




CITY OF CAMBRIDGE
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: July 19, 2016
Re: NorthPoint Application for Special Permit Amendments to PUD Development Plan (PB#179)

The Traffic, Parking and Transportation Department (TP&T) submitted comments to the Planning Board dated May 31, 2016 on the proposed Major Amendment to the NorthPoint Special Permit and Planned Unit Development (PUD) Plan (Planning Board #179). TP&T has held a number productive meetings with DivcoWest and HYM Investment Group on the NorthPoint 40-scale roadway layout plan. DivcoWest and HYM has been very responsive addressing TP&T's comments, as well as comments from the Planning Board and other City staff.

Based on our meetings and discussions with the DivcoWest and HYM, there has been substantial improvements to the 40-scale roadway layout plan and curb lines, including the following elements:

- Added raised pedestrian tables on North Street and Dawes Street to improve pedestrian crossings and connections between proposed parks.
- Increased the buffer space between the community path and the Retail Square at Parcel I and W from 2 feet to 3 feet to minimize conflicts between cyclists and pedestrians. Retail doors will also be designed to not open into the multi-use path or direct pedestrians into the path.
- Added raised cycle tracks to the First Street corridor from O'Brien Highway to Dawes Street. As the Project advances, TP&T will continue to work with the Applicant on the First Street cross-section design details through design review, including the cycle tracks, bus and shuttle stops, parking, loading, landscaping, signage, pavement markings, and pedestrian crossings, including the proposed mid-block pedestrian crossing.
- Adjusted the Dawes Street curb lines and roadway striping to minimize conflicts between cyclists and trucks, and create dedicated space for truck loading.
- Extended and modified West Boulevard to the westernmost edge of the site and set aside an area for an Urban Ring connection, community path and Grand Junction path connections.
- Continued discussions with the City on development and approval of a comprehensive loading and delivery plan. The applicant has committed to obtaining approval for loading and delivery plans for each building through design review as development advances.
- Clarified the loading/lay-by use of the private alleys off Dawes Street, which will be designed to avoid any confusion regarding their purpose and use by the general public.

- Reworked the Dawes Street approach to the Dawes Street/Water Street/West Street/North Point Boulevard intersection, to create a smoother and safer transition for motor vehicles and cyclists.

TP&T believes the 40-scale roadway layout plan and curb lines are generally set and supports the plan, subject to building design review by City staff, as specific parcels and buildings are designed. Detailed review of roadway and utility plans will continue with multiple City departments as this development project advances.

Lastly, TP&T wants to thank DivcoWest and HYM for their ongoing coordination and cooperation with us on this evolving and exciting Northpoint district.