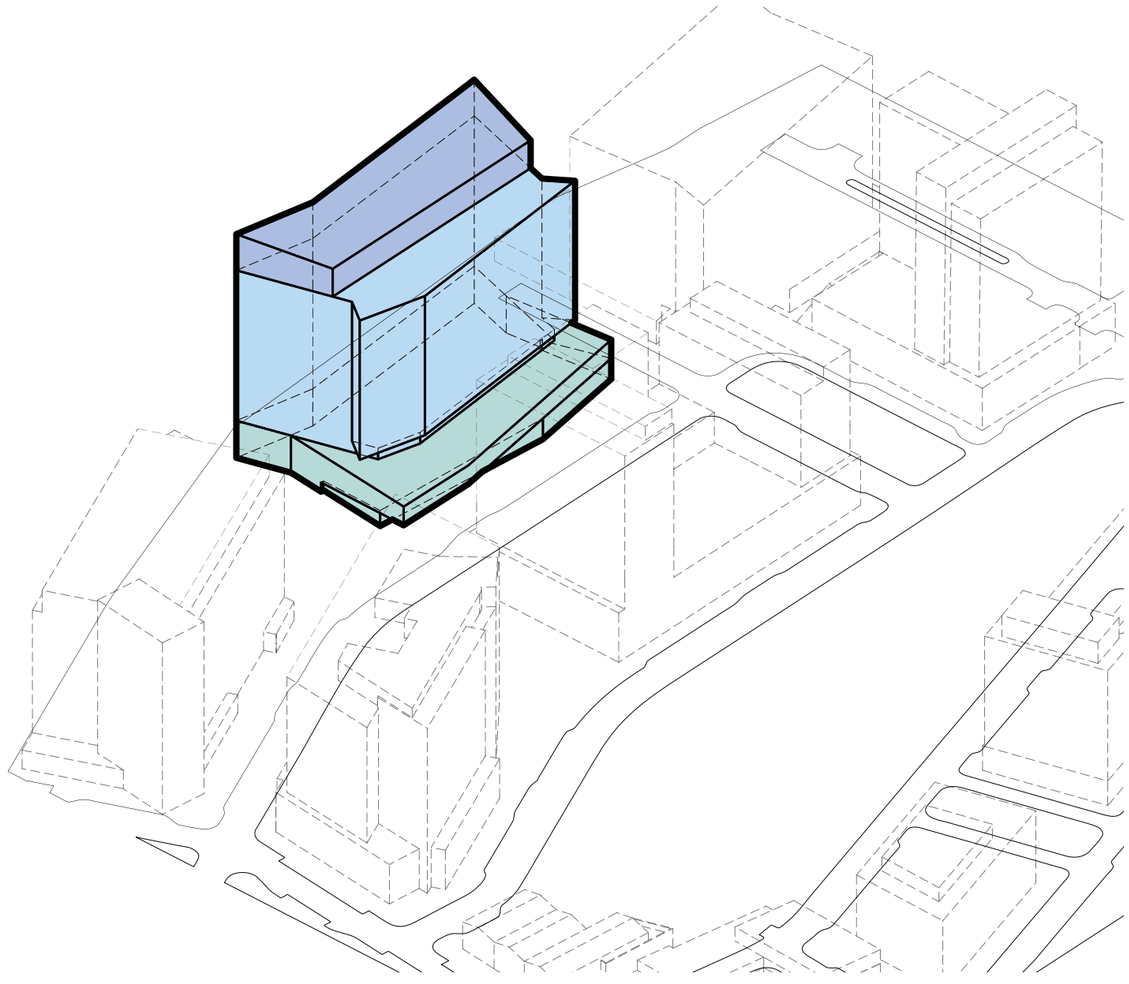
maximizing sky view



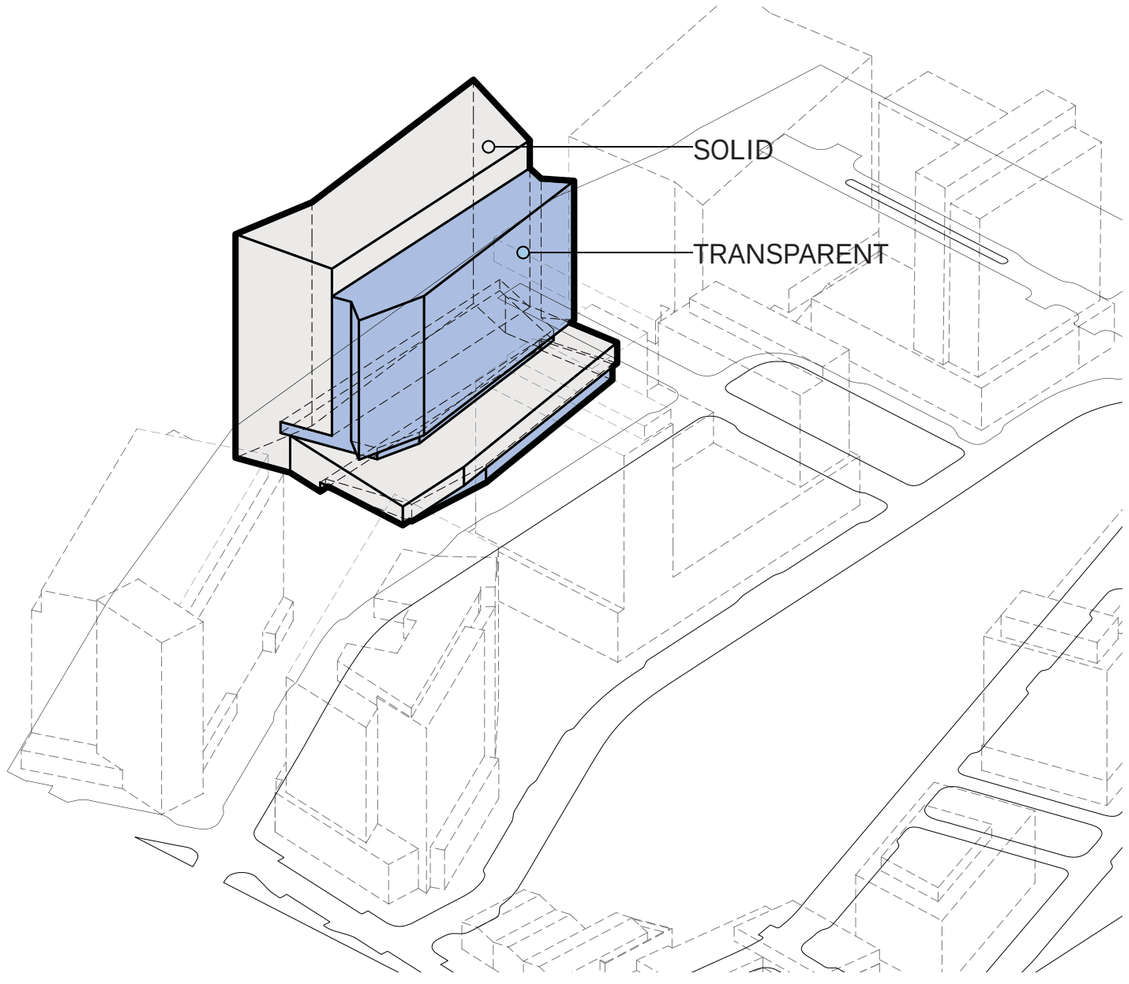
responding to site connection points



view towards cambridge+charlestown

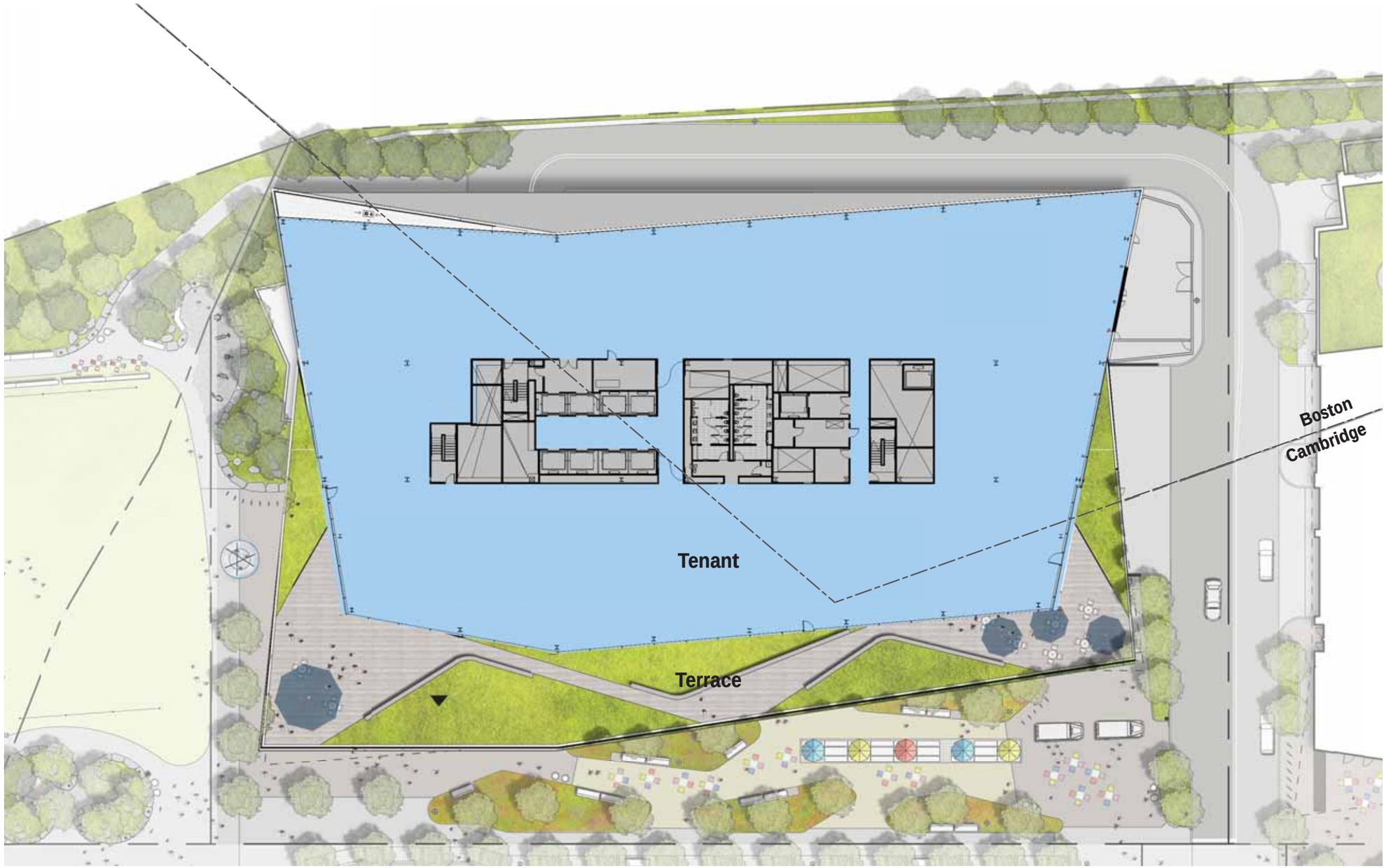


identifying base-middle-top

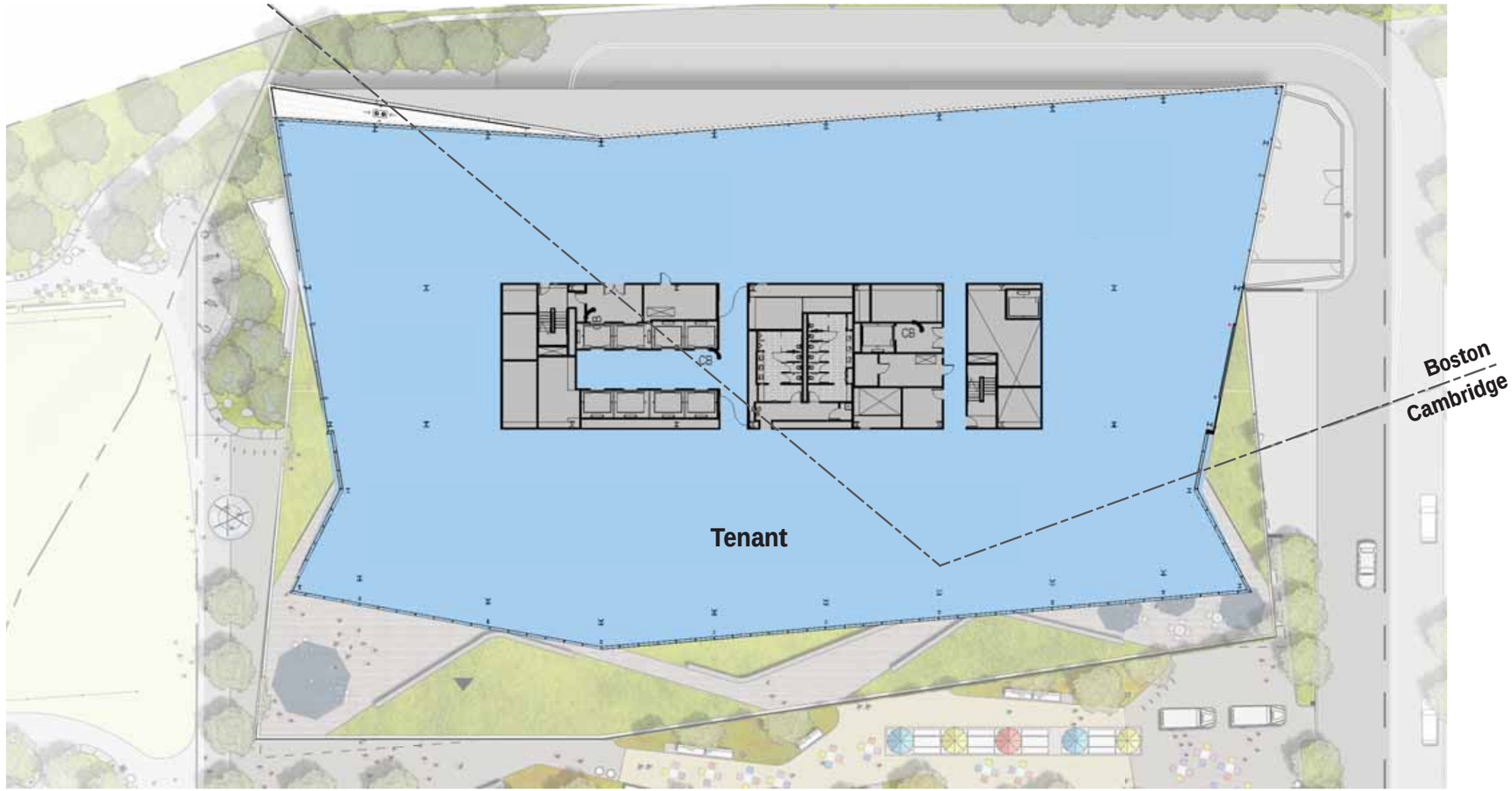


contrast in materiality

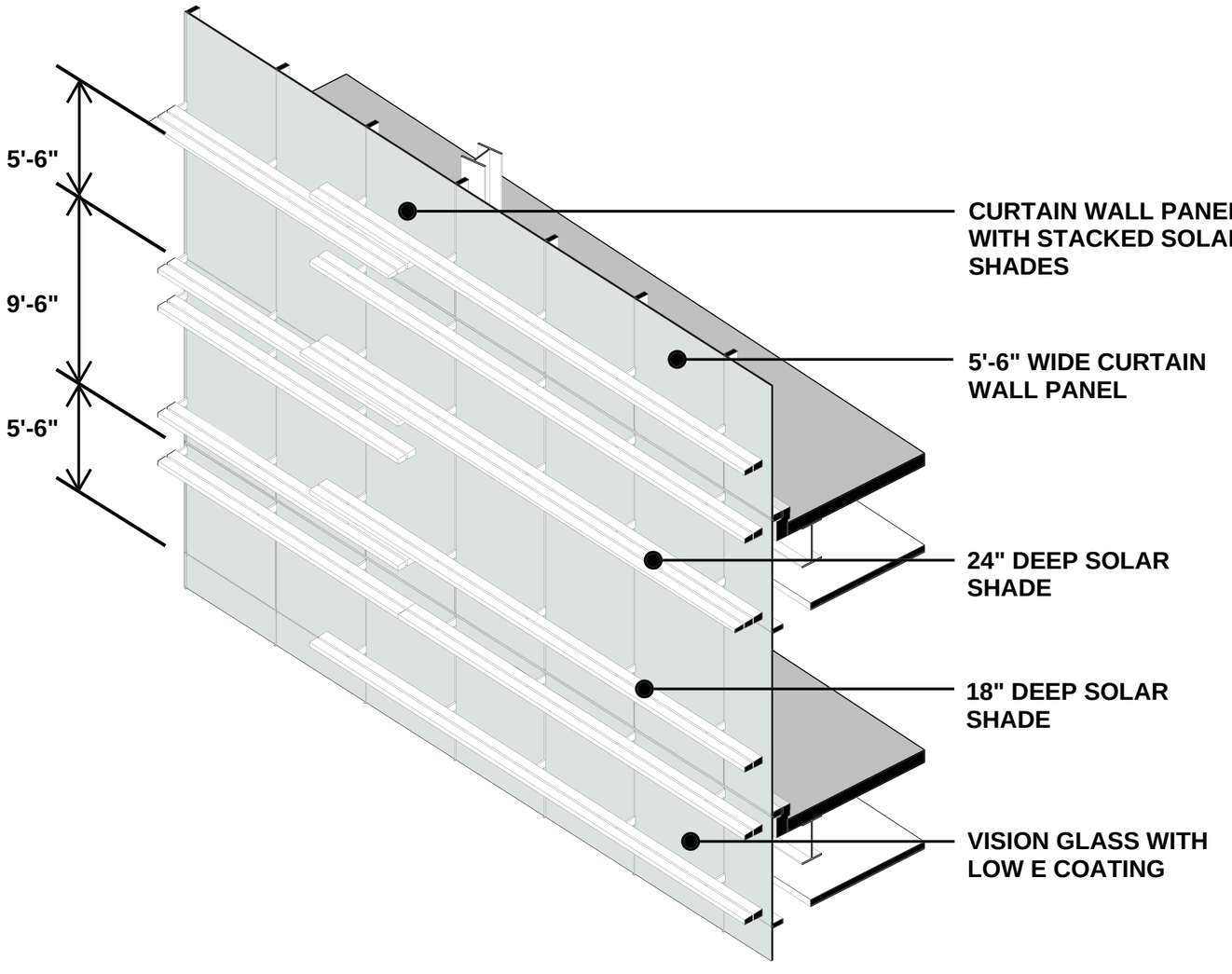
GROUND FLOOR PLAN



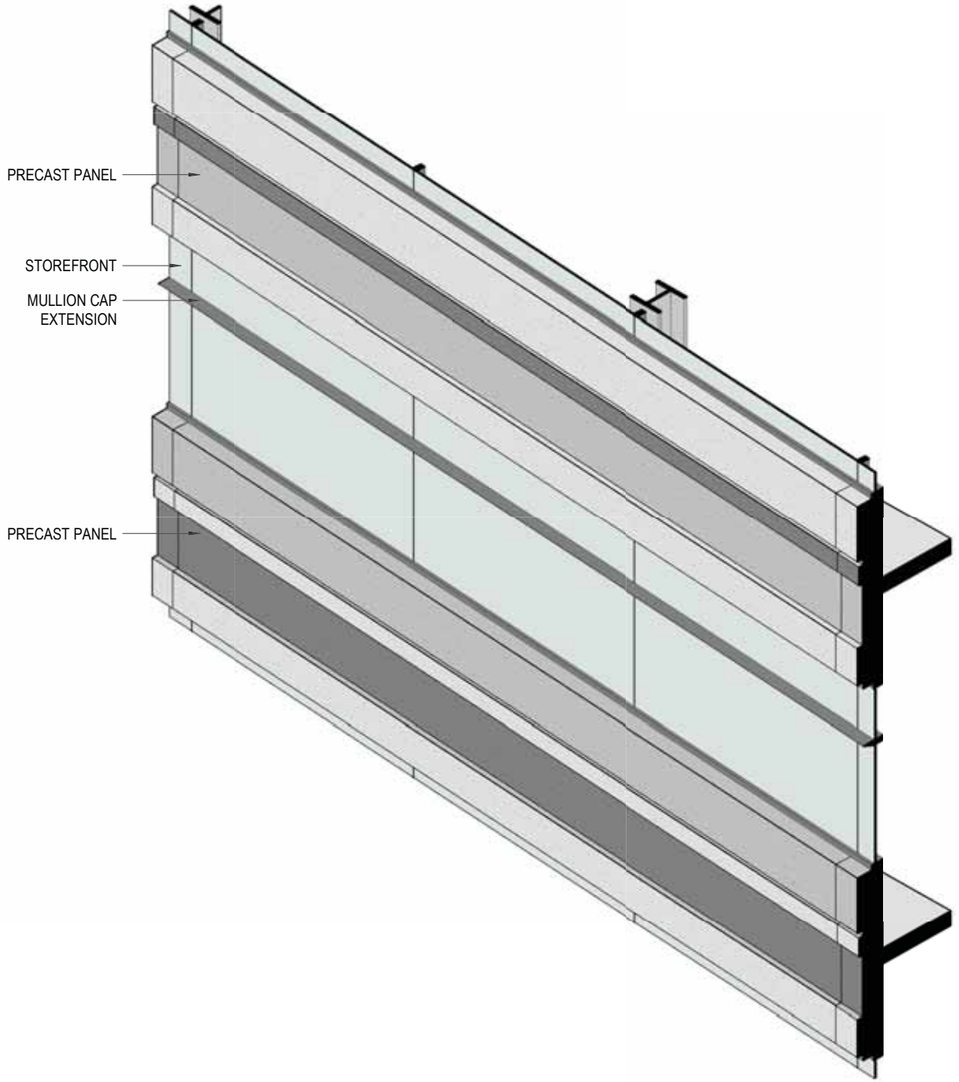
THIRD FLOOR PLAN

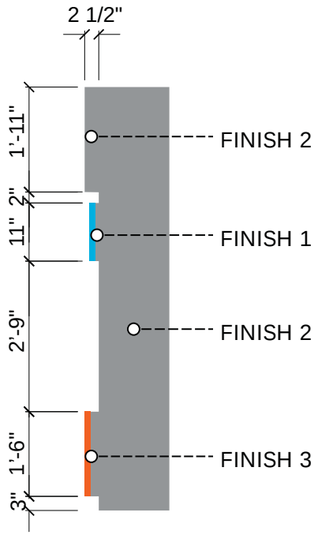


TYPICAL FLOOR PLAN

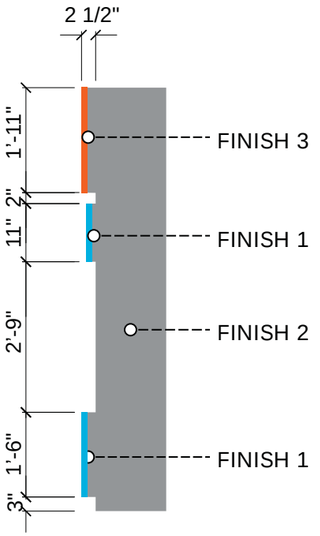


WALL SECTION/MATERIAL - CURTAIN WALL

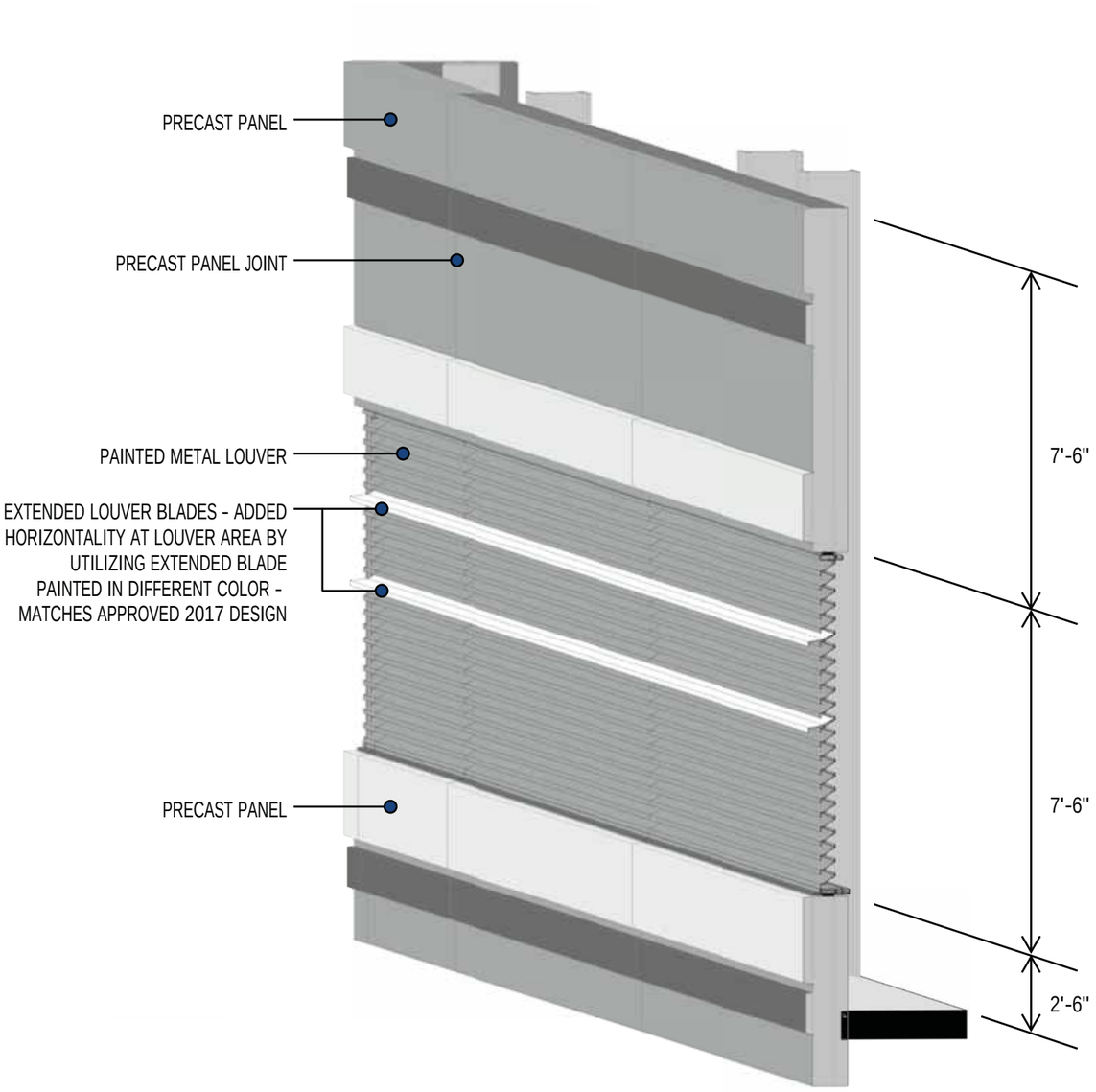




PRECAST PANEL TYPE A



PRECAST PANEL TYPE B



WALL SECTION/MATERIAL - PENTHOUSE

VIEW FROM WATER ST. LOOKING EAST

DIVCOWEST. Real Estate Investments Cambridge Crossing

VIEW OF BUILDING ENTRY FROM WATER ST SIDEWALK

DIVCOWEST. Real Estate Investments

Cambridge Crossing

VIEW OF GARAGE ENTRY

Perkins&Will

DIVCOWEST. Real Estate Investments Cambridge Crossing

VIEW FROM WATER ST LOOKING INTO SERVICE DRIVE

DIVCOWEST. Real Estate Investments Cambridge Crossing

VIEW FROM GILMORE BRIDGE

DIVCOWEST. Real Estate Investments Cambridge Crossing

VIEW FROM MBTA RAIL YARD

VIEW FROM OPEN SPACE

DIVCOWEST. Real Estate Investments Cambridge Crossing

VIEW FROM WATER ST

Building Permit Design Review – North Point Parcel G Construction Documents		**Design Team Responses**	**Drawings Set Ref.**	**Comment Closed**
1	How have Planning Board comments from the Jan 8, 2019 hearing been addressed?	See below responses to comments 1.a, 1.b, 1.c that address the Planning Board comments on precast contrast, gap at sunshade, and approach to net zero energy performance from the Jan 8th hearing.	Permit Set (10.1.2018)	✓
1.a	Concern that the color contrast of the precast panels on the building façade will not be as visible in different lights. Suggestion to consider how design intent can be achieved, and test multiple orientations and light conditions in mock-up review.	The precast panels have varying contrasting colors. On-site VMU facing the street represents the West and East facade light conditions as they appear on the building. Additional precast mock-up facing the MBTA yard represents the North facade conditions in light.	Permit Set (10.1.2018)	✓
1.b	Concern that the gap between building façade and sun shades creates confusion. Suggestion to use the smallest possible distance for better effect.	Due to ice damming against the glass, the gap can not be any smaller than 6" as discussed during May 17th VMU reviewing and noted in VMU comment No. 6 below.	CCD #1 (1.23.2019)	✓
1.c	Suggestion to get as close as possible to net-zero energy performance.	Our current approach is described in the Article 22 submission, Section "Path To Net Zero".	N.A.	✓
Landscaping				
2	Provide the width dimension of the circulation zone in front of Parcel G? It seems tight and should be at least 8' per the design guidelines.	The circulation zone maintains a 8' minimum. Refer to Sheets L2.01 and L2.02 for dimensions.	Permit Set (10.1.2018)	✓
3	The jog of PB-1 for the loading/drop-off zone seems awkward. Why not set it back (and the other PBs) and expand the circulation zone, and consider additional bench seating along the edge facing the sidewalk.	The jog in the plant bed is there to maintain the 8' wide circulation zone. We prefer to keep the current layout of the sidewalk so as not to reduce the plant beds size. We believe the current four benches on the sidewalk are sufficient, complemented by furniture in the private parcel. Setting back the plant beds will increase the amount of impervious surfaces, significantly reduce the open landscape area, and will steepen the slopes between the building and the street curb.	Permit Set (10.1.2018)	✓
4	Entrance plaza – there's a lot of pavement here. How with the exposed concrete pavement be treated to make this visually pleasing and not just an expanse of hardscape? Why the oblique angle: seems unnecessary?	The oblique angle is an extension of the joint pattern in the building lobby. The hardscape is seamless between inside and outside and is a combination of sidewalk concrete and exposed aggregate concrete, with trees planted between the two materials. A large part of the hardscape is below the building overhang, creating spatial variation in the plaza. We believe further articulation of the paving here would be busy and weaken the simple connection between inside and outside.	Permit Set (10.1.2018)	✓
5	Entrance plaza – What about score lines, joint patterns, etc.? A finer grain is needed as it is such a large expanse. It will also be dark under the soffit so colors and aggregate that shine and is light would be good.	Please see attached landscape scoring pattern sketch on page 9. The scoring has been adjusted to create smaller panels. The color mix will be carefully selected to complement the surrounding landscape and building materials.	CCD #23 (8.27.2019)	✓
6	Sidewalk/circulation zone joint pattern – Address previous comments about human scale sidewalk treatment.	Please see attached landscape scoring pattern sketch on page 9 depicting the smaller scoring patterns.	CCD #23 (8.27.2019)	✓
7	Picnic table changed orientation – pedestrian passage might become too narrow between PB-5. Please provide dimensions?	There is 6'-6" of clearance between plant bed PB-5 and the picnic table. The picnic table orientation was adjusted due to the concrete pad being in conflict with the structural beams below grade.	CCD #23 (8.27.2019)	✓
8	Service drive needs to be modified to comply with the design guidelines – wider sidewalk 9 – 10', along length of building?	The door on the east side of the building is an egress door. The path is currently 5'-6" wide, which is sufficient for its function. We do not recommend widening the path and so reducing the plant bed.	Permit Set (10.1.2018)	✓
	- Can PB-8 align with the Service Road? It seems very narrow as designed.	Per response to Landscape Item No. 3, we recommend keeping the plant bed dimensions to best support tree growth.	Permit Set (10.1.2018)	✓
	- At intersection with Dawes St consider expanding the raised crosswalk further north to align with PB-7.	Aligning the raised crosswalk with PB-7 will not be feasible as it will be in conflict with a proposed tree pit on Parcel H. The tree and its location was a request by the City Planning Board.	Permit Set (10.1.2018)	✓

Building Permit Design Review – North Point Parcel G Construction Documents		Design Team Responses	Drawings Set Ref.	Comment Closed
9	Service yard – was never clearly shown to the Planning Board. What is the screening treatment?	The screen will be developed based on the gases and equipment that the tenant will select. We will submit this to CDD for review.	CCD #XX	✓
9.1	8/27/2019: This can be listed as a continuing review item. We suggest providing some plantings in front of the screen to soften its visual impact.	Confirmed. This will be further studied when we have tenant requirements.	CCD #XX	Continuing Review
10	Address comments about pedestrian-scaled lighting.	Pedestrian lighting was added along the service road in lieu of the street light poles.	CCD #23 (8.27.2019)	✓
11	Where chain link fence is exposed to public view, particularly at the end of the service drive, provide a higher quality design treatment, such as welded mesh, and consider climbing plantings.	There is a row of large evergreen spruce trees placed in front of the chain link fence to screen it. Refer to Sheet L5.01.	Permit Set (10.1.2018)	✓
11.1	8/27/2019: While the spruce trees might screen the fence once mature, the chain link will be visible for quite some time, particularly when viewed from Dawes Street down the Service Drive. Please review and consider using portions of more attractive fencing in locations that are publicly visible.	The chain-link is not visible at the end of the service drive. See attached elevation on page 17. Also please note in front of the chain-link fence there is guardrail on the sheetpile wall that is infilled with stainless steel mesh as illustrated on page 18.	Permit Set (10.1.2018)	✓
12	Does the chain link fence have to be so tall where there is the sheetpile wall and guard rail.	The chain link fence is a MBTA property and it needs to remain. Our chain link fence is for security and fall protection purposes. We minimized its visual impact with the railing on top of sheetpile wall infilled with stainless steel mesh. Please reference our response to 11.1.	Permit Set (10.1.2018)	✓
First Floor Plan				
13	Why not provide some windows (even transoms) into the bike parking room? Seems like a missed opportunity. The entire space from the bike entry door at D106 could have more glazing.	Please see page 8 for revised sketch and rendering introducing more daylight into the bike parking area.	CCD #23 (8.27.2019)	✓
14	Could stair 5 to the garage be open to the lobby so that it's not a blank wall, provides a sense of depth and people can see where they're coming and going from.	This stair can not be open to the lobby as an elevator is not permitted to open directly into a stair enclosure or exit passageway.	Permit Set (10.1.2018)	✓
Second floor				
15	Would it be possible to extend the garage stair to the second-floor tenant space? Could make it an attractive feature of that space and provide easy access for workers. Would help with health and wellness too.	It would be a security concern having a public stair opening into a tenant floor.	Permit Set (10.1.2018)	✓
Third floor				
16	Status of roof terrace? Provide details as to how the terrace is being designed to accommodate a future green roof?	The tenant has not advised us of their plans for the roof terrace.	Permit Set (10.1.2018)	✓
16.1	8/27/2019: This can be listed as a continuing review item.	Confirmed.	N.A.	Continuing Review
Elevations				
17	Provide the performance data for all glass types.	See page 5 performance data.	Permit Set (10.1.2018)	✓
18	Elevations show no exhausts stacks/equipment about the penthouse parapet – please confirm that is correct.	Not correct. Architectural elevations do not show the mechanical stacks/equipment. Please reference the mechanical dwgs. As described and approved at the Jan 8th hearing, some stacks are required to be above the parapet height, but this is consistent with the sightline study approved by the Planning Board.	Permit Set (10.1.2018)	✓
	- According to the HVAC diagrams the stacks will have a height of nearly 29'.	They are the same height as presented to the Planning Board on Jan 8, 2019.	Permit Set (10.1.2018)	✓
18.1	8/27/2019: Are the stacks that will extend beyond the parapet consistent with the sightline study presented to the Planning Board (materials dated Dec 21, 2018)?	Yes they are consistent with the sightline study.	Permit Set (10.1.2018)	✓
19	HVAC piping Level P3 Floor Plan shows some piping in the southeast corner of the building. Please confirm that this will not be visible above the mechanical screen.	Level P3 is the lower garage level and they will not be visible.	Permit Set (10.1.2018)	✓

Building Permit Design Review – North Point Parcel G Construction Documents		**Design Team Responses**	**Drawings Set Ref.**	**Comment Closed**
20	Need to show sun shades. The separate sun shade elevations are unclear.	See attached sheets A20-02, A20-03, A20-04.	Permit Set (10.1.2018)	✓
21	Confirm that the fire department connections and pump test header are attractively integrated into the building façade and are not standalone elements.	With glass façade stretching entire south façade all the way up to the bike entry, there is no room to mount the FD connections on the facade. We located the FD connection bollard next to the bike entry, away from the main pedestrian circulation path and minimize its visual impact by locating it within the landscape area	CCD #23 (8.27.2019)	✓
21.1	8/27/2019: The fire hydrant next to the bike entry door is shown on the plans, but other connections are not easy to find. Please provide further information. We want to avoid a situation where there is a plethora of FD connections exposed along the sidewalk.	See page 16 where we show one bollard on each side of the building with an example image. Both bollards are designed for 4 way connections due to the possibility of Boston FD using these connections as well as Cambridge FD, based on the meeting we had with CFD and BFD on 10/31/2018. One on the west side by the bike parking is located within the landscaped area with shrubs and trees to minimize its visual impact.	CCD #23 (8.27.2019)	✓
South elevation				
22	Podium precast parapet/cornice still seems tall – especially with the flat middle section of 2.75'. Confirm that the height does not exceed 7'3" per the Planning Board approved drawings.	The parapet height has not changed from 7'-3".	Permit Set (10.1.2018)	✓
23	The extension of sunshades to angled parts of podium façade is still not well resolved.	The sunshades do not extend to angled parts of the podium. The sunshades terminate at an angle as they are reflected on the VMU.	Permit Set (10.1.2018)	✓
Details				
24	Sunshades A30-07 - Where the podium sunshades turn the corner, a better detail is required.	See page 14; attached sheet A30-07 from the Conformed Set of Construction Documents dated 01/23/19, which shows the podium sunshades turning the corner.	Permit Set (10.1.2018)	✓
25	Precast panel assemblies A31-02- Cannot read panel dimensions on print copy provided.	See attached sheet A31-02.	Permit Set (10.1.2018)	✓
25	Zipper transition – are the sunshades continuing through the transition zone between North and South masses?	See attached detail 4/A30-01 which align the sunshade fascia with precast glass mullion cap extension.	Permit Set (10.1.2018)	✓
25	It seems the reveal between the precast and the curtainwall at the zipper is only about 9.5". We thought more depth was to be provided.	See attached detail 4/A30-01 which shows the 24" depth.	Permit Set (10.1.2018)	✓