



Parcels G+H

DESIGN REVIEW REVISION

February 09, 2022

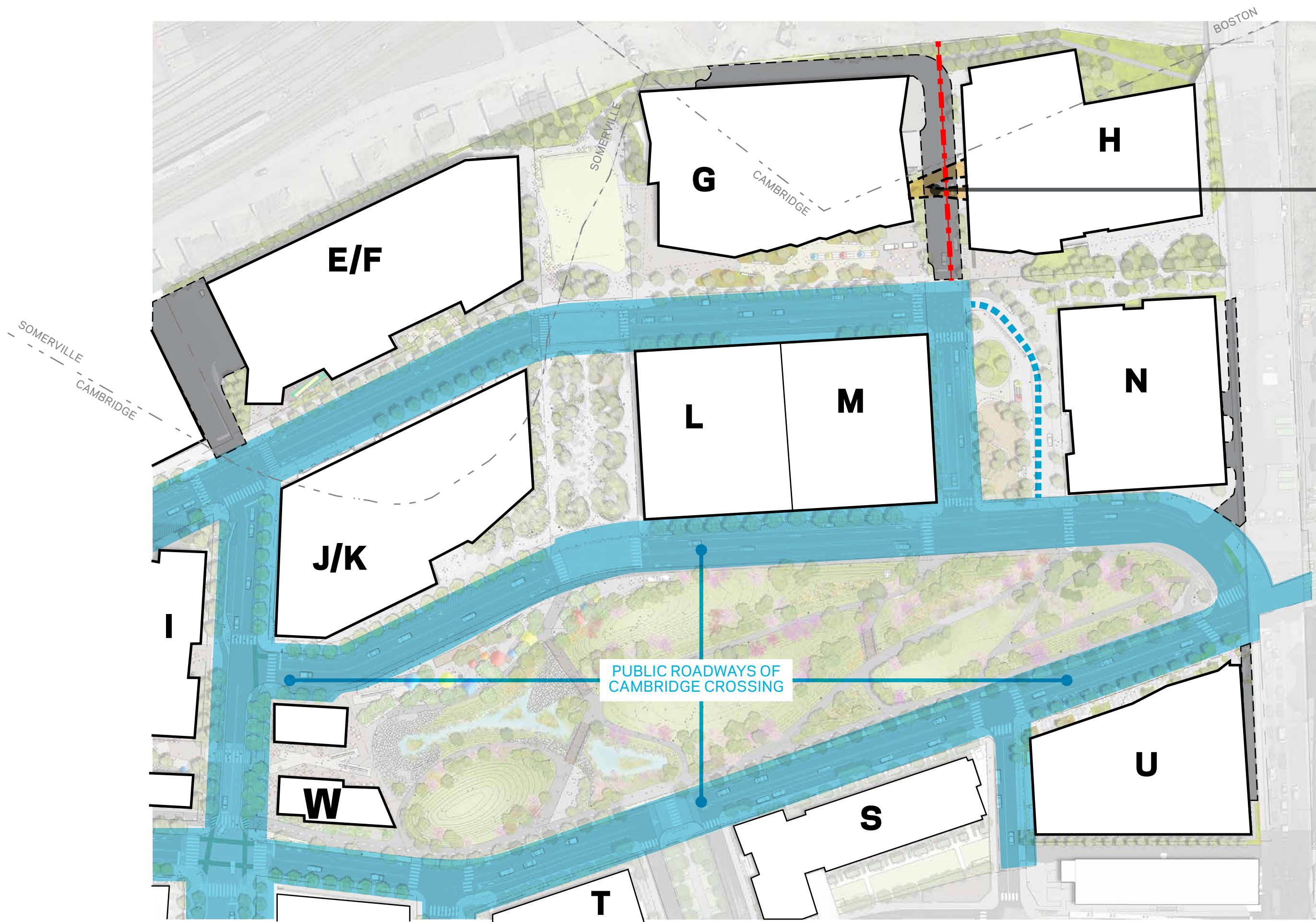


CAMBRIDGE PLANNING BOARD COMMENT

1. Provide bridges with *distinctive character* unique to Cambridge Crossing
2. Where the bridges meet G and H, *respond to the particular conditions* of each building
3. Make the bridges appear *lighter / more transparent* with *thinner spandrels / lighter structure*
4. Provide further information regarding *pedestrian wind analysis*

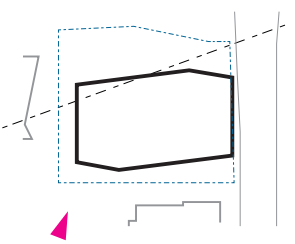
DESIGN RESPONSE

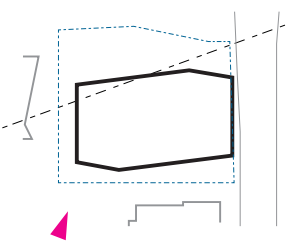
1. Bridge has distinctive shape and structural system
2. Bridges join buildings at curtainwall joints
3. Final wind condition better than previously-approved
4. Structural and spandrel depths are thinner



BRIDGES LOCATED OVER PRIVATELY-OWNED SERVICE DRIVE

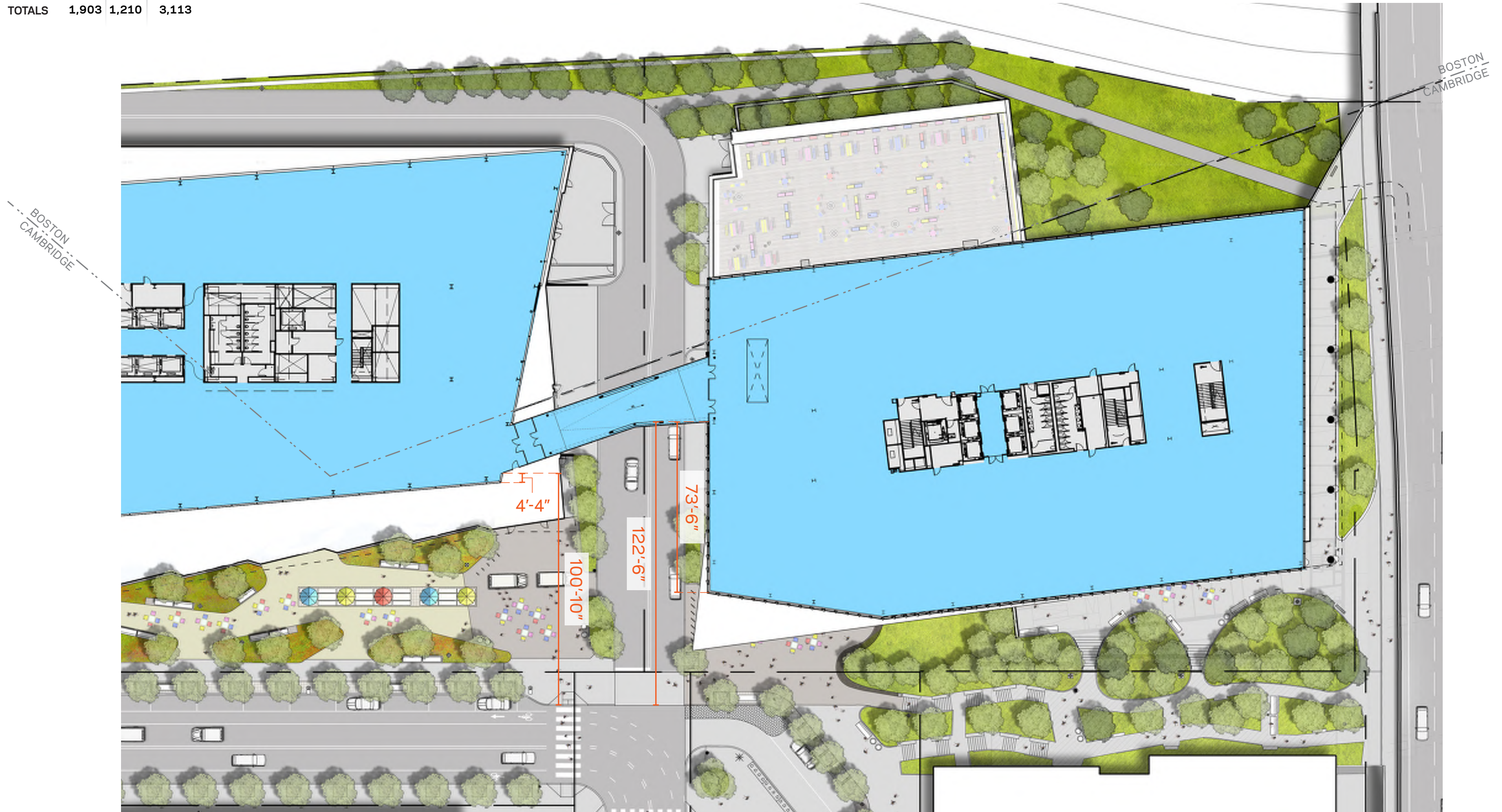
PUBLIC ROADWAYS OF CAMBRIDGE CROSSING





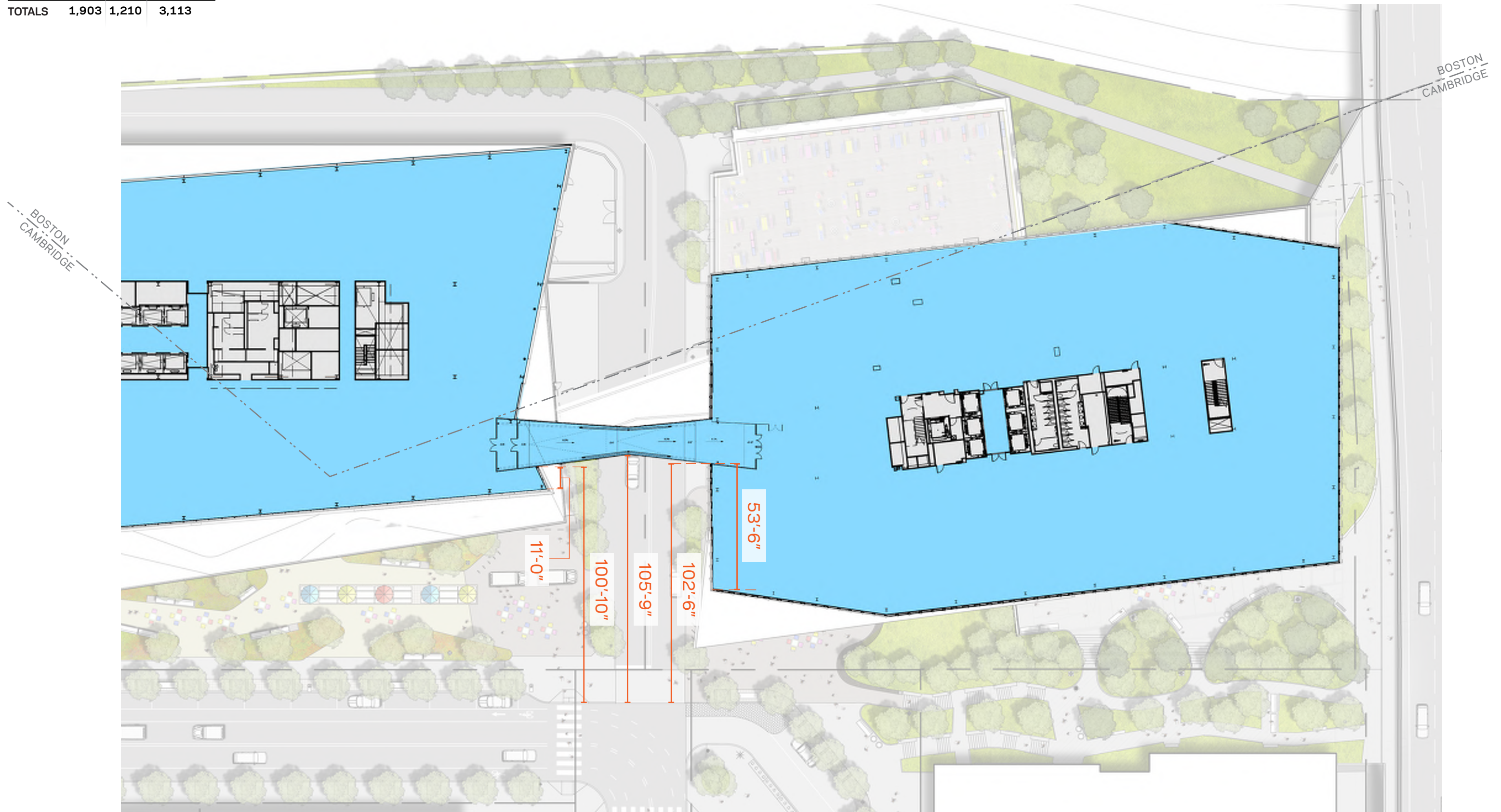
ADDITIONAL GFA FROM BRIDGES

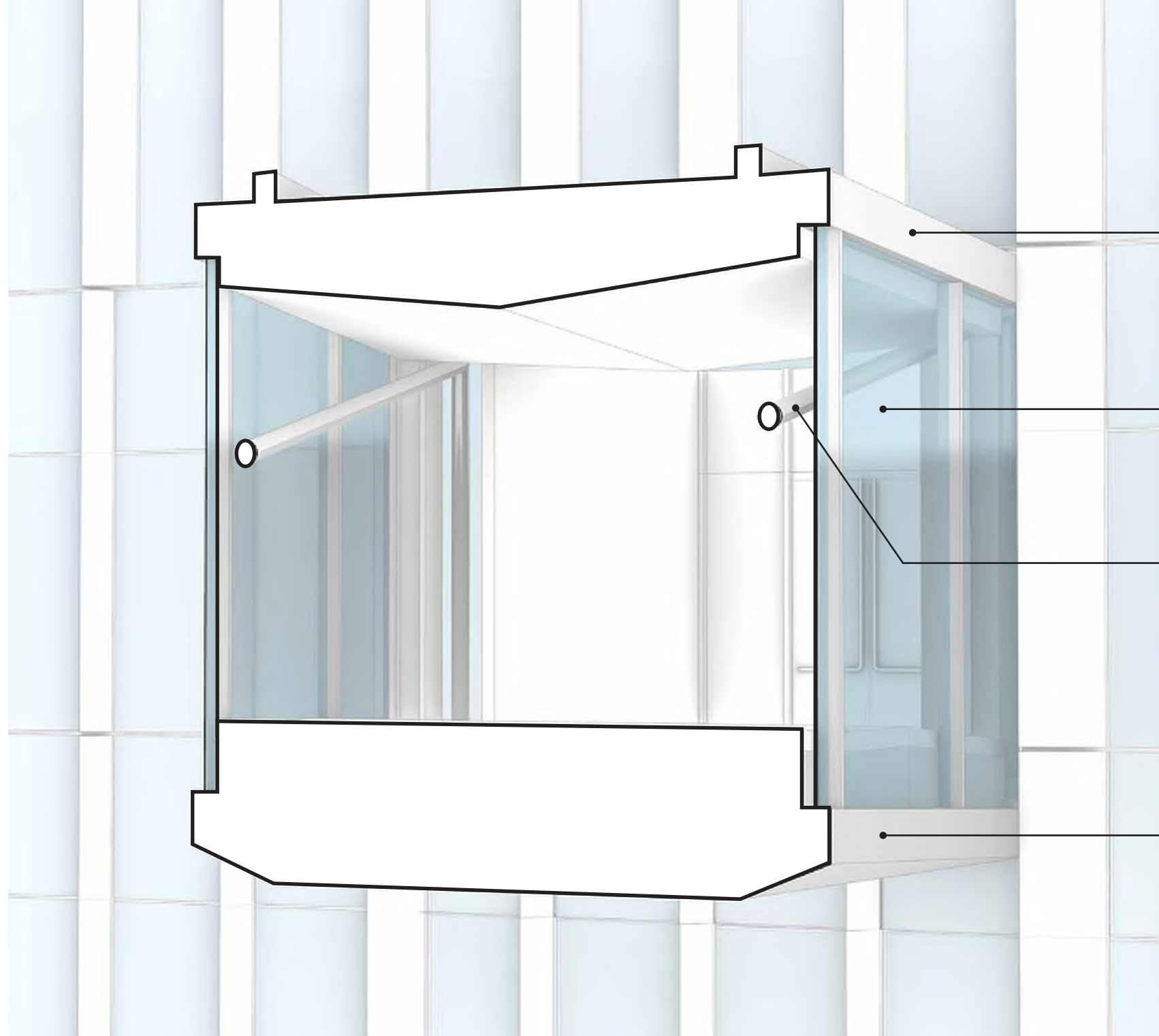
	PARCEL		TOTAL BY LEVEL
	G	H	
LEVEL 3	1,118	718	1,836
LEVEL 9	785	492	1,277
TOTALS	1,903	1,210	3,113



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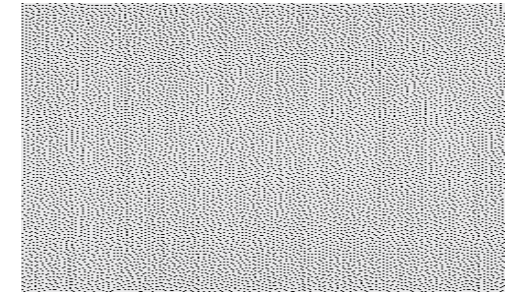


COMPOSITE METAL
PANEL FASCIA (PG 23)

ULTRA-CLEAR VISION GLASS

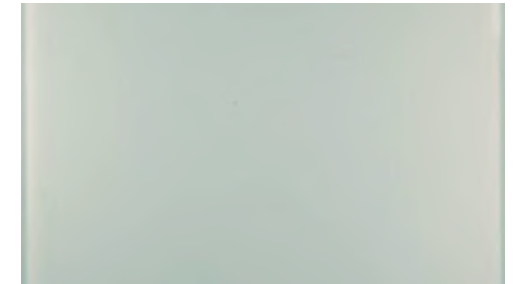
PAINT-COATED
STRUCTURAL TRUSS

COMPOSITE METAL
PANEL SOFFIT (PG 24)



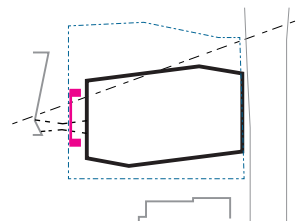
METAL PANEL SOFFIT

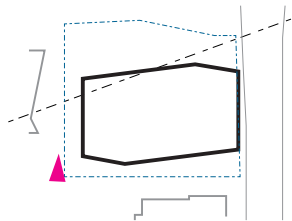
COLOR: (3) Coats of Valspar 399C049
Fluoropon Classic II - Pewter

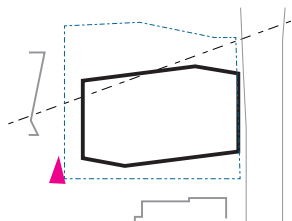


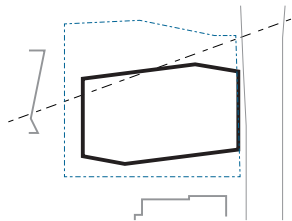
ULTRA-CLEAR VISION GLASS

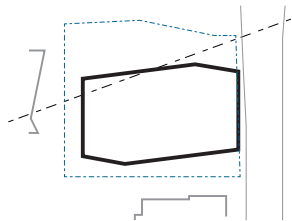
1 1/8" IGU (High-VLT Insulated Glazing Unit)

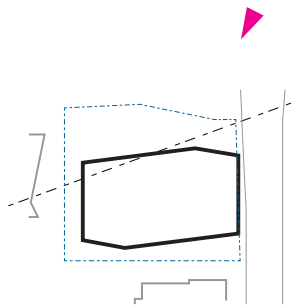


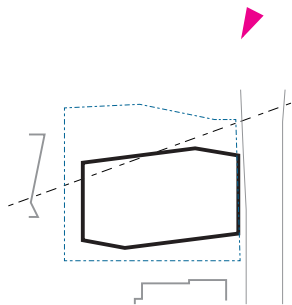




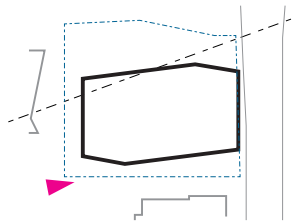


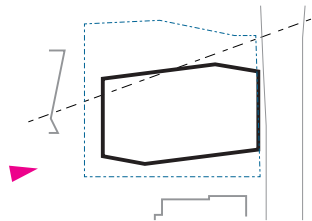


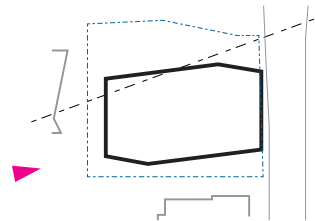








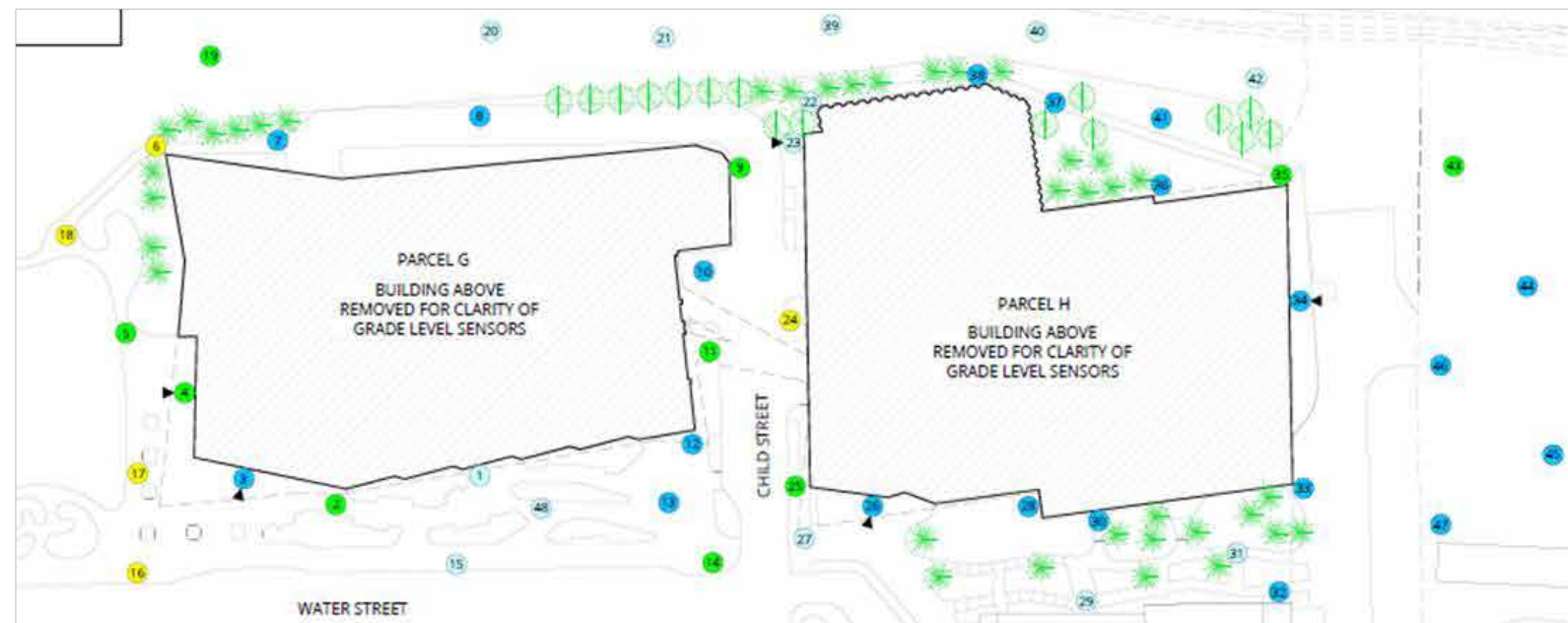






September 2017



July 2021








LANDSCAPING:

-  Proposed Evergreen Tree (15 ft Tall)
-  Proposed Evergreen Tree (10 ft Tall)

LEGEND:

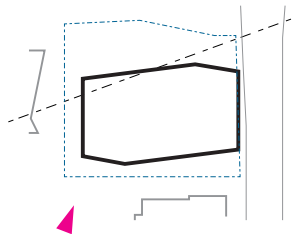
MEAN SPEED CATEGORIES:

- Sitting 
- Standing 
- Walking 
- Uncomfortable 
- Dangerous 

True North



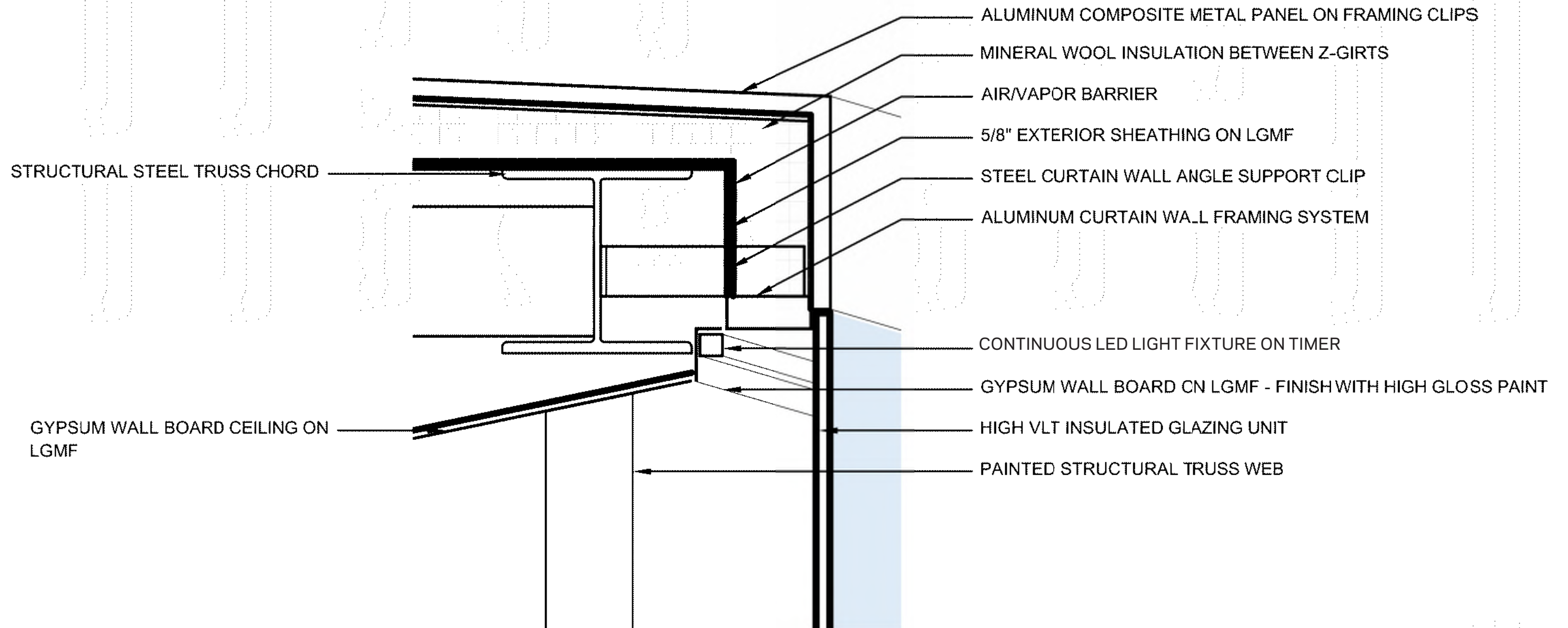
Image 1: Wind Conditions Comparison – September 2017 and July 2021

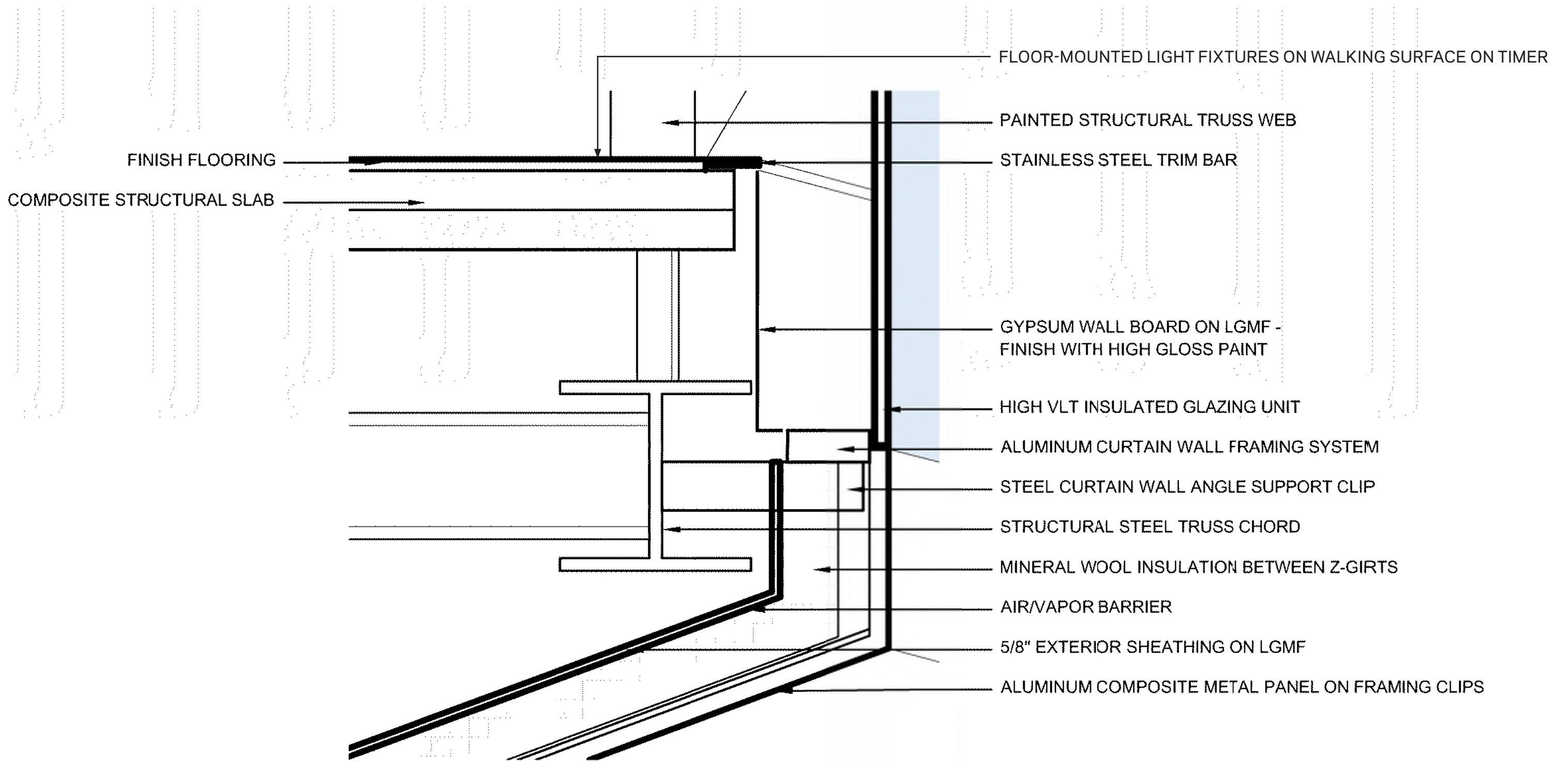




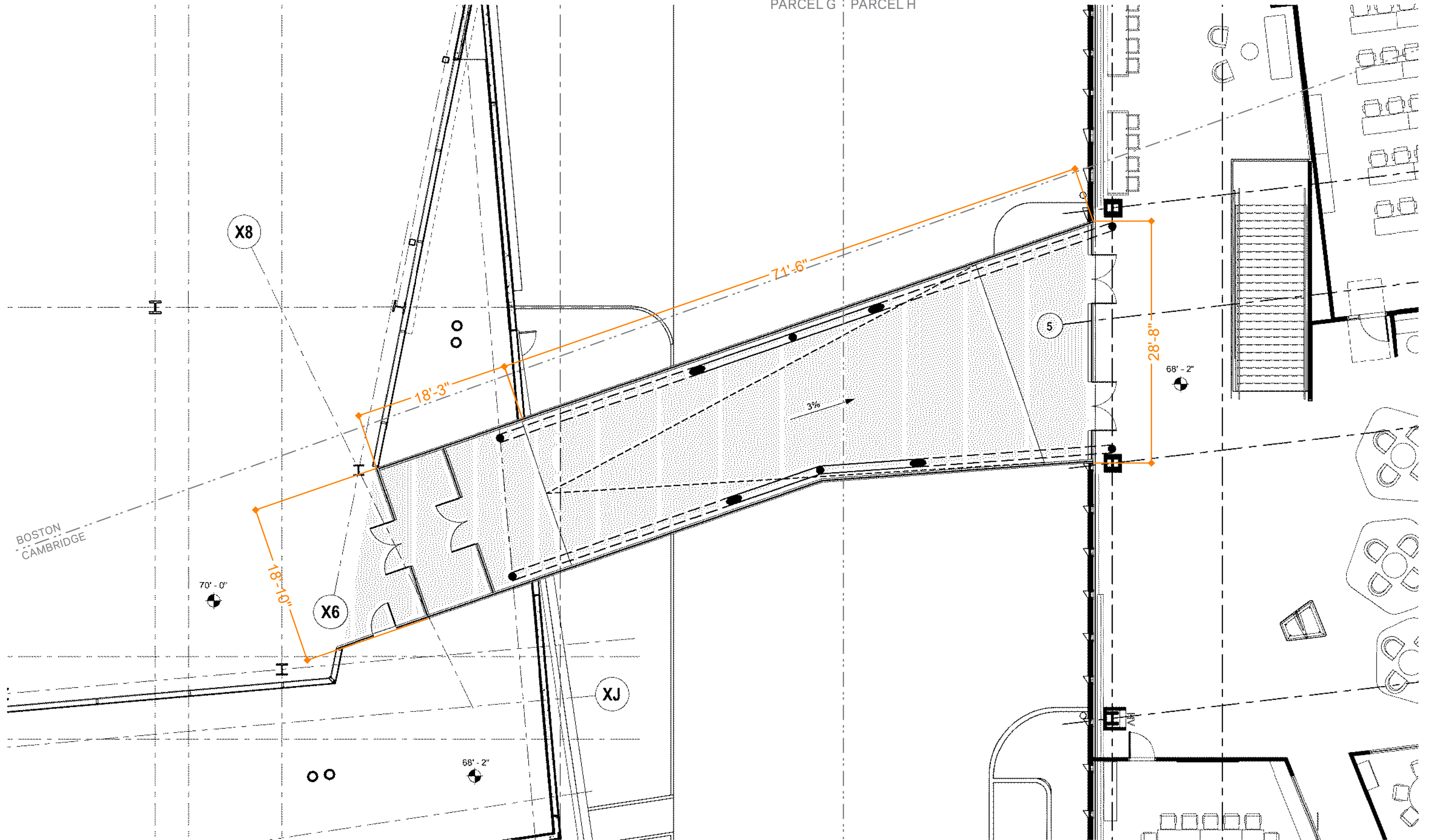
Parcels G+H

APPENDIX



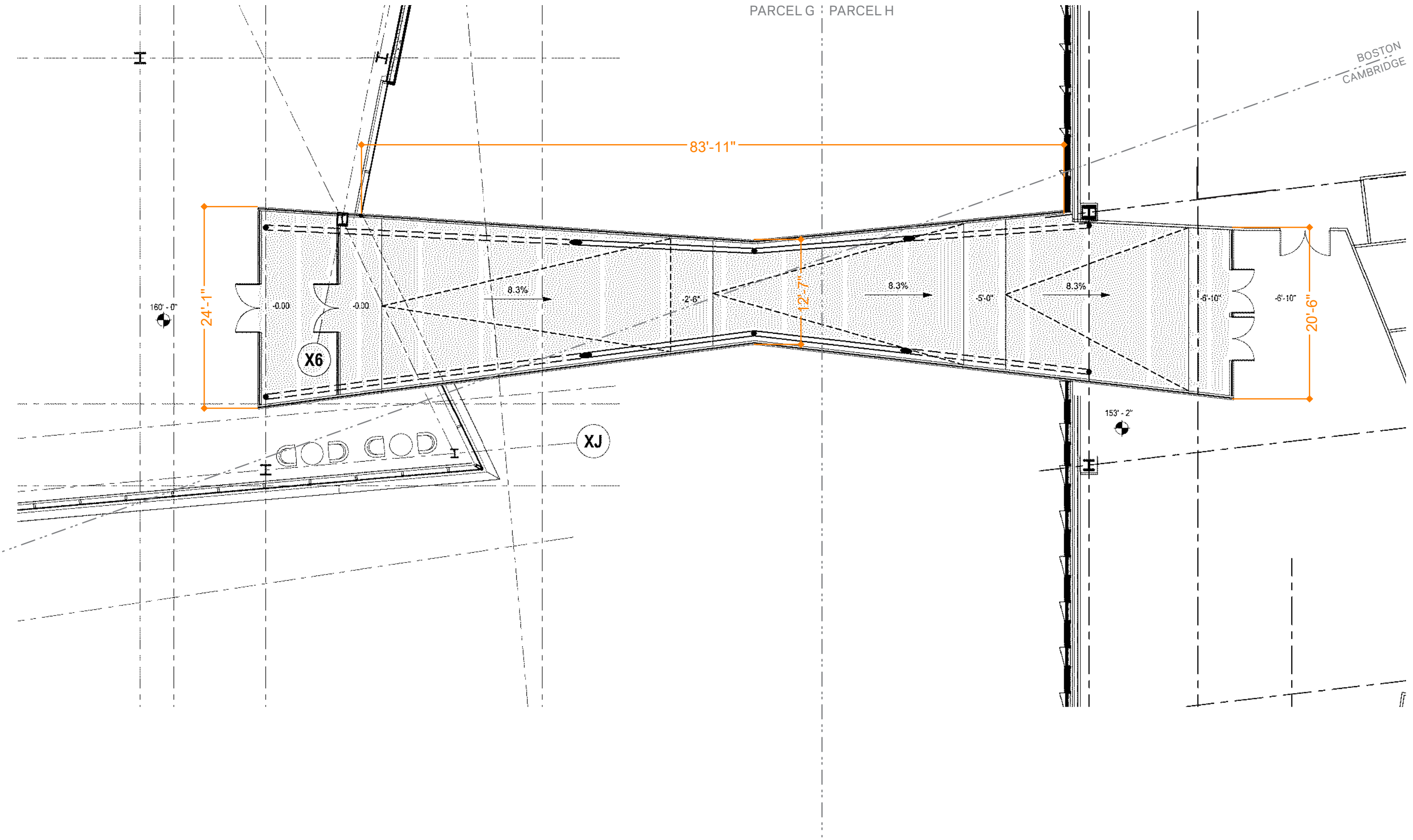


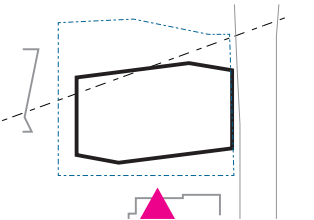
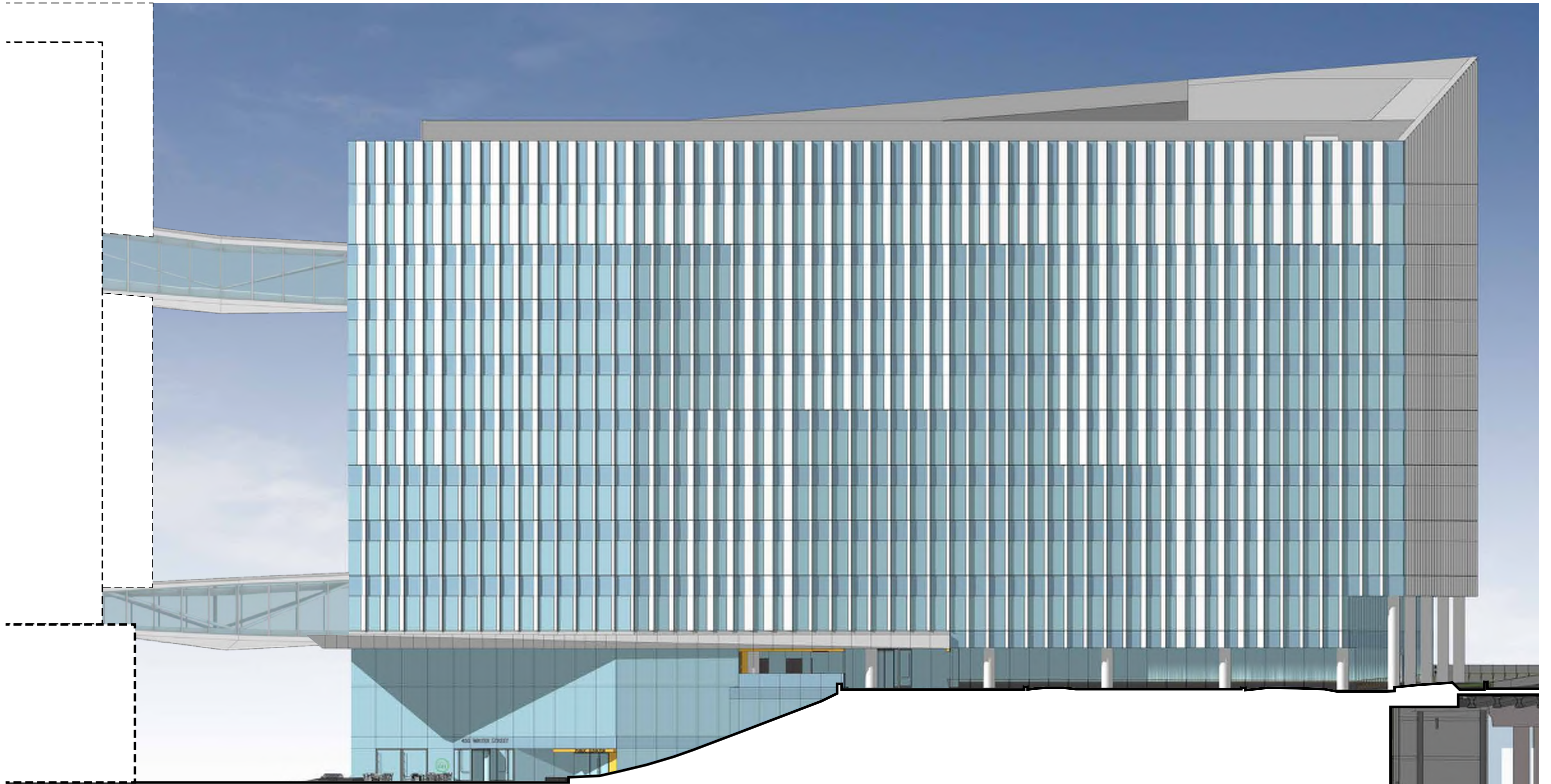
PARCEL G | PARCEL H

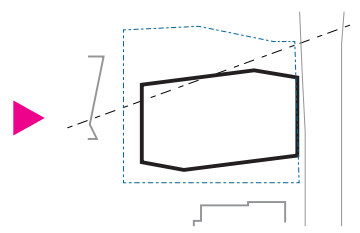


PARCEL G | PARCEL H

BOSTON
CAMBRIDGE

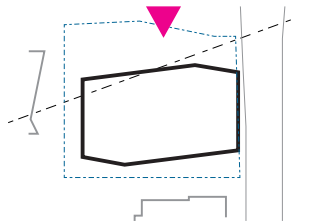
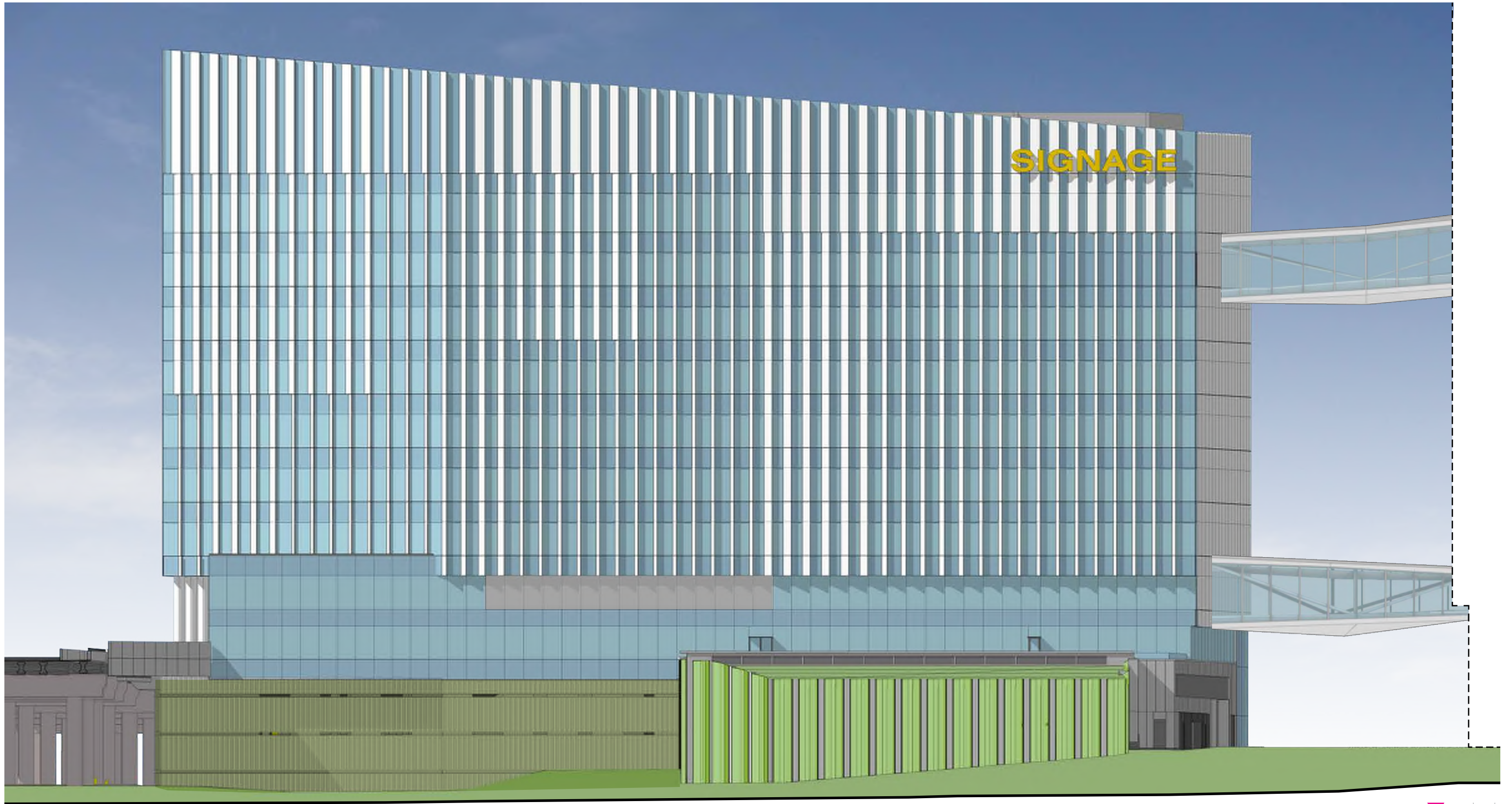


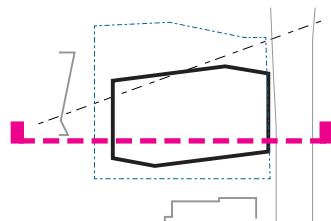
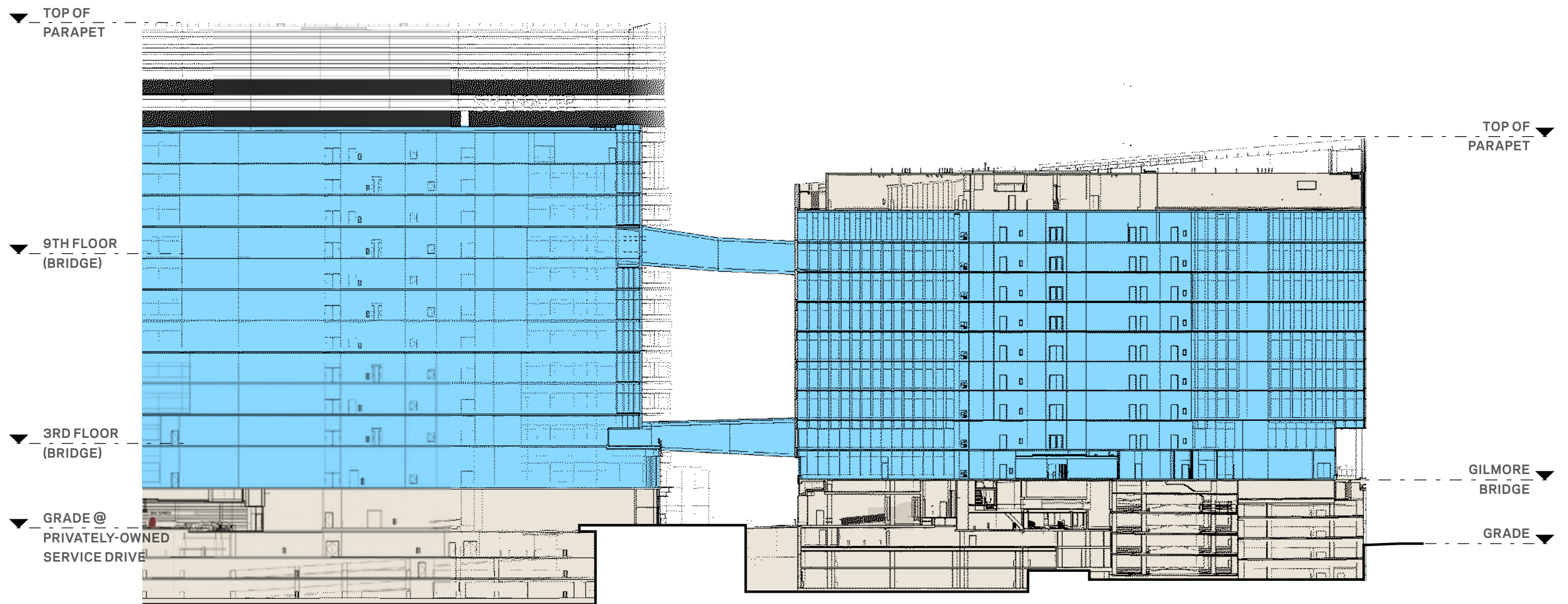


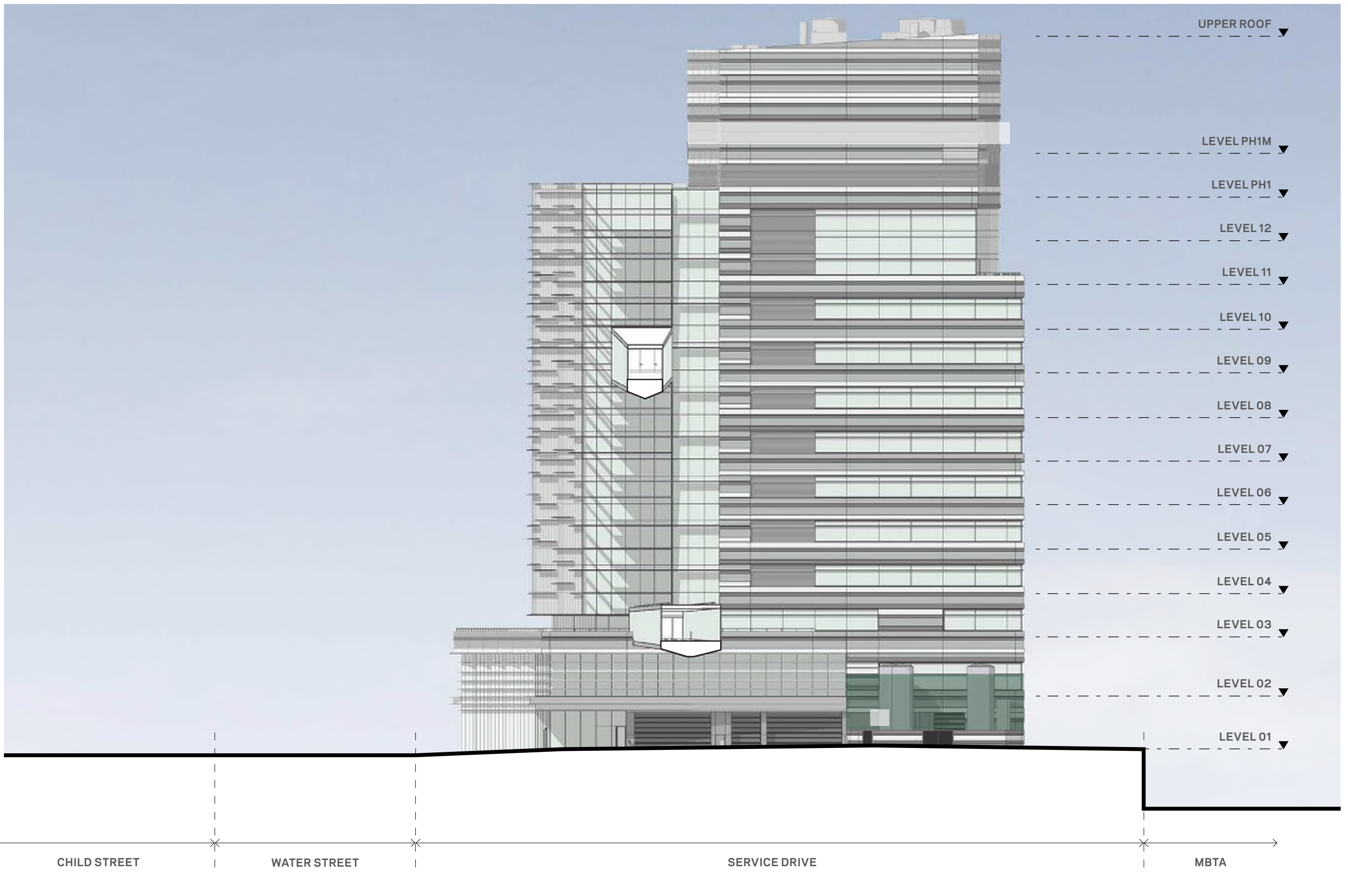


WESTERN ELEVATION

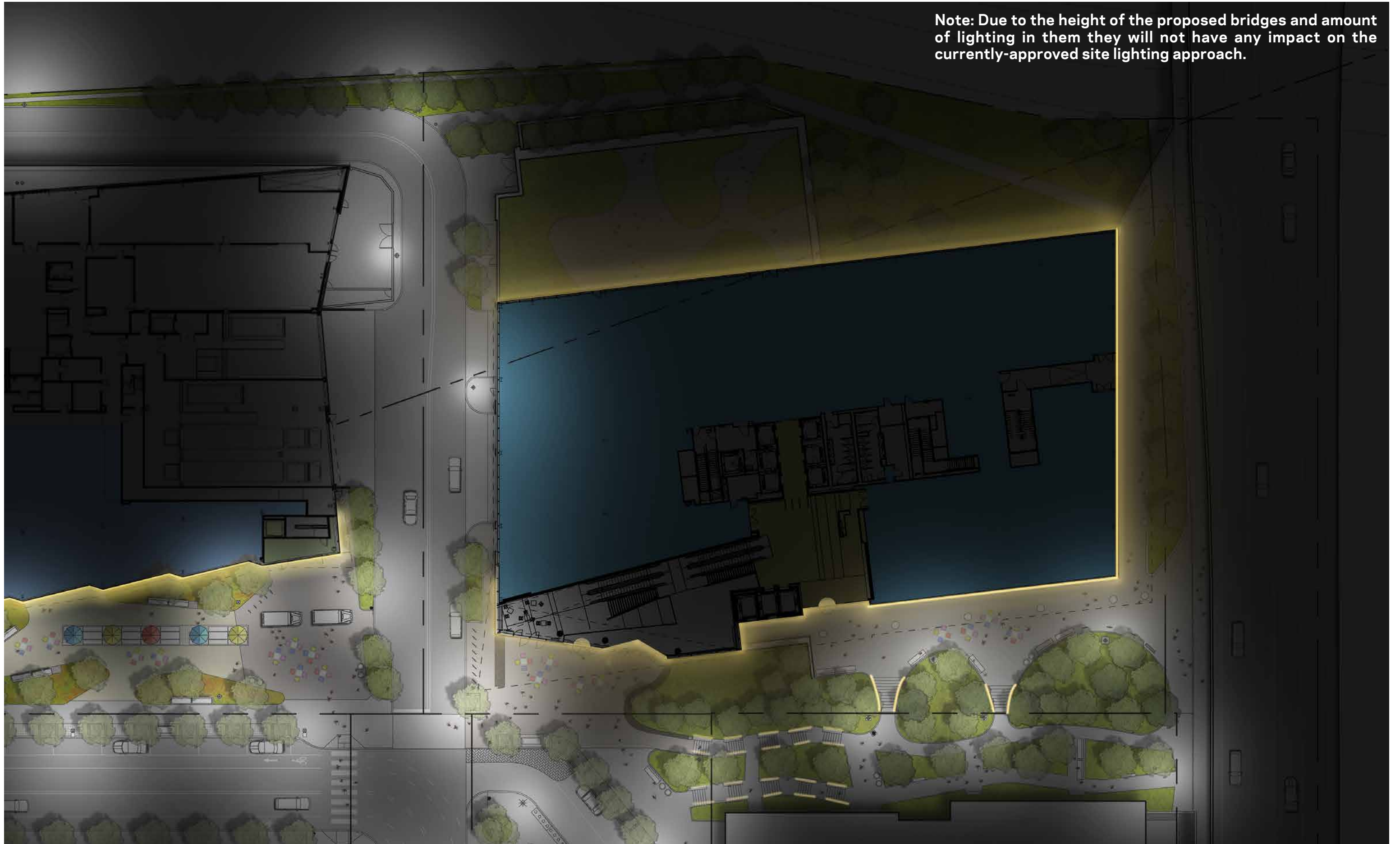








Note: Due to the height of the proposed bridges and amount of lighting in them they will not have any impact on the currently-approved site lighting approach.





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William Voulgaris
NBBJ
RWDI# 1703124
NOVEMBER 19, 2021

MEMORANDUM

DATE:	2021-11-19	RWDI Reference No:	1703124
TO:	William Voulgaris	EMAIL:	wwoulgaris@nbbj.com
FROM:	Yi (Leo) Zeng Saba Saneinejad Sonia Beaulieu	EMAIL:	Yi.Zeng@rwdi.com Saba.Saneinejad@rwdi.com Sonia.Beaulieu@rwdi.com
RE:	Pedestrian Wind Comfort RWDI 1703124 - Parcels G and H - Northpoint Site Cambridge, MA		

RWDI was retained by NBBJ in 2017 and 2021 to conduct a study to assess the pedestrian wind conditions for the proposed Parcels G and H - Northpoint Site in Cambridge, MA. The results are presented in the RWDI reports:

- *RWDI Project 1703124 - Parcels G and H - Northpoint Site - Pedestrian Wind Study Report*, dated September 29, 2017; and,
- *RWDI Project 1703124 - Parcels G and H - Northpoint Site - Pedestrian Wind Study Report*, dated July 29, 2021.

The purpose of this memo is to:

- Compare wind conditions presented in the two reports mentioned above;
- Discuss the topography at the north area of project site; and,
- Provide a qualitative evaluation of the potential wind impact of the update bridge design.

Wind Conditions Comparison

The initial wind tunnel test was conducted in September 2017, followed by a new wind tunnel study in July 2021 with revised building massing and added landscaping. As a result of revised building massing and of landscaping elements, wind conditions at grade level are expected to be improved at most areas for the updated massing, as shown in Image 1. In particular, uncomfortable conditions observed at the area between Parcels G and H are mostly eliminated, while improve conditions are also predicted at the areas to the north of the two parcels.

September 2017



Image 1: Wind Conditions Comparison – September 2017 and July 2021



Topography at the North Area of Project Site

It is RWDI's understanding that there is an elevation change of approximately 12 feet at the north area of the project site, as shown in Image 2. Based on previous wind tunnel experience and engineering judgement, this elevation change is not expected to significantly alter the wind conditions on and around the project site. It was therefore not included in either of our previous studies.



Elevation Change at the North Area of Project Site

Image 2: Topography at the North Area of the Project Site

Updated Bridge Design

It is our understanding that the design of the two bridges connecting the two parcels have been updated since the latest wind tunnel test, as shown in Image 3.

The elevation of these bridges has not changed in the updated design. The most significant change is the shift of the bridges to the south, as shown in Image 4. This design update is not anticipated to have a significant impact on the wind conditions at grade level. Wind conditions on and around the project site are expected to remain similar to those predicted during the last wind tunnel test.



Wind Tunnel Test Model July 2021



Updated Design November 8, 2021

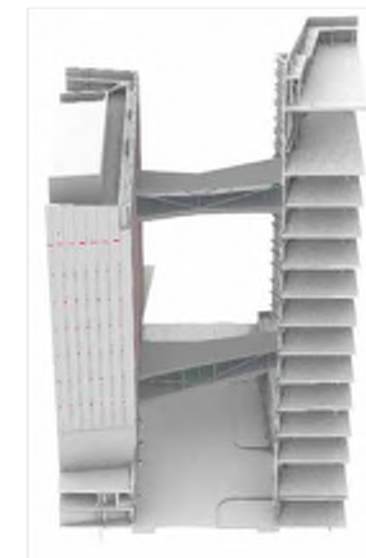
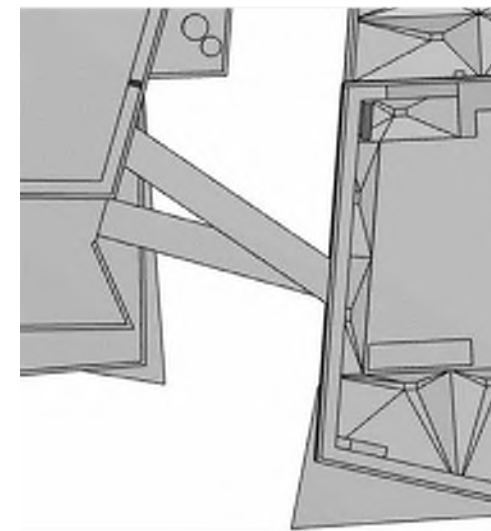
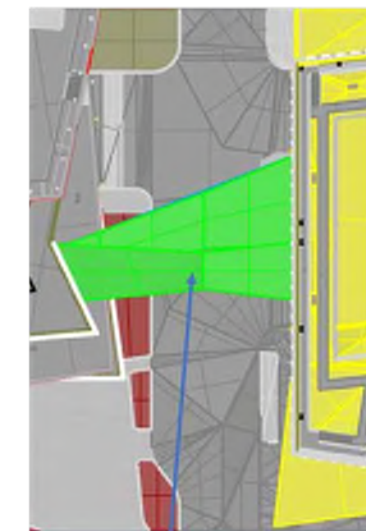


Image 3: Wind Tunnel Test Model and Updated Bridge Design

Wind Tunnel Test Model July 2021



Updated Design November 8, 2021



Bridges are shifted to the south

Image 4: Wind Tunnel Test Model and Updated Bridge Design



William Voulgaris
NBBJ
RWDI# 1703124
NOVEMBER 19, 2021

Conclusion

The latest design of the pedestrian bridge is not expected to influence the results and conclusions presented in RWDI's reports issued in July 2021. Furthermore, the local topography change north of the project area are not expected to impact RWDI's results.

We trust that the above assessment satisfies the City of Cambridge Planning & Urban Design department's requirements at this time. Should you have any questions or require additional information, please do not hesitate to contact us.



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 1,903 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>✓</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>✓</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>✓</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>✓</p>



SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
<p>CAMBRIDGE ZONING ORDINANCE Article 6.105.1 - e</p>	<p>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.</p>	<p>Required: 0.05 X 136 = 6.8 spaces Provided: 14 spaces</p> <p>No change resulting from the Bridge Connectors.</p>	<p>✓</p>
<p>CAMBRIDGE ZONING ORDINANCE Article 6.107.2</p> <p>Article 6.107.3</p>	<p>LONG TERM BICYCLE PARKING REQUIREMENTS: 0.30 / 1,000 GFA (OFFICE) 0.22 / 1,000 GFA (LABS)</p> <p>SHORT TERM BICYCLE PARKING REQUIREMENTS: 0.06 / 1,000 GFA (OFFICE) 0.06 / 1,000 GFA (LABS)</p>	<p>Two potential scenarios are outlined below:</p> <p><u>Long Term:</u> 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</p> <p>100% Office: Office: 450,895 GFA - 0.30 X 451 = 136 Spaces</p> <p><u>Short Term:</u> 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</p> <p>100% Office: Office: 450,895 GFA - 0.06 X 451 = 28 Spaces</p> <p>This project currently provides 144 Long Term spaces and 28 Short Term spaces which satisfies both scenarios.</p> <p>The Bridge Connectors will add 1,903 sf of GFA on Parcel G, resulting in a total of 452,798 GFA. No change in bicycle parking provided resulting from the Bridge Connectors.</p>	<p>✓</p>
<p>CAMBRIDGE ZONING ORDINANCE Article 6.83</p>	<p>Minimum Number of Off Street Loading Bays to be as follows: <u>OFFICE / R&D (Category F)</u></p> <p>(0) < 10,000 GFA (1) 10,000 GFA – 99,999 GFA (2) 100,000 GFA – 299,999 GFA (+1) Per additional 200,000 GFA</p>	<p>This project includes a total of 450,895 GFA of office/lab space.</p> <p>Total of 3 bays required.</p> <p>This project will provide a total of 3 Loading Bays.</p> <p>The Bridge Connectors will add 1,903 sf of GFA on Parcel G, resulting in a total of 452,798 GFA. No change in loading provided resulting from the Bridge Connectors.</p>	<p>✓</p>
<p>CAMBRIDGE ZONING ORDINANCE Article 6.91</p>	<p>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.</p> <p>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.</p>	<p>All three bays are sized for following:</p> <p>52' L X 12' W X 14' H</p> <p>No change resulting from the Bridge Connectors.</p>	<p>✓</p>

SECTION

ZONING REQUIREMENT

COMPLIANCE

CHECK

Section	Zoning Requirement	Compliance	Check 
<p>PB #179 Amendment #6(Major) - NorthPoint PUD</p> <p>Memorandum dated January 13, 2015</p> <p>2. Updated parking ratios.</p>	<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 1,210 sf of GFA on Parcel H, resulting in an additional parking count of 1.1. One additional parking will be provided on Parcel G. No change is required on Parcel H.</p>	
<p>MAXIMUM 330 PARKING SPACES</p>		<p>PROVIDED 440 PARKING SPACES</p>	
<p>521 CMR - SECTION 23.2.1</p> <p>521 CMR - SECTION 23.2.2</p>	<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>	<p>No change resulting from the Bridge Connectors.</p>	
<p>REQUIRED 9 ACCESSIBLE PARKING SPACES; 2 VAN; 1 ELECTRIC</p>		<p>PROVIDED 10 ACCESSIBLE PARKING SPACES, 2 VAN, 1 ELECTRIC</p>	
<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>	<p></p>

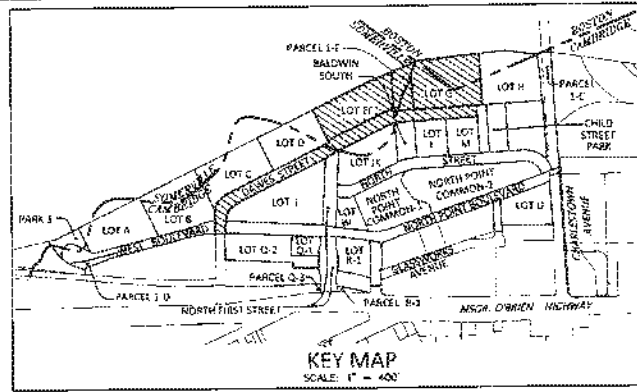
SECTION	ZONING REQUIREMENT	COMPLIANCE	CHECK
		Cambridge Angled: 3 spaces Cambridge Compact: 137 spaces (38.2%) No change resulting from the Bridge Connectors.	✓
		TOTAL PARKING COUNT 440 SPACES	
CAMBRIDGE ZONING ORDINANCE Article 6.105.1 - e	Where twenty (20) or more Bicycle Parking Spaces are required, 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. No change resulting from the Bridge Connectors.	✓
	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. 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.	✓
	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. The Bridge Connectors will add 1,210 sf of GFA on Parcel H, resulting in a total of 366,320 GFA. No change in loading provided resulting from the Bridge Connectors.	✓
	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) No change resulting from the Bridge Connectors.	✓
	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. 587 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 8, 1886, 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 350.00' 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. 537 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
HC	DRILL HOLE
IP	IRON PIN/IRON PIPE
IR	IRON ROD
FD	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.

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

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

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

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

DAWES STREET
 CAMBRIDGE = 74,187± S.F. or 1.703± AC.
 BOSTON = 25,805± S.F. or 0.592± AC.
 TOTAL = 99,992± S.F. or 2.295± AC.

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

LOT JK
 N/E
 DW PROPCO, LLC
 65231/109
 (PLAN NO. 1151 OF 2016)

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

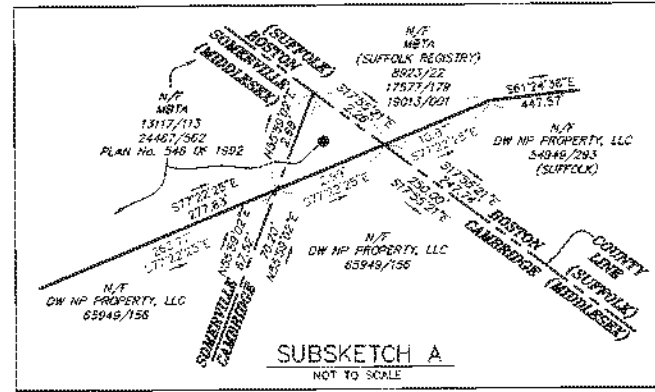
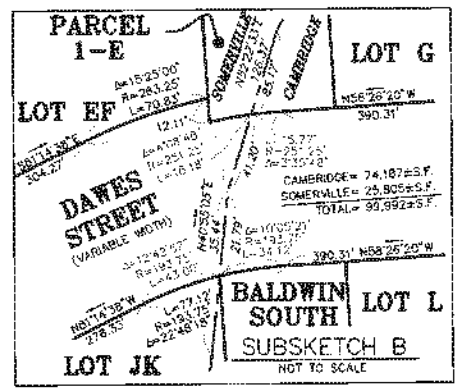
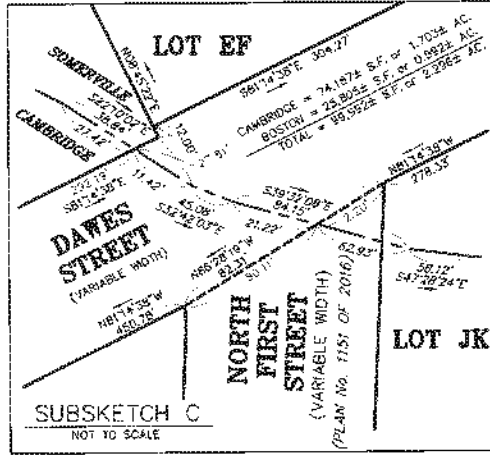
LOT L
 N/E
 DW NP PROPERTY, LLC
 65949/156
 (PLAN NO. 1151 OF 2016)

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

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

NORTH POINT BLVD.
 (PRIVATE-VARIABLE WIDTH)
 489 ±' (PLAN NO. 1151 OF 2016)

LOT Q-2
 N/E
 DW NP Q, R, V PROPERTY, LLC
 65785/200
 65785/205
 (PLAN NO. 677 OF 2017)
 (PLAN NO. 644 OF 2017)



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

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.
 DATE: 10/4/2017
 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)

54948/293
 LOT EF
 LOT G
 PLAN BOOK 2016, PAGE 566
 (SUFFOLK COUNTY)

ISSUE DATE	DESCRIPTION		
10/04/2017	REVISE DAWES STREET AND LOTS EF AND G. CREATE PARCEL 1-E.		
12/21/2016	INITIAL ISSUE		
ATL	MEB	MEB	RJB
F.L.D.	C.A.L.C.	D.W.N.	C.H.K.'D.

Middlesex Registry of Deeds,
 Southern District
 Cambridge, Massachusetts
 Plan No. 1151 of 2016
 Date: 10/4/2017
 R. J. BUCKLEY, PLS No. 30326

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 Tanglewood Road
 Southborough, Massachusetts 01772-2104
 T 508.366.0560 | www.bealsandthomas.com

DATE: DECEMBER 21, 2016 METERS
 SCALE: 1" = 50' FEET
 RR JOB NO. 2084.02
 678 PLAN NO. 208402P-0058-001
 SHEET 1 OF 1

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
b. Floor Area	FAR at North Point:	2.54
	FAR at Lechmere:	2.5
	GFA at North Point:	4,102,825 square feet
	GFA at Lechmere:	181,855 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:	3,988 (Retail Only)
d. Residential	Minimum FAR at North Point:	TBD
	Minimum FAR at Lechmere:	TBD
	Approved GFA at North Point:	2,656,925 square feet
	Approved GFA at Lechmere:	177,867 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided at North Point:	323,507 square feet
	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:	TBD

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: Square Feet:	6.57 acres 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	2,086,950 square feet
	GFA	444,336 square feet
c. Non-Residential	Retail GFA	TBD
	GFA	1,642,614 square feet
d. Residential	Public, Green Area or Permeable Open Space Provided:	4.12 acres or 179,902 square feet
	Other Open Space in Square feet:	TBD
e. Open Space	Non-residential:	See Special Permit
	Residential:	TBD - Average of 0.75/unit at full build-out for all phases
f. Parking Spaces	Proposed Number:	TBD
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

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:	218,880 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	3,000 square feet
	e. Retail:	Required, 3,000 square feet
	f. Residential GFA:	215,880 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:	18,823 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	18,823 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:	16,371 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	16,371 square feet
	e. Retail:	Required, 16,371 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:	1,937,348 square feet
c. Non-Residential	GFA:	1,554,602 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:	452,798 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	452,798 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:	366,321 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	366,321 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:	315,954 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	315,954 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:	1,221,556 square feet
c. Non-Residential	Maximum GFA:	186,124 square feet
	Retail GFA:	24,1331 square feet
d. Residential	Minimum GFA:	1,035,432 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:	163,794 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	163,794 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:	140,194 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Required, 18,342 square feet
	f. Residential GFA:	121,852 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:	181,855 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	3,988 square feet
	e. Retail:	Required, 3,988 square feet
	f. Residential GFA:	177,867 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD



LEGEND

- Residential
- Commercial
- Mixed-Use

Table 1:
GFA by Parcel

PARCEL	GFA	USE
A	93,971	RESIDENTIAL
B	335,251	RESIDENTIAL
C	382,746	MIXED-USE
D	306,491	MIXED-USE
EF	419,529	COMMERCIAL
G	452,798	COMMERCIAL
H	366,321	COMMERCIAL
I	400,057	MIXED-USE
JK	371,828	MIXED-USE
L	312,399	RESIDENTIAL
M	218,880	RESIDENTIAL
N	394,000	RESIDENTIAL
Q1	18,823	COMMERCIAL
Q2	163,794	COMMERCIAL
R	140,194	MIXED-USE
S	112,398	RESIDENTIAL
T	242,194	RESIDENTIAL
U	315,954	COMMERCIAL
V	181,855	RESIDENTIAL
W	16,371	COMMERCIAL
TOTAL	5,245,854	

Table 2:

TOTAL GFA Approved by Special Permit	
Maximum Non Residential:	2,185,062 gsf
Maximum Residential:	3,060,792 gsf
Maximum Total:	5,245,854 gsf