



**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
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## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** July 7, 2017  
**Re:** NorthPoint Application for Parcel Q1 Design Review, Request for Minor Amendments, and Approval of Revised Subdivision Plan (PB#179).

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The Cambridge Traffic, Parking and Transportation Department (TP&T) has reviewed the June 26, 2017 Design Review Application and Request for Minor Amendments from DW NP Properties, LLC (an affiliate of DivcoWest) for the NorthPoint Development project (PB#179). TP&T offers the Planning Board the following comments on the proposed Design Review and Minor Amendments.

### **Parcel Q1 Design Review**

Parcel Q1 will include a 17,675 sf retail and office building including 8,108 sf retail space and 9,567 sf office space. The parcel is located immediately north of the future Lechmere Station at the northwest corner of the NorthPoint Boulevard/North First Street intersection.

TP&T has been working with DivcoWest and their project team on the Parcel Q1 Design. The Parcel Q1 building, in coordination with buildings on Parcels W and I-2 will establish a retail center for the Northpoint neighborhood. Parcel Q1 and the surrounding parcels will be a central identifiable place that will be active, open and welcoming to people living, working and visiting the NorthPoint neighborhood, and will be accessible by all modes, especially transit, walking, and bicycling to support healthy and sustainable travel.

TP&T supports the proposed Parcel Q1 loading dock located off of NorthPoint Boulevard because it is the preferred location instead of located off North First Street which will be a more active pedestrian and bicycle realm. We have also been working with the Applicant to minimize any conflict between delivery trucks and pedestrians at the loading dock doors, including a warning device to alert pedestrians of trucks entering and exiting. TP&T also supports the project's site plan including the building's set-backs, landscaping and the separated cycle track because those items will create an enjoyable, pleasant and safe condition for pedestrians and bicyclists for the area. TP&T will continue to work with the Applicant on Parcel Q1 through the building permit review process.

**Revised Subdivision Plan for Parcel Q1 and Adjacent Parcels Q2 and R.**

TP&T has no concerns and supports the proposed re-parcelization of Parcels Q1, Q2 and R because it will not impact the 40-scale roadway network and will have no impacts on the overall transportation plan.

**Request for Minor Amendment for Parcel Q1**

TP&T has no concerns and supports the request to increase the size of allowable gross floor area on Parcel Q1 from 14,000 sf to 17,675 square feet because it makes the parcel a more regular shaped lot and more viable for successful retail space. The re-sizing and re-parcilization will not change the 40-scale roadway network and will not change the NorthPoint trip generation or the overall 300,000 sf (including a grocery store) retail permitted for NorthPoint because adjustments will be made to non-residential GFA of other Blocks.

**Minor Amendment for Timing of Land/Museum Traffic Mitigation Requirements**

The NorthPoint Planning Board Special Permit requires that prior to the first Certificate of Occupancy for Phase 1B, improvements need to be made at the Monsignor O’Brien Boulevard/ Land Boulevard and Monsignor O’Brien Boulevard/Museum Way intersections. The intersections are owned by MassDOT and DCR who have indicated that they will not permit construction at these intersections until after the Longfellow Bridge and potential North Washington Street bridge reconstruction projects are completed because the intersections are part of the bridge reconstruction detour route. NorthPoint is seeking a minor Amendment to address this timing issue.

TP&T believes it’s reasonable to delay construction to those intersections so not to impact intersections and roads being used by the state for detour routes. TP&T supports the Applicant’s requests for a Minor Amendment to modify the timing for improvements to the two intersections. TP&T recommends the following conditions:

- Improvements to the O’Brien/Land Blvd and O’Brien/Museum Way intersections required by Sections 6.c.(i) and 6.c.(iii)(a) of Appendix II to the Special Permit may only be undertaken when the detour route ends and reconstruction of the intersections are permitted by the Massachusetts Department of Transportation (MassDOT) and/or the Department of Conservation and Recreation (DCR), which own those intersections.
- The referenced improvements must be completed prior to the issuance of the first Certificate of Occupancy for Phase 2 of the NorthPoint project, unless such improvements are not permitted to occur by MassDOT and/or DCR prior to the issuance of such first Certificate of Occupancy, in which case the Applicant may satisfy these mitigation requirements as described below.
- If improvements to the intersections are not permitted by MassDOT and/or DCR when the applicant seeks a permit to undertake intersection improvements (for example, if abridge construction detour is still in place), the Planning Board authorizes that:
  - a. For Section 6.c.(i) of Appendix II of the Special Permit, the Applicant may satisfy the Special Permit Conditions by funding a Force account in the amount necessary to pay for the cost of the improvements. Such amount, if not already determined by MassDOT and/or DCR, shall be determined by TP&T in consultation with the Department of Public Works.
  - b. For Section 6.(iii)(a) of Appendix II of the Special Permit, TP&T may designate a different intersection(s) in which the Applicant can make comparable intersection improvements to satisfy requirements in the Special Permit (such as

pavement markings and signal timing changes and equipment improvements at different intersections)

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