

NORTHPOINT

Application for Amendments to PUD Development Plan and Project Review Special Permits

Final Development Plan - July 7, 2016



Prepared for:

**DW NP Property, LLC
c/o DivcoWest
One Kendall Square, Ste. B3201
Cambridge, MA 02139**



In collaboration with:

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In collaboration with:

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Goulston & Storrs, PC
CBT Architects
VHB/ Vanasse Hangen Brustlin, Inc.**

*Submitted in Compliance with the City of Cambridge Zoning Ordinance
and the Notice of Decision on the Final Development Plan for the NorthPoint Project filed
with the Office of the City Clerk on April 15, 2003, as amended through Amendment #5
(Minor) dated July 30, 2015
PB #179*



July 1, 2016

Cambridge Planning Board
City Hall Anex
344 Broadway
Cambridge, MA 02139
Attention: Elizabeth Paden

Via Hand Delivery

**Subject: Request for Special Permit Amendments
Northpoint (PB#179)**

Dear Chairman Cohen and Members of the Board:

DivcoWest is pleased to submit the attached Revised Request for Special Permit Amendments for the Northpoint Project on behalf of DW NP Property, LLC (the "Applicant"). This filing has been submitted in accordance with the City of Cambridge, Massachusetts Zoning Ordinance (the "Zoning Ordinance") and the Notice of Decision Final Development Plan (Case No. PB#179) as amended to date.

At the June 7, 2016 public hearing, the Planning Board voted unanimously to grant a Preliminary Determination to DivcoWest's Request for Special Permit Amendments. This filing has been revised to address comments provided at that hearing to guide the development of the filing. It has also been revised to reflect the continued input of neighbors and City staff with whom we have met. In addition to this filing, we have submitted a letter addressing four comments made during the June 7 hearing; a letter from our retail consultant, Graffito SP, describing the retail leasing plan for NorthPoint; a matrix showing how each Planning Board and City staff comment has been addressed; and a copy of the revised Northpoint Design Guidelines, described more fully below.

Changes to the Filing Since the Preliminary Determination

We believe that this revised filing is improved, while still being consistent with the goals that have been established for Northpoint. The most significant changes include:

1. Widening the open space along North First Street to allow a continuous green connection from Monsignor O'Brien Highway to the open spaces at the heart of Northpoint.
2. Widening the open space on the north side of Dawes Street from North First Street to the Brian P. Murphy Memorial Staircase, which both provides more generous space between buildings across Dawes Street and an improved pedestrian experience on the path from the Lechmere Green Line station to the Community College Orange Line station.
3. Extending West Boulevard further to the west, giving Parcel A urban street frontage, and providing better definition to the cul-de-sac and open space at the far west end of Northpoint. This road configuration will still accommodate a future Urban Ring and other urban bicycle/pedestrian network connections.



4. Changing the nature of the spaces between buildings north of Dawes, more clearly differentiating pocket parks that have a public, recreational role from service drives.
5. Memorializing in revisions to the 2003 Northpoint Design Guidelines other changes to the plan best addressed during building design review, such as:
 - a. Defining the public nature of pocket parks and the two large parks (Northpoint Common and the newly proposed park on Parcel I at the end of Water Street). The measures described in the guidelines will allow these to be clearly understood as open and welcoming to the public without adding roadways that would detract from the park.
 - b. Treating facades and entries in the retail zone.
 - c. Creating a new one-to-two storey retail building typology for parcels I, W and Q1
 - d. Restraining exterior lighting that may have an impact on the surrounding residential context.
 - e. Incorporating language about screening rooftop equipment that was missing from the original design review guideline.
 - f. Adding language concerning best practices and passive design approach for wind.
 - g. Describing how buildings fit-into the overall site-wide loading and service plan.
 - h. Applying the base/middle/top and setback dimensions to the parcels as they have been revised through this filing

These changes reflect the comments and ongoing dialogue with relevant city staff departments.

As stated previously, this filing will not alter any of the major parameters of the Special Permit. We continue to propose no changes to any of the following

- Total GFA
- Minimum Residential GFA
- Maximum Commercial GFA
- Maximum Retail GFA
- Traffic Generation
- Number of parking spaces
- Total open space area
- Height zones
- Number of 220' tall buildings

We continue to maintain the commitment made by the previous development team to a public market on Parcel V, and to the Community Path for the full east-west length of Northpoint.

Changes to the Existing Special Permit

The changes proposed in this filing are the same as those described in the filing made before the June 7th hearing, modified only as described above to address Planning Board and City staff comments received. The changes include:

1. Creation of a new active-use park at Water Street on Parcel I, in the center of the site. The park is approximately 30,000 square feet and is a completely new feature of the Northpoint Development Plan.
2. Creation of small-scale retail buildings in the center of the Project, on Parcels I, Q and W, that will bring human scale to the public realm and activate adjacent open spaces.



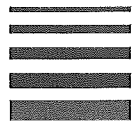
3. Addition of pocket parks and drives to align and extend view corridors from the center of the project to beyond the site boundaries.
4. Breaking down the scale of the longest buildings and blocks in the prior plan (A, B/C/D, E/F, G/H and Q) and deploying drives and open space areas between parcels.
5. Realignment of two street segments to improve traffic flow and safety.
 - a. Straightening of North First Street so it can better serve as the primary retail corridor of the project, where line-of-sight and continuity with First Street to the south is so important.
 - b. Northpoint Boulevard has been realigned so that it runs from the existing intersection at East Street to West Boulevard, eliminating two offset three-way intersections and rationalizing the location of the multiuse path.
6. Elimination of a one-block roadway (formerly referred to as Baldwin Street) and its replacement with a public open space park between parcels JK and L.
7. Allocation of building area to individual parcels consistent with the above changes, without any change to total permitted development or residential/non-residential split of uses.
8. Slight shifting of two 220' parcel designations within the height zone, reflecting the shifts in parcel boundaries.
9. Approval for possible interim uses on Parcel H, which would be in support of our goal of activating the site as much and as soon as possible.
10. As a result of the re-parcelization, realignment of streets and open space and addition of open spaces described herein, there have been some minor shifts in the locations of certain uses between Cambridge and Boston/Somerville.
11. Finally, in order to maintain the vibrant mix of uses in Northpoint from time to time, we have revised the phasing of the project. Overall, more development is moved to Phase 1A to expedite construction, while maintaining the previously established mix of residential and non-residential at the conclusion of each phase.

Infrastructure Investments and City-wide Benefits

There is no change to the proposed infrastructure investments and city-wide benefits. Our infrastructure investment to build the on-site streets and utilities and off-site mitigation measures will be over \$78 million. The project will generate over \$25 million in Incentive Zoning payments, and ultimately Northpoint will result in approximately \$35 million in annual tax revenue to the City. The project has delivered 79 affordable housing units to Cambridge and, at full build out, there will be approximately 365.

Amendment Process

This application has been submitted to the Planning Board as a Major Amendment, so it will be subject to the same notice and hearing requirements as would a new Special Permit. The existing Special Permit provides that the Planning Board will consider the substance of the proposed changes (but not review the entirety of the existing Special Permit) where proposed changes do not constitute "a substantial alteration to the intent, purpose and substance" of the Special Permit. The changes proposed in this application do not include any changes to any of the major parameters of the existing Special Permit. We believe they are very much in keeping with the intent, purpose and



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substance of the existing Special permit for thoughtful, phased development of a transit-oriented, mixed-use neighborhood incorporating a large central open space.

The changes described in this letter are presented in complete detail in the attached project narrative, which has been revised to address comments received during the first Planning Board hearing and from City staff. We will also present these changes directly to the Planning Board at a meeting in the near future, and have constructed a massing model in accordance with the request from the Planning Board.

As required, enclosed are three original printed applications with original signatures, plus fifteen additional copies of the amendment package which includes the information outlined in the following Table of Contents. We have also provided one CD-ROM containing all application materials in digital format meeting the requirements of the Planning Board City of Cambridge, Massachusetts Special Permit Application Requirements guidance document.

We will coordinate with Community Development Department staff on the installation of public notification panels at the site. The location of panels is depicted on the enclosed plans. The panels will be erected and maintained in accordance with Article 10 Section 42.1 of the City of Cambridge Zoning Ordinance.

We understand that the Community Development Department will provide the requisite legal newspaper and abutter notices advertising the public hearing associated with this request.

We look forward to meeting again with the Planning Board and discussing the proposed amendments. Thank you for your consideration of this application.

Sincerely,

Tom Sullivan
President, Development Division
DivcoWest

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Exhibits

- Exhibit A – Revised Master Plan
- Exhibit B – Revised Conceptual Retail Plan
- Exhibit C – Public Notification Panel Locations
- Exhibit G – Proposed 220’ Parcel Identification Cambridge
- Exhibit H – Revised Open Space Plan
- Exhibit I – Revised Phasing
- Exhibit J – Revised 40-scale Roadway Network Schematic Plans (5 sheets) (reduced to 11x17”)
- Exhibit K – Existing Conditions Plans (5 sheets) (reduced to 11x17”)
- Exhibit L – VHB Memorandum to TPTD re: Phasing and Trip Generation
- Exhibit M – VHB Memorandum to TPTD re: Internal Roadway Layout Revisions
- Exhibit N – ECPT Letter of Support

Appendix

- Appendix I: Revised Statistical Summary of the Approved Master Plan
- Full-size Revised 40-scale Roadway Network Schematic Plans (5 sheets) (CDD, DPW, TPTD, Water Department copies)
- Full-size Existing Conditions Plans (5 sheets) (CDD, DPW, TPTD, Water Department copies)

Section 1.0
Application Forms

Special Permit Application Cover Sheet

Ownership Certificates

Fee Schedule

Dimensional Form

Certification of Receipt of Plans by City of Cambridge

[Completed Forms with Originals]:

Traffic, Parking & Transportation

Department of Public Works

Tree Arborist

Water Department

LEED Specialist



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Location of Premises: O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway.

Zoning District: North Point Residence District and the PUD in the North Point Residence District (Section 13.70): Residence C-2B and the PUD 4-A (Section 13.50)

Applicant Name: DW NP Property, LLC

Applicant Address: c/o Divco West Real Estate Services, One Kendall Square, Suite B3201
Cambridge, MA 02139

Contact Information: Tom Sullivan 617-720-7400 tsullivan@divcowest.com

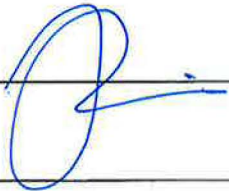
| Telephone # | Email Address | Fax # |
|-------------|---------------|-------|
|-------------|---------------|-------|

List all requested special permit(s) (with reference to zoning section numbers) below. *Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.*

Case No. 179 (April 15, 2003); Planned Unit Development Special Permits (Section 13.70 and 13.50) & Project Review Special Permit (Section 19.20)
Case No. 179 - Minor Amendment #1 (March 6, 2007)
Case No. 179 - Minor Amendment #2 (November 18, 2008)
Case No. 179 - Major Amendment #3 (November 16, 2012)
Case No. 179 - Major Amendment #4 (June 24, 2014)
Case No. 179 - Minor Amendment #5 (June 26, 2015)

List all submitted materials (include document titles and volume numbers where applicable) below.

See Attached



Signature of Applicant:

For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

Date

Signature of CDD Staff

OWNERSHIP CERTIFICATE

Project Address: O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway. **Application Date:** 7/7/2016

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: DW NP Property, LLC
at the following address: c/o Divco West Real Estate Services, One Kendall Square Suite 3201B, Cambridge, MA 02139
to apply for a special permit for: Amendments to Planned Unit Development and Project Review Special Permits
on premises located at: MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway; NorthPoint between East Street and Water Street and west of 22 Water Street
for which the record title stands in the name of: Massachusetts Bay Transportation Authority State Transportation Building, Ten Park Plaza, Boston, MA 02116
whose address is:
by a deed duly recorded in the:

| | | | | | | |
|------------------------------|-----------|-----------|-----------|-----------|----------|----------|
| Middlesex Book/Page | 3384/393 | 3355/501 | 3630/575 | 3384/393 | 19402/34 | |
| | 4448/199 | 4447/409 | 4450/404 | 4499/322 | 4499/324 | 4450/101 |
| Registry of Deeds of County: | 13117/113 | 14199/193 | 33555/551 | 62977/343 | | |

OR Registry District of the Land Court, Certificate No.: Book: Page:

[Handwritten Signature]

Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Suffolk

The above named Marth Boyle personally appeared before me,

on the month, day and year June 24, 2016 and made oath that the above statement is true.

Notary: Patricia Logan

My Commission expires: February 13, 2020

OWNERSHIP CERTIFICATE

Project Address: O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway

Application Date: April 11, 2016

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: DW NP Property, LLC
at the following address: c/o DivcoWest, One Kendall Square, Suite B3201, Cambridge, MA
to apply for a special permit for: Amendments to Planned Unit Development and Project Review Special Permits
on premises located at: NorthPoint north of O'Brien Highway, between East Street and Water Street and west of 22 Water Street; West of Gilmore Bridge and Child Street and south of MBTA Commuter Rail Facility
for which the record title stands in the name of: DW NP Property, LLC
whose address is: c/o DivcoWest, One Kendall Square, Suite B3201, Cambridge, MA

by a deed duly recorded in the:
Registry of Deeds of County: S. Middlesex Book: 65949 Page: 158
OR Registry District of the Land Court, Certificate No.: Book: Page:

Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

Commonwealth of Massachusetts, County of _____

The above named _____ personally appeared before me,
on the month, day and year _____ and made oath that the above statement is true.

Notary: _____

My Commission expires: _____

DIMENSIONAL FORM

See Revised Exhibit I and other exhibits to the application. Final building dimensions will be determined as part of design review.

Project Address: O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway. **Application Date:** 7/7/2016

| | Existing | Allowed or Required (max/min) | Proposed | Permitted |
|--------------------------------|----------|-------------------------------|----------|-----------|
| Lot Area (sq ft) | | | | |
| Lot Width (ft) | | | | |
| Total Gross Floor Area (sq ft) | | | | |
| Residential Base | | | | |
| Non-Residential Base | | | | |
| Inclusionary Housing Bonus | | | | |
| Total Floor Area Ratio | | | | |
| Residential Base | | | | |
| Non-Residential Base | | | | |
| Inclusionary Housing Bonus | | | | |
| Total Dwelling Units | | | | |
| Base Units | | | | |
| Inclusionary Bonus Units | | | | |
| Base Lot Area / Unit (sq ft) | | | | |
| Total Lot Area / Unit (sq ft) | | | | |
| Building Height(s) (ft) | | | | |
| Front Yard Setback (ft) | | | | |
| Side Yard Setback (ft) | | | | |
| Side Yard Setback (ft) | | | | |
| Rear Yard Setback (ft) | | | | |
| Open Space (% of Lot Area) | | | | |
| Private Open Space | | | | |
| Permeable Open Space | | | | |
| Other Open Space (Specify) | | | | |
| Off-Street Parking Spaces | | | | |
| Long-Term Bicycle Parking | | | | |
| Short-Term Bicycle Parking | | | | |
| Loading Bays | | | | |

Use space below and/or attached pages for additional notes:



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TRAFFIC, PARKING & TRANSPORTATION

City Department/Office:

Project Address: O'Brien Highway at First and East Streets in the North Point District and the MBTA
Green Line Lechmere Station at Cambridge Street and O'Brien Highway.

Applicant Name: DW NP Property, LLC

For the purpose of fulfilling the requirements of Section 19.20 and/or 6.35.1 and/or 5.28.2 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) Certified Traffic Study. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE DEPARTMENT OF PUBLIC WORKS

City Department/Office:

Project Address: O'Brien Highway at First and East Streets in the North Point District and the MBTA
Green Line Lechmere Station at Cambridge Street and O'Brien Highway.

Applicant Name: DW NP Property, LLC

For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TREE ARBORIST

City Department/Office:

O'Brien Highway at First and East Streets in the North Point District and the MBTA
Project Address: Green Line Lechmere Station at Cambridge Street and O'Brien Highway.

Applicant Name: DW NP Property, LLC

For the purpose of fulfilling the requirements of Section 4.26, 19.20 or 11.10 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a MultiFamily, Project Review or Townhouse Special Permit for the above referenced development project: a Tree Study which shall include (a) Tree Survey, (b) Tree Protection Plan and if applicable, (c) Mitigation Plan, twenty one days before the Special Permit application to Community Development.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE WATER DEPARTMENT

City Department/Office:

Project Address: O'Brien Highway at First and East Streets in the North Point District and the MBTA
Green Line Lechmere Station at Cambridge Street and O'Brien Highway.

Applicant Name: DW NP Property, LLC

For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE LEED SPECIALIST

City Department/Office:

Project Address: O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway.

Applicant Name: DW NP Property, LLC

For the purpose of fulfilling the requirements of Section 22.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) completed LEED Project Checklist for the appropriate LEED building standard, accompanying narrative and affidavit. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date

Section 2.0
Detailed Narrative of Proposed Amendments

2.0 DETAILED NARRATIVE OF PROPOSED AMENDMENTS

2.1 Introduction and Background

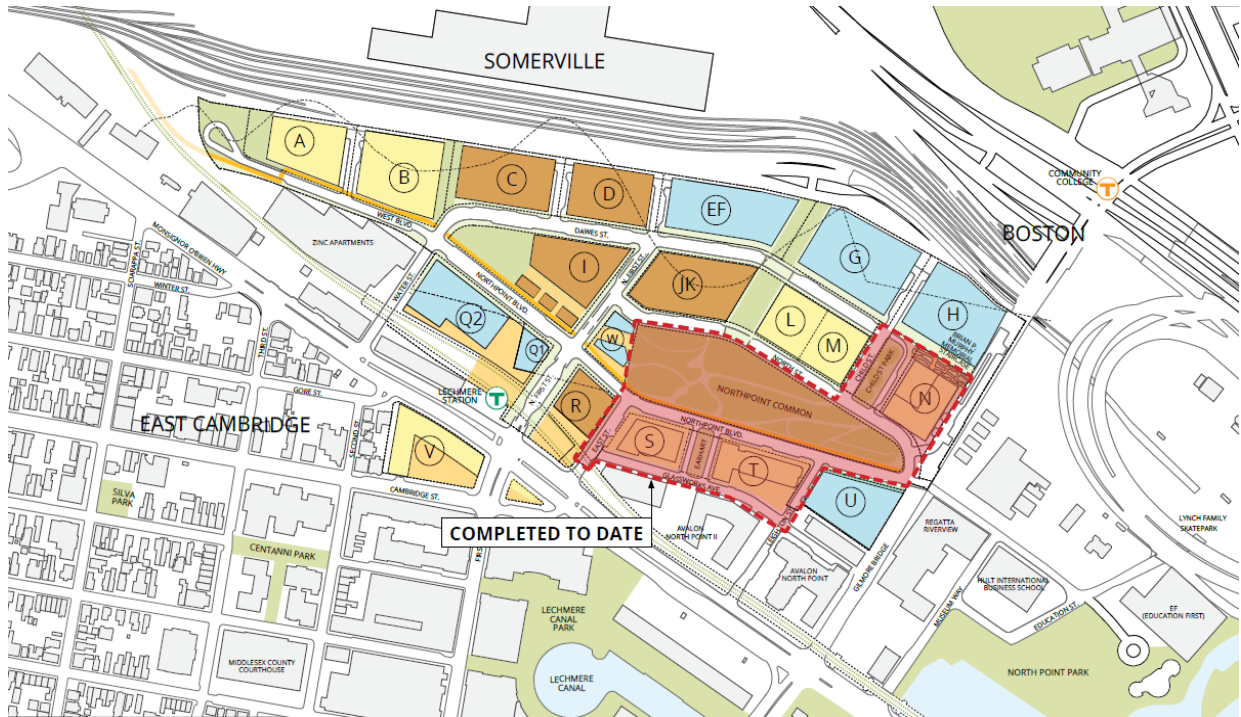
DW NP Property, LLC (“The Applicant” or “DivcoWest”) acquired the NorthPoint property (with the exception of the previously developed Parcels N, S, and T) in August 2015. For the past several months, the new ownership team has been evaluating the approved development plan, considering ways in which it can be improved and development can be accelerated. The revised Master Plan proposed in this Application presents new opportunities for NorthPoint, the City of Cambridge, and the East Cambridge neighborhood.

DivcoWest, founded in 1993, is a privately owned real estate investment firm with offices in San Francisco and Boston. It owns more than 30 million square feet of commercial space throughout the United States. DivcoWest has made significant recent investments in the East Cambridge and Kendall Square neighborhoods, acquiring and repositioning the Davenport Building on First Street, acquiring One Kendall Square, and acquiring and developing 399 Binney Street, for which DivcoWest was recently granted a Special Permit by the Planning Board.

The NorthPoint project (the “Project”) consists of a 5,245,854 square feet (“sf”) gross floor area (“GFA”) mixed-use campus (3,060,792 sf residential; 2,185,062 sf commercial). The Site consists of approximately 45 acres, predominantly in Cambridge, with portions in Somerville and Boston. The Site is uniquely well served by transit, specifically, the MBTA’s Orange Line Community College Station and Green Line Lechmere Station. The extensive Charles River Park system, including the nine-acre North Point Park, is adjacent to the NorthPoint Site and features a convenient pedestrian/bicycle connection to Charlestown via the North Bank Bridge. Recent improvements to the area’s public amenities include the Lynch Family Skatepark and an extensive community path network, which will ultimately connect to the Somerville Community Path through NorthPoint.

Prior to DivcoWest’s acquisition, two residential condominiums were constructed on Parcels S and T, including a total of 329 units, and one residential apartment building was constructed on Parcel N (Twenty|20) consisting of 355 units and 8,600 sf of retail space. In conjunction with those buildings, NorthPoint Common, an on-site four (4) acre central park, and various road segments (East Street, Glassworks Avenue, Leighton Street and a significant portion of North Point Boulevard) were also constructed. Other completed Project components include the following: the 17,000 sf Child Street Park; the Brian P. Murphy Memorial Staircase, providing a pedestrian and bicycle connection to the Gilmore Bridge; portions of North Street and Child Street; and the first segment of the Community Path, which opens up pedestrian and bicycle connectivity to North Point Park and the larger Charles River park system. The following plan and recent aerial view show the previously completed work at NorthPoint.

Application for Amendments to PUD Development Plan and Project Review Special Permits
Final Development Plan
NorthPoint
Cambridge, Massachusetts



Since acquiring NorthPoint in August 2015, DivcoWest has made significant additional out-of-pocket capital investments in the Site in order to improve current conditions and to prepare the Site for additional development starting on multiple fronts as early as 2017. This work includes the following:

- Site-wide clean up to remove debris, railroad ties, and above-ground storage tanks from the undeveloped portion of the Site;
- Environmental characterization of all undeveloped portions of the Site;
- Installation of a new 23-dock Hubway station to be located at the base of the Brian P. Murphy Memorial Staircase planned for Spring 2016, ahead of the required delivery date;
- Surcharging of multiple road segments in preparation for commencement of construction of the balance of the on-site road network in 2017;
- Preparation of a Gilmore Bridge study to determine the feasibility of bicycle and pedestrian improvements along the Gilmore Bridge, in advance of the required delivery date;
- Assessment of an alternate route for a sewer line connection to serve NorthPoint, which would reduce construction activity on existing residential streets;
- Acceleration of design documents for Monsignor O'Brien Highway ("MOB") along the length of the Project Site, including new pedestrian crossings, cycle tracks and medians;
- Identification and design on an accelerated basis of key Inflow/Infiltration ("I/I") mitigation projects to improve stormwater drainage;
- Redesign of a key intersection (Third Street/Water Street and Land Boulevard/Museum Way) and assessment of 15 additional nearby intersections; and
- Proactive management of common areas and parks, including repairs to pedestrian paths, installation of additional pet waste stations, and increased roving security patrols.

Stakeholder Engagement:

Prior to filing this Application, the Applicant met with neighbors and other key stakeholders, including the following on the dates specified:

East Cambridge Planning Team ("ECPT") – 1/27/16; 6/8/16
East Cambridge Business Association – 3/1/16
Sierra and Tango Condominiums – 3/15/16
Prudential (owner of Twenty/20) – 3/17/16
Regatta Riverview Condominiums – 3/22/16
AvalonBay – 3/8/16
Education First – 3/8/16
Glass Factory Condominiums – 3/29/16

Community Development Department (“CDD”) – 1/14/16; 3/28/16; 5/11/16;
5/26/16; 6/23/16; 6/27/16
Department of Public Works (“DPW”) – 3/8/16
Traffic, Parking, and Transportation Department (“TPTD”) – 1/6/16; 3/14/16;
5/19/16; 6/23/16; 6/28/16
Fire Department – 3/31/16
MBTA – 9/3/15; 10/14/15; 2/25/16; 3/23/16; 3/31/16; 4/20/16; 5/13/16; 6/9/16;
6/28/16

We have received positive feedback from each group and received a letter of support from the ECPT, a copy of which is attached as Exhibit N. The neighbors in existing buildings on and adjacent to the Site have been enthusiastic about our plans for the Retail Square, as there is essentially no retail north of MOB today. We have worked closely with City of Cambridge staff, including the CDD, TPTD, DPW, and Fire Department, as noted above, in the preparation of this Application. This process has generated valuable feedback that has been incorporated into our plans and will guide our process going forward.

As a result of comments provided by the Planning Board and the public at the Preliminary Hearing conducted on June 7, 2016, as well as follow-up meetings with CDD and TPTD staff, we have further revised the physical layout of portions of the Master Plan which are further described and illustrated in this Final Development Plan submittal.

Summary of Proposed Amendments:

This proposal to amend the Master Plan Special Permit for NorthPoint is driven by the Applicant’s two essential goals for the Site: first, to commence additional development as quickly as possible; and second, to make NorthPoint successful as a place. More specifically, this includes:

- Developing NorthPoint in a manner consistent with the intent of the Special Permit, beginning immediately and proceeding toward complete buildout as rapidly as market conditions allow;
- Attracting commercial office and life-science tenants to NorthPoint for the first time, establishing NorthPoint as another hub of growth and innovation in Cambridge;
- Creating a neighborhood Retail Square to serve the needs of residents, employees, and visitors at the Site throughout the day, including the occupants of the more than 2,100 existing residential units on or immediately adjacent to the NorthPoint Site, as well as the residents of East Cambridge;
- Building a new substantial area of open space in the heart of the Project designed for active daily uses, and linking the open spaces and the relocated Lechmere Green Line station to the Retail Square so that together they form an attractive and functional public realm where people look forward to spending time;

- Designing the NorthPoint road network so that pedestrian, bicycle, and transit travel is comfortable, safe, and convenient; and
- Integrating NorthPoint into the East Cambridge neighborhood and making it into a place to be used, enjoyed, and valued by residents of the City as a whole.

The changes proposed in this Application will not alter any of the major parameters of the Special Permit. We are proposing no changes to any of the following:

- Total GFA
- Minimum Residential GFA
- Maximum Commercial GFA
- Maximum Retail GFA
- Traffic generation
- Number of parking spaces
- Total open space area
- Height zones
- Number of 220' tall buildings

DivcoWest is also maintaining the commitment made by the previous development team to accommodate a public market on Parcel V. Similarly, the Community Path is retained, with improved safety conditions at the West Boulevard/Water Street/Dawes Street crossings, as described in more detail below.

To achieve these goals, the Applicant is seeking the following specific modifications to the Special Permit:

1. Creation of the new active-use park at Water Street on Parcel I, in the center of the Site. This park is approximately 30,000 square feet, nearly three-quarters of an acre, and a completely new feature of the NorthPoint Development Plan. We believe the new park will enhance the vitality of NorthPoint and create a significant new amenity for residents throughout East Cambridge. It will be the anchor of a network of open space connectivity that will extend through the Retail Square, into NorthPoint Common, and beyond, to North Point Park and the regional open space system.
2. Creation of small-scale retail buildings in the center of the Project, on Parcels I, Q, and W (a newly proposed small parcel adjacent to NorthPoint Common in the location of an existing building) enabled by the re-parcelization resulting from the street and open space realignment described in this Application. These one- and two-story buildings will bring a human scale to the public realm and introduce architectural variety and visual interest. Parcel W, which fronts on North First Street and is adjacent to the western edge of NorthPoint Common, will activate the Common and is vital to the continuity of the First Street retail corridor between Parcels R and JK.

3. Addition of pocket parks and other open space areas of similar size and shape and placement within the Site to align and extend view corridors from the center of the Project to beyond the Site boundaries.
4. Breaking down of the scale of the longest buildings and blocks in the prior plan (A, B/C/D, E/F, G/H, and Q) and deploying parks and open space areas between parcels. The single building on Parcel Q has been broken down into a shorter commercial office building (Q2) and a smaller, 2-story retail/office building (Q1) to improve pedestrian flow to and from the new Lechmere Station. Parcel Q1, which includes a 14,000 sf commercial (retail) building, is in Phase 1A to allow construction simultaneously with the Parcel W retail, while the larger Q2 commercial building remains in Phase 2. These changes are also enabled by the re-parcelization resulting from the street and open space realignment described in this Application.
5. Realignment of two street segments which improves traffic flow and vehicular, bicycle and pedestrian safety.
 - a. North First Street has been straightened between MOB and Dawes Street. This will improve its function as the primary retail corridor of the Project, where line-of-sight visibility is so important. Cycle tracks have also been added to this corridor as a result of input received from City staff.
 - b. Northpoint Boulevard has been realigned so that it runs directly from the existing intersection at East Street to West Boulevard. The prior plan had two offset three-way intersections at Northpoint Boulevard and Water Street and then at Dawes Street and West Street. The straightening of Northpoint Boulevard has also resulted in the multi-use path being located continuously on the northern side of the street rather than crossing back and forth. In addition in response to City staff comments, the proposed West Boulevard has been extended further west, providing for better street frontage for Parcels A and B.
6. One other change resulting from the re-parcelization is the deletion of a one-block roadway (formerly referred to as Baldwin Street) and its replacement with an enhanced larger pocket park between Parcels JK and L. To provide a continuity of pedestrian and bicycle circulation through this open space corridor, raised pedestrian tables are proposed at the intersections of this park with Dawes Street and North Street. In addition, in response to City staff comments, clearly defined pedestrian/bicycle pathways will be established through this larger pocket park.
7. The allocation of building area to individual parcels has changed in response to the realignment of streets, pocket parks, and other open spaces and view corridors described above, and the resulting adjustments to parcel sizes. The size and shape of

- various parcels have changed as some of the former Parcels have been combined – J and K into JK, and E and F into EF. As reflected on the Revised Master Plan attached as Exhibit A, new Parcel JK is significantly smaller than the former Parcels J and K would be if just combined, and the same is true of new Parcel EF—it is significantly smaller than former Parcels E and F would be if they were just combined. The re-parcelization has also resulted in a few shifts in the use of certain parcels but, as noted above, with no change to the total permitted development or in the residential/non-residential split of the uses. Specifically, the residential floor area previously on Parcels J and K (now Parcel JK) has been shifted to what is now Parcel C (formerly Parcel B), which has become a mixed-use, rather than a commercial parcel.
8. The parcels eligible for 220' tall buildings have shifted slightly as the underlying parcel boundaries have been adjusted. One 220' designation has been moved from Parcel J to Parcel I, although the actual location of the 220' designation has moved only modestly, as the edge of Parcel I has moved east along with the proposed realignment of North First Street. All 220' designations remain within the existing and unchanged height zone.
 9. We are requesting approval for potential interim commercial uses on Parcel H, which would be in support of our goal of activating the Site as much and as soon as possible. Early activation of the Site, particularly adjacent to the Brian P. Murphy Memorial Staircase, would help build and maintain development momentum.
 10. As a result of the re-parcelization, re-alignment of streets and open spaces and addition of open spaces described herein, there have been some minor shifts in the locations of certain uses between Cambridge and Boston/Somerville, as reflected in Exhibit A: Revised Master Plan and Appendix I in Section 3.0 of this Application.
 11. Finally, in order to maintain the vibrant mix of uses in NorthPoint from time to time, we have revised the phasing of the Project. Please see Exhibit I: Revised Phasing and Appendix I for the specific parcel-by-parcel breakdown and the VHB Memorandum attached as Exhibit L. Overall, more development has been moved to Phase 1A to expedite construction. Phase 1A changes from 78.8% residential / 21.2% non-residential to 76.6% residential / 23.4% non-residential, and Phase 1B changes from 35% residential / 65% non-residential to 19.4% residential / 80.6% non-residential, such that the cumulative mix of residential and non-residential GFA after completion of Phases 1A and 1B is 50%/50%. The overall ratio at the completion of Phase 2 remains the same – 58% residential / 42% non-residential.

Please note that the retail and open space on the new Parcel W, as well as an interim small lab/office use on Parcel H have been included in Phase 1A.

These phasing changes enable the Applicant to accelerate development of the multifamily parcels lining NorthPoint Common while also helping to advance the first commercial building on Parcel JK and on the first part of the Retail Square on Parcels W and Q1.

All of the roadway, pedestrian, bicycle lane/path, and community path changes and the potential traffic impacts of the proposed changes have been reviewed by the Cambridge TPTD, and their comments have been incorporated into these Application materials. Refer to the memoranda from the Project traffic consultant, VHB, to TPTD included in this Application as Exhibits L and M. The proposed amendments will establish a revised and enhanced Master Plan which will strengthen the overall public realm of NorthPoint through i) the addition of a new major active-use park on Parcel I, adjacent to Water Street, ii) the addition and purposeful realignment of the smaller open spaces (pocket parks and plazas), iii) an enhanced Retail Square layout which provides improved connectivity through the core of the Site and with the adjacent open space and the existing First Street retail corridor, and iv) improved vehicular, pedestrian and bicycle circulation network created by modifications to the road network. The proposed amendments will also facilitate the build-out of the remaining parcels which surround the northern and western sides of NorthPoint Common which, when completed, will form the central core of NorthPoint.

Changes to the Filing Since the Preliminary Determination

In addition to the above changes, a series of additional changes were made to the application in response to Planning Board and City staff comments. The most significant changes include:

1. Widening the open space along North First Street to allow a continuous green connection from Monsignor O'Brien Highway to the open spaces at the heart of Northpoint.
2. Widening the open space on the north side of Dawes Street from North First Street to the Brian P. Murphy Memorial Staircase, which both provides more generous space between buildings across Dawes Street and an improved pedestrian experience on the path from the Lechmere Green Line station to the Community College Orange Line station.
3. Extending West Boulevard further to the west, giving Parcel A urban street frontage, and providing better definition to the cul-de-sac and open space at the far west end of Northpoint. This road configuration will still accommodate a future Urban Ring and other urban bicycle/pedestrian network connections.
4. Changing the nature of the spaces between buildings north of Dawes, more clearly differentiating pocket parks that have a public, recreational role from service drives.
5. Memorializing in revisions to the 2003 Northpoint Design Guidelines other changes to the plan best addressed during building design review, such as:

- a. Defining the public nature of pocket parks and the two large parks (Northpoint Common and the newly proposed park on Parcel I at the end of Water Street). The measures described in the guidelines will allow these to be clearly understood as open and welcoming to the public without adding roadways that would detract from the park.
- b. Treating facades and entries in the retail zone.
- c. Creating a new one-to-two storey retail building typology for parcels I, W and Q1
- d. Restraining exterior lighting that may have an impact on the surrounding residential context.
- e. Incorporating language about screening rooftop equipment that was missing from the original design review guideline.
- f. Adding language concerning best practices and passive design approach for wind.
- g. Describing how buildings fit-into the overall site-wide loading and service plan.
- h. Applying the base/middle/top and setback dimensions to the parcels as they have been revised through this filing

These changes reflect the comments and ongoing dialogue with relevant city staff departments.

Community Benefits Summary

The approved NorthPoint Project already includes significant community benefits, including:

- Transit-oriented, mixed-use development serving residents, businesses, retailers, and visitors;
- Development of unused former rail yard, transforming a blighted area of Cambridge into an attractive, new neighborhood;
- Eleven (11) acres of open space;
- Approximately 11,000 linear feet of bicycle lanes, providing a new bicycle network;
- Approximately 2,500 linear feet of community path;
- Reconstruction of MOB resulting in a multi-modal arterial with new protected bicycle lanes, pedestrian sidewalks, landscaping, and additional pedestrian crossings with refuge islands;
- Reconstruction of key intersections along MOB at Third Street, Water Street, Land Boulevard, and Museum Way to provide better crossings with refuge islands and improved signal timing;
- State-of-the-art stormwater management system that will improve the environment in NorthPoint and beyond;

- Creation of approximately 365 units of affordable housing;
- New approximately 7,100 linear feet road network;
- Creation of a continuous Community Path which will allow connections to the Charles River Reservation and ultimately to Somerville and communities west of Cambridge;
- New water lines installed in MOB as requested by the City of Cambridge to replace aging infrastructure serving the broader East Cambridge community;
- New I/I projects that will reduce the amount of stormwater flowing into the sanitary water system and reduce phosphorous content of storm-water run-off, improving the water quality of the Charles River;
- A public market on Parcel V, closest to the existing East Cambridge neighborhoods;
- A vibrant Retail Square connected to the existing First Street retail corridor, with new retail uses that will be an amenity to all of East Cambridge;
- Generation of approximately \$35 million in annual tax revenue; and
- More than \$25 million in Incentive Zoning payments to the City upon full build-out of the Project.

The proposed Master Plan amendments reflected in this Application will provide the following additional community benefits:

- Creation of a new, major active-use park on Parcel I to complement NorthPoint Common;
- Addition of pocket parks and plazas configured in a more aligned pattern to create view corridors to and from other open space on Site and the East Cambridge neighborhood, as well as the breakdown of the scale of buildings on the northern portion of the Site;
- Road network that improves vehicular movements and pedestrian and bicycle safety and overall reduction of impervious surfaces;
- Stronger connection from NorthPoint to East Cambridge with view corridors up Water, North First and East Streets to retail, open space and pedestrian crossings at key MOB intersections; and
- Location of Retail Square along North First Street, providing continuity from East Cambridge's established retail corridor on First Street.

2.2 Special Permit History

The *Notice of Decision Final Development Plan* (Case No. PB#179) approving the final Development Plan was initially approved by the Planning Board on March 11, 2003 and filed with the City Clerk on April 15, 2003 (referred to herein as the “Original Special Permit”). The Original Special Permit allowed a total GFA of 5,245,854 sf.

Five amendments to the original Special Permit have been approved by the Planning Board:

1. Minor Amendment #1 approved by the Planning Board on March 6, 2007 and filed with the City Clerk on October 2, 2007 addressed phasing, land use and retail locations. Minor Amendment #1 allowed an additional 75,000 sf of retail to be located on Parcels I, J, C and D (beyond the 75,000 sf allowed on Parcels H, N, M, R, Q and V) for a total of 150,000 sf of retail space.
2. Minor Amendment #2 approved by the Planning Board on November 18, 2008 and filed with the City Clerk on January 2, 2009 modified the requirement for a fourteen-foot paved dimension for the portion of the multi-use path within NorthPoint Common.
3. Major Amendment #3 approved by the Planning Board on October 16, 2012 and filed with the City Clerk on November 16, 2012 updated and improved the Development Plan by, among other things, providing additional open space, creating a retail square adjacent to the location for the new MBTA Lechmere Station, allowing increased height for certain buildings, adding a Hubway Station, and improving the pedestrian connection to the Gilmore Bridge.
4. Major Amendment #4 approved by the Planning Board on January 20, 2015 and filed with the City Clerk on February 13, 2015 approved parking revisions, including creating a shared parking district for NorthPoint, reducing parking ratios based on actual need and allowing retail parking at a ratio of 0.5 spaces per 1,000 sf. Major Amendment #4 also permitted increasing the amount of retail that the Applicant may build from a maximum of 150,000 sf to a maximum of 300,000 sf, including a grocery store of up to 50,000 sf. The increased retail square footage was offset by a corresponding reduction in other commercial square footage.
5. Minor Amendment #5 approved by the Planning Board on July 28, 2015 and filed with the City Clerk on July 30, 2015 revised the phasing for specified parcels. It also allowed construction on Phase IB parcels to be commenced prior to the completion of all Phase IA parcels, provided that all other requirements applicable to Phase IB development are met. The timing of some of the mitigation requirements was also modified to align with the updated phasing.

This Application compares the currently proposed Master Plan to that detailed in the Special Permit as amended by Amendments #1 through #5.

The proposed amendments to the Original Special Permit are being submitted to the Planning Board as a Major Amendment, meaning that this Application is subject to the same notice and hearing requirements as would be applicable to a new Special Permit application. The Original Special Permit provides that the Planning Board should consider the substance of the proposed changes (rather than the entirety of the Original Special Permit) where the proposed changes do not constitute a substantial alteration to the intent, purpose and substance of the Special Permit. The changes proposed in this Application, as described above, do not include changes to any of the major parameters of the existing Special Permit. We believe they are very much in keeping with the intent, purpose and substance of the existing Special Permit for thoughtful, phased development of a transit-oriented, mixed-use neighborhood incorporating a large central open space.

At the June 7, 2016 public hearing, the Planning Board voted unanimously to grant a Preliminary Determination to DivcoWest's Request for Special Permit Amendments. This filing has been revised to address comments provided at that hearing to guide the development of the filing. It has also been revised to reflect the continued input of neighbors and City staff with whom we have met.

2.3 Status of Related Permits and Approvals

MEPA

In connection with the NorthPoint Project and pursuant to the Massachusetts Environmental Policy Act ("MEPA") and its implementing regulations, an Environmental Notification Form ("ENF") was filed on November 30, 2001. On January 25, 2002, the Secretary of Energy and Environmental Affairs (the "Secretary") issued a Certificate on the ENF indicating that an Environmental Impact Report would be required. On June 21, 2002, the Secretary issued a Certificate on the Draft Environmental Impact Report (the "DEIR") finding that the DEIR adequately and properly complied with MEPA and, on December 16, 2002, the Secretary issued a Certificate on the Final Environmental Impact Report ("FEIR") finding that the FEIR adequately and properly complies with MEPA.

On August 20, 2010, the Secretary issued an Advisory Opinion confirming that no Notice of Project Change was required due to a lapse of time. On June 22, 2011, the Secretary issued an Advisory Opinion determining that no Notice of Project Change was required because of the changes in the project timeframe and the reassignment of responsibility to relocate the Lechmere MBTA Station from the developer to the Commonwealth. On June 9, 2013, the Secretary issued an Advisory Opinion stating that no Notice of Project Change was required with respect to changes to the NorthPoint master plan, including the provision of two (2) additional acres of open space, an increase in the allowed height for

five (5) residential buildings and one (1) commercial building from 150 feet to 220 feet, the creation of a retail plaza near the Lechmere Green Line Station, and a change to the location of certain residential and commercial buildings within the master plan area.

There has been no further action required with MEPA since the date of the last Advisory Opinion. We do not believe that any of the proposed changes in this Application would change any MEPA approvals or required additional mitigation.

MassDOT

The Applicant is continuing to work with MassDOT, the City of Cambridge and East Cambridge residents and stakeholders on improvements to MOB. The Applicant has submitted the 25% MOB Design Plans to the both MassDOT and the City of Cambridge for their collective review and comment and continues to work collaboratively with all stakeholders in advancing the design effort. DivcoWest has also advanced design for the first phase of this work the reconstruction of the Water Street/Third Street intersection - in anticipation of the start of the phased re-construction of the MOB corridor.

Somerville

The City of Somerville established the North Point Special District zoning district for the portion of the Site that lies within Somerville. The uses permitted in the North Point Special District are consistent with the Development Plan for NorthPoint as previously approved in Cambridge and as proposed in this Application. On October 16, 2014, the Somerville Planning Board approved prior developer's petition for approval of a Neighborhood Development Plan as required by the Somerville Zoning Ordinance. The proposed amendment to the portions of NorthPoint in Somerville will require an amendment to the Somerville Neighborhood Development Plan, which the Applicant will seek.

Boston

This Application does not propose any changes to the Boston portions of the Site, which would require an amendment of the current approval by the City of Boston. The Applicant will work with the City of Boston and Boston Redevelopment Authority to complete the documentation required under the Boston Zoning Code for the development of Parcels G and H, which are located partly in Boston and partly in Cambridge, at such time as those parcels are being readied for development.

2.4 Requested Amendments to the Special Permit

We are requesting the Planning Board approve the following Conditions to the Special Permit Decision:

Condition 1. Master Plan.

- Approve Exhibit A: Revised Master Plan, which is included in Section 3.0 herein. There is no change to the number of total development parcels, which remains at twenty (20).

- Approve revised Appendix I *Statistical Summary of the Approved Master Plan*, which is included in Section 3.0.
- Approve Exhibit B: Revised Conceptual Retail Plan.
- Approve Exhibit G: Proposed 220' Height Parcel Identification Cambridge which is included in Section 3.0 herein.
- Approve Exhibit H: Revised Open Space Plan.

Condition 2. Street Layout

Approve the Revised 40-scale Roadway Network Schematic Plans (5 Sheets) based upon the Revised Master Plan, which is included in Section 3.0 as Exhibit J. See also the Memorandum from VHB to TPTD included as Exhibit M.

Condition 3. Open Space.

- Revise Condition 3 to incorporate the enhanced public open space areas plan included herein as Exhibit H: Revised Open Space Plan. There is no change to the total open space, which remains consistent at 11 acres.
- In order to accommodate the realignment of First Street, the incorporation of Parcel W with small retail buildings in a plaza setting to better activate the end of NorthPoint Common, and the creation of the new active use park along Water Street on Parcel I containing approximately 30,000 square feet, allow a redistribution of the open space on NorthPoint Common, Parcel W and the new park on Parcel I as shown on Exhibit A: Revised Master Plan and Exhibit H: Revised Open Space Plan. The total open space on NorthPoint Common, Parcel W and the new park on Parcel I remains approximately 4.9 acres.

Condition 4. Permitted Uses.

- Approve Exhibit A: Revised Master Plan and Revised Appendix I summarizing the Master Plan and defining the permitted uses for each parcel.
- Revise Item 4b(i) to reflect the potential retail locations as depicted on Revised B: Revised Conceptual Retail Plan.
- Revise Item 4c to reflect the change in location of the hotel use from Parcel I to Parcel Q2.

Condition 5. Phases.

- Approve Exhibit I: Revised Phasing Plan and Revised Appendix I summarizing the Master Plan and defining the phases of the Project. Refer to the Memorandum from VHB to TPTD attached as Exhibit L.
- Revise paragraph 5d to reflect that the conditions set forth in it have been satisfied.
- Revise paragraph 5e(i) to exempt low-density Parcel Q1 from this requirement. Parcel Q1 has been separated from the previously larger Parcel Q and is now proposed to be in Phase 1A.

- Revise paragraph 5e(ii)(2) to reflect that the Water Street extension has been completed.
- Revise paragraph 5e(iv) to exempt low-density Parcel Q1 from this requirement. Parcel Q1 has been separated from the previously larger Parcel Q and is now proposed to be in Phase 1A.

Condition 6. Required Infrastructure.

- Include a reference to the fact that the Applicant is exploring an alternate route for a sewer connection to serve NorthPoint, which would provide a direct connection to the Massachusetts Water Resources Authority (MWRA) Prison Point Pump Station, subject to the approval of the DPW.
- Add that, at the request of the City of Cambridge, the Applicant will upgrade and replace several existing water lines in MOB as part of the reconstruction of MOB between Third Street and Museum Way.

Condition 7. Other Ordinances.

No amendment requested.

Condition 8. Conveyance.

No amendment requested.

Condition 9. Timing of Conveyance of Public Facilities.

No amendment requested.

Condition 10. Design Review.

No amendment requested.

Condition 11. Review Standards.

- Amend paragraph 11(b) to reflect updates to the North Point MasterPlan Design Review Guidelines.
- Revise paragraph 11d(ii) to reflect that Parcel N also has been completed.

Condition 12. Procedures for Modification of the Master Plan.

- Approve Exhibits A through J and Revised Appendix I attached to this Application to establish the quantity and distribution of uses in the Development Plan.
- Revise paragraph 12c(iv) to provide that a Major Amendment will be required in order to eliminate retail from Parcels I, N, Q, R and W.
- Revise paragraph 12c(vi) to reference mixed use Parcels C, D, I, R, and JK.
- Revise paragraph 12c(vii) to reference Parcels A, B, L, M, and V.

Condition 13. Traffic and Transportation Mitigation.

No amendment requested.

Condition 14. Traffic Monitoring Provisions.

No amendment requested.

Condition 15. Construction Management Plan.

No amendment requested.

Condition 16. Sustainable Environmental Strategies.

No amendment requested.

Condition 17. Subdivision of the Development Parcel.

No amendment requested except to reference the parcels as reflected on the revised Master Plan.

Condition 18. Procedures for Granting Minor and Major Amendments to this Decision.

No amendment requested.

Condition 19. Miscellaneous Conditions.

Amend paragraph 19c to reflect that the vertical connection to the Gilmore Bridge has been completed.

Condition 20. Implementation of the Special Permit.

No amendment requested.

Condition 21. Additional Conditions as Part of Major Amendment.

No amendment requested.

The remainder of this Section 2.0 – Detailed Narrative describes how the Development Plan as modified as described in this Application, meets the standards for approvals set forth in the Cambridge Zoning Ordinance and the existing Special Permit.

2.5 Development Proposal – Article 12.000

Section 2.5 demonstrates how this Application conforms with the requirements of Section 12.34 of the Cambridge Zoning Ordinance related to Review of Planned Unit Development Applications.

2.5.1 Required Written Materials - 12.34.3(1)

(b) Legal description of the total development parcel proposed for development including exact location and a statement of present and proposed ownership

The Development Parcel has not changed in size or boundaries. Parcel N has been conveyed to PRII TWENTY20, LLC. The balance of the undeveloped portions of the Development Parcel has been conveyed to DW NP Property, LLC.

The previously completed parcels and open space are not affected by the amendments requested in this Application.

(c) ***Statement of development concept, including the planning objectives and the character of the development to be achieved through the PUD***

The development concept and planning objectives have not changed from that envisioned by the existing Special Permit “preserving the broad concept of an active, urban scale mixed-use neighborhood....” The proposed changes represent the continued reasonable evolution of the original Master Plan concept, including certain changes that provide greater benefit to NorthPoint and Cambridge.

The proposed amendments will establish a revised and enhanced Master Plan which will strengthen the overall public realm of NorthPoint through i) the addition of a new major active-use park, ii) the addition and purposeful realignment of the smaller open spaces (pocket parks and plazas), iii) an enhanced Retail Square layout which provides improved connectivity through the core of the Site and with the adjacent open space and the existing First Street retail corridor, and iv) improved vehicular, pedestrian and bicycle circulation network created by modifications to the road network. The proposed amendments will also facilitate the build-out of the remaining parcels which surround the northern and western sides of NorthPoint Common which, when completed, will form the central core of NorthPoint.

As outlined above, this Application does not include any changes to any of the major parameters of the existing Special Permit. We believe they are very much in keeping with the intent, purpose and substance of the existing Special Permit for thoughtful, phased development of a transit-oriented, mixed-use neighborhood incorporating a large central open space.

There are **no changes** proposed to any of the following:

- Total GFA
- Minimum Residential GFA
- Maximum Commercial GFA
- Maximum Retail GFA
- Traffic generation
- Number of parking spaces
- Total open space area
- Height zones
- Number of 220’ tall buildings

DivcoWest is also maintaining the commitment made by the previous development team to accommodate a public market on Parcel V. Similarly, the

Community Path is retained, with improved safety conditions at the Water Street/Dawes Street crossing.

- (d) ***Development schedule indicating the appropriate date when construction of the PUD can be expected to begin and be completed, including initiation and completion dates of separate stages of a phased development***

Sierra and Tango (Parcels S and T), Twenty|20 (Parcel N), NorthPoint Common (the central park), Earhart Park, Child Street Park, Child Street, the Brian P. Murphy Memorial Staircase (Gilmore Bridge connection), a portion of North Street and East Street, Glassworks Avenue, Leighton Street and a significant portion of NorthPoint Boulevard have been completed.

The Applicant anticipates commencing work on Parcels JK, L, M, Q1 and W in 2017. The Applicant also intends to commence construction of all of the remaining roadways and other infrastructure in NorthPoint in 2017. Completion of that infrastructure will accelerate development of the balance of the Site.

Additionally, the Applicant may propose a smaller 30,000 sf interim commercial use on Parcel H, to bring early activation to the Site to facilitate additional development.

- (e) ***Statement of intentions regarding the future selling or leasing of all or portions of the PUD, such as land area, dwelling units, and public facilities***

As described above, the Applicant intends to proceed with the next phase of development, which is currently anticipated to include Parcels JK, L, M, I, Q1 and W. Parcel JK will be a commercial building (office/lab). Parcels L and M will be residential with ground floor retail on at least Parcel M. Parcel I will be residential with ground floor retail. Parcels Q1 and W will be smaller scale retail. Public facilities including utility infrastructure and open space associated with each Parcel and as otherwise required by this Decision will be constructed as each building is built. The Applicant anticipates developing the commercial/retail uses and marketing them to tenants, and partnering with a residential developer to build multifamily units on Parcels L and M.

Given the scale of the Site and Project, it is difficult to anticipate the timing of the balance of development.

(f) *Statement of financing plan, including projected sources and amounts of funds*

Financing will be obtained on a parcel-by-parcel basis, but typically will include both private equity and a construction loan. A portion of the costs of construction of the infrastructure serving North Point will be paid for using the proceeds of a so-called I-Cubed bond issuance by the Commonwealth of Massachusetts. I-Cubed is an economic development program of the Commonwealth that is used to reimburse certain public infrastructure costs incurred by private developers in recognition of the jobs created by the work and the development enabled by that work. On June 20, 2016 the City Council approved the North Point I-Cubed application and authorized the City Manager to execute agreements related to the I-Cubed application by DivcoWest and Education First. DivcoWest and the City of Cambridge continue to work together with the Commonwealth and Education First in order to finalize the I-Cubed arrangements for NorthPoint.

(g) *Statement of how utilities and other public works will be provided, including design standards*

Utilities and other public works will be provided and designed in accordance with applicable Cambridge design and construction requirements as approved by the DPW and the Cambridge Water Department (CWD).

(h) *The impact on existing city services outside the development*

No change from the originally approved project, as there is no increase in the amount of development or in the proportion of residential and non-residential uses.

2.5.2 Required Quantitative Data - 12.34.3(2)

(a) *Parcel size*

No change.

Note: The Development Parcel size of 37.1 acres in Cambridge exceeds the minimum 100,000-sf parcel size. The 72,742 sf on Parcel V exceeds the 25,000 sf minimum parcel size required in Section 13.5 of the Zoning Ordinance.

(b) *Proposed lot coverage of structures*

No change. The minimum amount of open space will continue to be 11 acres.

(c) *Floor area ratio*

Neither the total project Floor Area Ratio (“FAR”) nor the GFA authorized for commercial and residential uses are being modified.

(d) *Total amount of open space, both private and public*

No change.

(e) *Total number and type of dwelling units by number of bedrooms*

No change. The number and type of future residential dwelling units will be determined on an individual parcel basis.

Note: The completed Sierra and Tango buildings include 329 condominium units and 354,592 sf of residential use. The completed Twenty|20 includes 355 residential rental units, and 385,400 sf of residential use.

(f) *Projected rent levels or selling price by unit size*

No change. The rent levels and/or selling prices will be determined on a parcel-by-parcel basis.

(g) *Approximate gross residential densities*

No change.

(h) *Total amount in square footage of nonresidential construction by type of use*

There have been some minor changes in the allocation of the nonresidential square footage in the Project as reflected in the VHB Memorandum included as Exhibit L. There has been no change to the total amount of nonresidential square footage in the Project.

(i) *Economic feasibility or market analysis including projected market area and proposed rent levels for commercial development*

The current Cambridge office vacancy rate is less than 3%, and the current laboratory rate is less than 1%. Rent levels are currently more than \$65/sf triple net for both commercial types. In the residential rental market, vacancy rates are less than 5%, and rents remain above \$5/sf/month.

(j) *Number of parking spaces to be provided by use*

No change.

(k) *Total length of streets to be conveyed to the city government*

There will be a minor adjustment to the total length of streets conveyed to the City resulting from the elimination of two one-block road segments and the lengthening of West Boulevard. Upon completion of the Project, it is anticipated that approximately 7,100 lf of streets, as depicted on Exhibit J: Revised Roadway Network Schematic Plans (5 sheets) in Section 3.0, will be conveyed to the City.

(l) *Total length of streets to be held as private ways within the development*

No change.

(m) *Total length by type of other public works to be conveyed to city government*

There will be a minor adjustment in utility lines in the streets conveyed to the City as described above.

In addition, at the request of the Cambridge DPW, the Applicant has agreed to replace and upgrade a series of water lines in MOB, which will be conveyed to the City of Cambridge upon completion of construction. Finally, depending on which alternative for sewer extension is selected by the Applicant and DPW, the length of the sewer line constructed by the Applicant and conveyed to the City will vary.

(n) *Number and types of public facilities*

This Application reflects creating a new major active-use park on Water Street connected to and extending the east-west open space system through NorthPoint linked by the Community Path. There are no other proposed changes.

2.5.3 Required Graphic Materials - 12.34.3(3)

(a) *Map of existing site conditions, including contours, water course, flood plains, unique natural features, existing vegetation, soil types, existing buildings*

Refer to Exhibit K: Existing Conditions Plans included in Section 3.0.

(b) *Map of existing land use current Master Plan*

Refer to the Existing Conditions Plans attached as Exhibit K.

(c) Existing and proposed lot lines

Refer to Exhibit A: Revised Master Plan and Exhibit J: Revised 40-scale Roadway Network Schematic Plans (5 sheets) included in Section 3.0, as well as the other exhibits included in Section 3.0.

(d) Location and size of gross floor area of all existing and proposed buildings, structures, and other improvements including maximum heights, types of dwelling units, and nonresidential structures by use

Refer to Exhibit A: Revised Master Plan, Exhibit B: Revised Conceptual Retail Plan, Exhibit G: Proposed 220 Parcel Identification Cambridge, Exhibit H: Revised Open Space Plan and Revised Appendix I included in Section 3.0.

(e) Location and size in square feet of all private open space and areas to be conveyed, dedicated, or reserved as common open spaces, public parks, recreational areas, school sites, and similar public and semi-public uses

Refer to Exhibit H: Revised Open Space Plan in Section 3.0.

(f) The existing and proposed circulation system of arterial, collector, and local streets, including off-street parking areas, service areas, loading areas, and all points of access to existing public rights of way

Refer to Exhibit J: Revised 40-scale Roadway Network Schematic Plans (5 sheets) in Section 3.0. Refer also to the Memorandum from VHB to TPTD attached as Exhibit M.

(g) Proposed pedestrian path circulation system

Refer to Exhibit J: Revised 40-scale Roadway Network Schematic Plans (5 sheets) in Section 3.0.

The revised plan reflects two significant enhancements to pedestrian circulation in NorthPoint. First, the Community Path is more consistently located on the north side of NorthPoint Boulevard and second, the elimination of two one-block street segments. Both of these enhancements reduce the number of pedestrian crossings of on-site roadways. Refer to the Memorandum from VHB to TPTD attached as Exhibit M.

(h) Existing and proposed utility systems including sanitary sewers, storm sewers, and water, electric, gas, and telephone lines

Detailed information regarding utilities will be addressed during individual parcel design review. As noted above, the Applicant is exploring the possibility of constructing a direct sewer connection from NorthPoint to the MWRA Prison Point Pump Station, subject to the approval of DPW.

(i) General landscaped plan indicating the treatment of materials used for private and common open spaces

Specific landscape plans and designs will be submitted as individual parcels are developed. Refer to Exhibit H: Revised Open Space Plan in Section 3.0, which generally depicts the open space areas. As noted above, this Application proposes a slight reduction in the size of NorthPoint Common and, more importantly, the addition of a new park along Water Street on Parcel I, which extends the open space corridor through the Site.

Note: To date, Earhart Park, Child Street Park, Brian P. Murphy Memorial Staircase (Gilmore Bridge Connection), and four (4) acres of NorthPoint Common have been completed. Additionally, buildings and landscaping associated with Sierra, Tango and Twenty|20 (Parcels S, T, and N, respectively) have also been constructed.

(j) Description of adjacent land areas, including land uses, zoning, densities, circulation systems, public facilities, and unique natural features of the landscape

Since Minor Amendment #5, the Phase II building on the adjacent property currently owned by AvalonBay has been reduced in size, but remains mostly residential and has a small amount of ground floor retail.

(k) Proposed treatment of the perimeter of the development, including materials and techniques used such as screens, fences, and walls

No change. Specific plans and designs will be submitted as part of the design review process for individual parcels.

2.6 Project Review (Application Procedures) - 19.24

This Section 2.6 demonstrates how this Application conforms with the requirements of Section 19.24 – Application Procedures of the Cambridge Zoning Ordinance.

2.6.1 Traffic Study – 19.24(2)

There are no changes in overall square footage or in the mix of uses between residential and non-residential. The traffic generated by the proposed development remains within that described in the original Traffic Impact Study and is consistent with the required traffic mitigation.

There are however, some proposed changes in Project phasing which are further detailed above and in the memorandum from the Project’s traffic engineer (VHB) to TPTD attached in Exhibit L. The traffic analysis submitted to TPTD demonstrates that the total traffic volume resulting from the proposed amendment will not exceed the original trip generation thresholds established for Phase 1A, Phase 1B and the Full Build project during for the daily, AM and PM peak hours as established in the certified NorthPoint TIS (2002). The proposed phasing generates a higher vehicle trip generation in Phase 1A and Phase 1B in comparison to the 2015 Master Plan Update, but still below the TIS thresholds, reflecting the acceleration of the development schedule.

2.6.2 Tree Study – 19.24(3)

No change.

2.6.3 Urban Design Objectives Narrative – 19.24(4)

No change. Refer to the discussion in Section 2.5.1(b) above.

2.6.4 Sewer Service Infrastructure Narrative – 19.24(5)

The Applicant is exploring two options for providing additional sewer capacity needed for NorthPoint. The original route in Gore Street is a 3,400 linear foot route that runs along Gore Street and connects to an MWRA interceptor located in Somerville. The alternative route is a direct connection to the MWRA Prison Point Combined Sewer Overflow (“CSO”) Facility, approximately two blocks away from the southeastern boundary of the Site. The Applicant is working closely with the Cambridge DPW to determine which connection will be selected. The Applicant will construct the improvements required for the DPW approval connection.

2.6.5 Water Service Infrastructure Narrative – 19.24(6)

At the request of DPW, the Applicant has agreed to replace various existing water lines in MOB as part of the reconstruction of that street between Third Street and Museum Way. This is a new request by the City, which the Applicant has agreed to construct, at Applicant's cost.

2.6.6 Noise Mitigation Narrative – 19.24(7)

No change.

2.7 Sustainable Design and Development

All proposed parcels will be designed and constructed in compliance with Article 22 of the Zoning Ordinance. The specific requirements of Article 22, including submission of a LEED Project Checklist, will be addressed on an individual parcel basis during design review.

Note: The most recent building constructed in NorthPoint, Twenty|20 on Parcel N, a 355-unit apartment building, achieved a LEED Silver rating.

2.8 Criteria for Approval

2.8.1 Development Proposal Approval Criteria – 12.35.3

Approval of the Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal:

(1) Conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth for the specific PUD district in which the project is located

Section 12.50 General Development Controls

12.51 Applicability and Conformance with Existing Policy Plans

The Project remains consistent with the Eastern Cambridge Development Guidelines and the Eastern Cambridge Planning Study, preserving the concept of an active, urban-scale mixed-use neighborhood.

12.52 PUD Development Parcel Size

No change.

12.53 Standards for construction of roadways

No change.

12.53.1 Minimum Standards for Acceptance of Existing Private Ways as Public Ways

No change.

12.53.2 Circulation pattern design requirements

No change.

12.54 Standards for Construction of Utilities and Public Works

No change.

12.55 Landscaping

No change.

12.56 Environmental performance standards

No change.

Section 13.50 PUD-4A District Development Controls

No changes are proposed for Parcel V.

Section 13.70 Planned Unit Development in the North Point Residence District

No change. The Project, as revised, continues to create a new residential neighborhood from an area formerly primarily industrial in character. Retail and office uses and community services are included to serve the residential community and stimulate activity in the area for extended hours throughout the day. Significant new public open space to serve the residents of the district and the general public is also included. As noted above, the Project as revised will remain consistent with the policy objectives set forth in the Eastern Cambridge Plan and guidance provided in the Eastern Cambridge Design Guidelines.

13.73 Use Regulations.

13.73.1 Special Provisions Related to Permitted Retail Uses.

No change.

13.74 Dimensional Requirements.

13.74.1 Floor Area Ratio (FAR) Limitation.

No change.

13.74.2 Minimum Development Parcel Size.

No change.

13.74.3 Maximum Building Height.

The maximum building heights are unchanged. The number of building parcels on which 220' is permitted is unchanged. The location of one of the 220' parcels has been shifted slightly from the former Parcel J to new Parcel I.

13.74.4 Other Dimensional Requirements.

No change.

13.75 Open Space.

Overall, there is no change in the total proposed open space of 11.0 acres. The modifications of the Open Space plan are specifically to enhance the public realm and connectivity within and into NorthPoint. Open space is being redistributed to achieve two new key objectives. First, a new major park is being created on Parcel I adjacent to Water Street. This new park will be an active use park and will provide open space to the western part of NorthPoint, which previously had little open space. In addition, it materially improves the public realm experience for those accessing the Site from Water Street. The second objective is the refinement and redistribution of NorthPoint's many "pocket parks" creating view corridors to and from these and other open spaces to create a more direct connection from East Cambridge to the Site and within the Site.

13.76 Parking and Loading Requirements.

No change.

13.77 Approval of Roadway Plan.

Please see Exhibit J: Revised 40-scale Roadway Network Schematic Plans (5 sheets) submitted with this application (in Section 3.0) which has a series of enhancements to the on-site roadway network as described above.

The revised layout of roads adequately serves the needs of the development while providing an integrated and comprehensive circulation system for the entire North Point district, including adjacent parcels. Please also see the Memorandum from VHB to TPTD included in Section 3.0 as Exhibit M.

13.78 Other Provisions

13.78.1 Signs.

No change.

13.78.2 Perimeter and Transition.

No change.

13.78.3 Traffic Mitigation Measures.

No change.

13.78.4 Relationship to MBTA Urban Ring Transportation Planning Project.

No change.

13.79 Development Flexibility: Additional Permitted FAR and Height

13.79.1 Previously Issued PUD

No change.

13.79.2 Additional Gross Floor Area for Above Ground Structured Parking

No change.

13.79.3 Additional Gross Floor Area for Non-residential Uses

Not applicable.

13.79.4 Provision of Public Benefits

As described in the Community Benefits section above, the revisions reflected in this Application maintain and add to the public benefits of the NorthPoint Project.

13.710 Monitoring of Compliance with PUD Conditions
No change.

(2) Conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located

As described above, the proposed amendments to the Master Plan are consistent with the Eastern Cambridge Planning Study and Eastern Cambridge Design Guidelines, including the *North Point MasterPlan Design Review Guidelines*, as amended.

(3) Provides benefits to the city which outweigh its adverse effects; in making this determination the Planning Board shall consider the following:

Quality of site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public

No change.

Traffic flow and safety

There are no proposed changes in the five approved vehicular access points to NorthPoint (Water Street, First Street, East Street, Leighton Street, and Museum Way.) The proposed enhancements to the Master Plan include positive adjustments to the on-site circulation network. The improvements have been made through minor adjustments and re-alignments of internal roadways with the intention of improving the overall public realm experience and safety for pedestrians and bicyclists. The modified internal roadway layout improves the connectivity of the roadway network for vehicles, pedestrians and cyclists. The Revised 40-scale Roadway Network Schematic Plans (5 sheets) is included in Section 3.0 as Exhibit J. Please also see the Memorandum from VHB to TPTD in Exhibit M.

Adequacy of utilities and other public works

No change.

Impact on existing public facilities within the city

No change.

Potential fiscal impact

No change.

2.8.2 Special Permit Approval Criteria – 10.43

Pursuant to Section 10.43, special permits will normally be granted where specific provisions of the Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met

All requirements of the applicable provisions of the Zoning Ordinance will be met with the requested amendments of the PUD and Project Review Special Permits.

(b) Traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character

No change.

(c) The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use

No change.

(d) Nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City

No change.

(e) For other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance

No change.

(f) The new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30

No change.

2.8.3 Project Review Special Permit Review Criteria – 19.25

In granting a special permit under Section 19.20, the Planning Board is required to make the following findings.

19.25.1 Traffic Impact Findings

No change.

19.25.2 Urban Design Findings

No change.

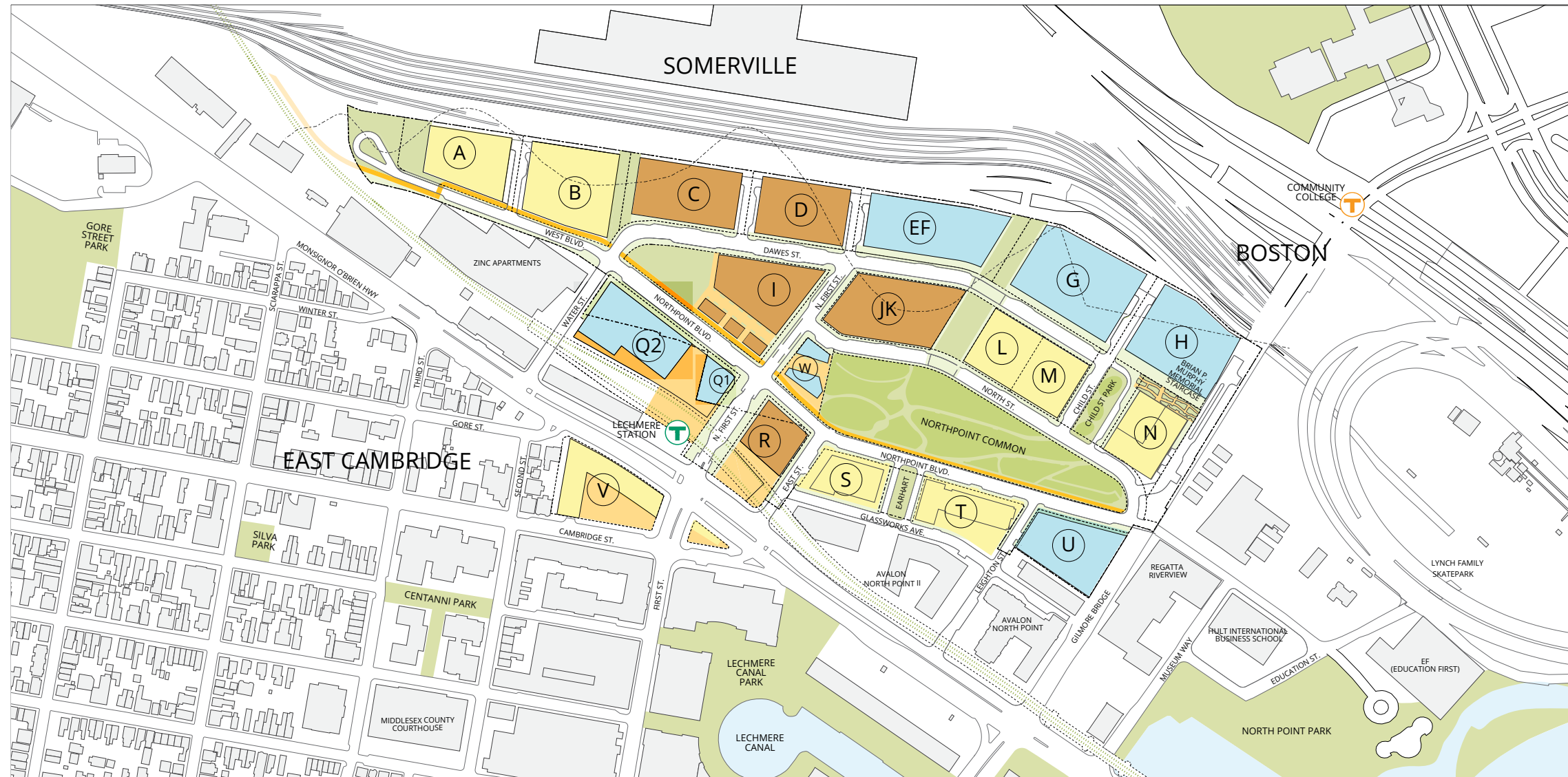
Section 3.0 Exhibits

Revised Master Plan – Exhibit A
Revised Conceptual Retail Plan – Exhibit B
Public Notification Panel Locations – Exhibit C
Proposed 220' Parcel Identification Cambridge – Exhibit G
Revised Open Space Plan – Exhibit H
Revised Phasing – Exhibit I
Revised 40-scale Roadway Network Schematic Plans (5 sheets) (reduced to 11x17") – Exhibit J
Existing Conditions Plans (5 sheets) (reduced to 11x17") – Exhibit K
VHB Memorandum to TPTD re: Phasing and Trip Generation – Exhibit L
VHB Memorandum to TPTD re: Internal Roadway Layout Revisions – Exhibit M
ECPT Letter of Support – Exhibit N

Appendix

Appendix I: Revised Statistical Summary of the Approved Master Plan
Full-size Revised 40-scale Roadway Network Schematic Plans (5 sheets) (CDD, DPW, TPTD,
Water Department copies)
Full-size Existing Conditions Plans (5 sheets) (CDD, DPW, TPTD, Water Department copies)

NORTHPOINT



LEGEND

- Residential
- Commercial
- Residential, Commercial or Mixed-Use

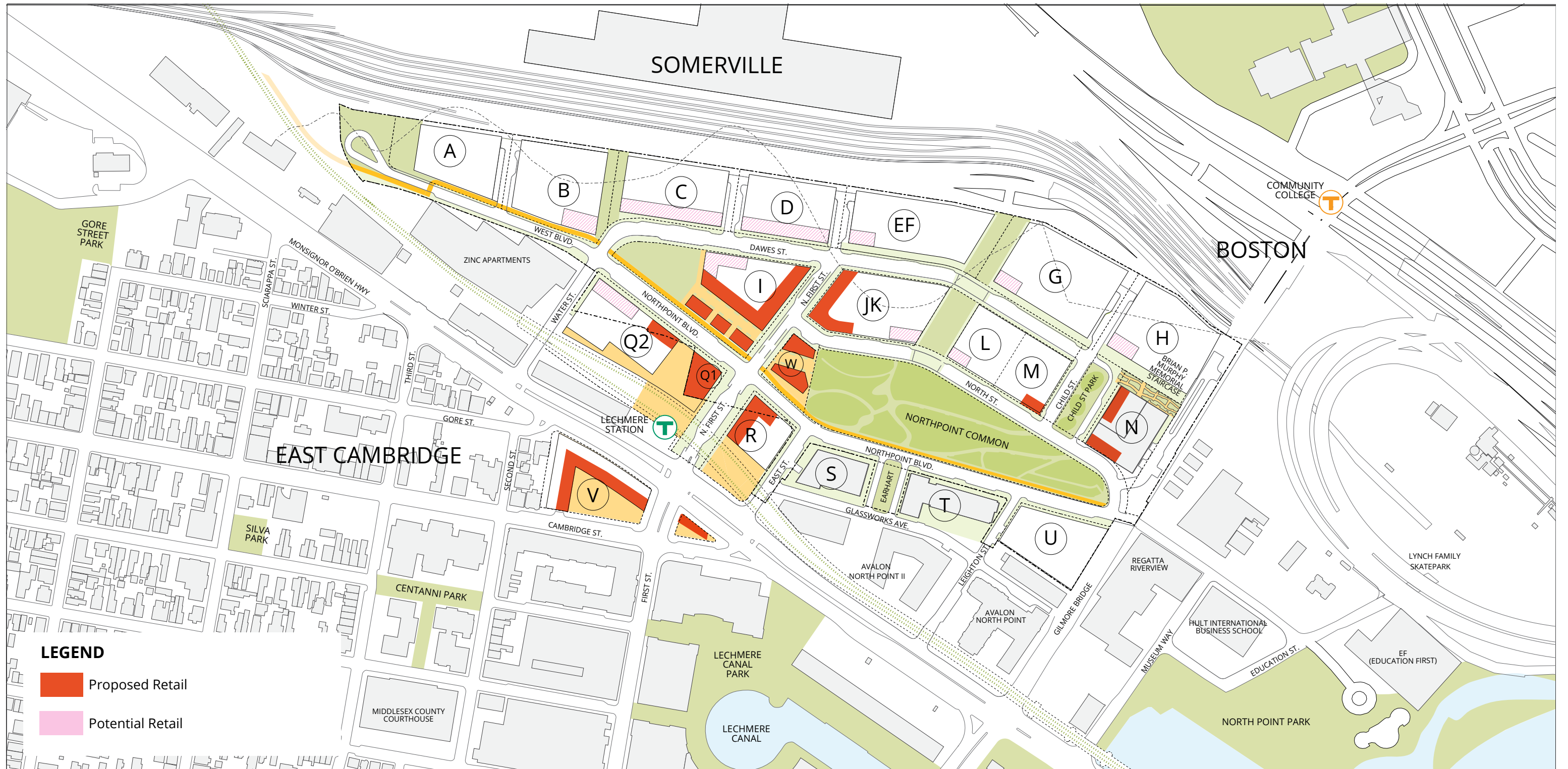
Table 1:
GFA by Block

| | GFA | USE |
|-----------|----------------------|-------------|
| A | 175,000 gsf | RESIDENTIAL |
| B | 373,000 gsf | RESIDENTIAL |
| C | 348,000 gsf | MIXED-USE |
| D | 340,000 gsf | MIXED-USE |
| EF | 400,000 gsf | COMMERCIAL |
| G | 410,000 gsf | COMMERCIAL |
| H | 345,000 gsf | COMMERCIAL |
| I | 390,000 gsf | MIXED-USE |
| JK | 370,000 gsf | MIXED-USE |
| L | 286,000 gsf | RESIDENTIAL |
| M | 208,400 gsf | RESIDENTIAL |
| N | 394,000 gsf | RESIDENTIAL |
| Q1 | 14,000 gsf | COMMERCIAL |
| Q2 | 151,062 gsf | COMMERCIAL |
| R | 148,945 gsf | MIXED-USE |
| S | 112,398 gsf | RESIDENTIAL |
| T | 242,194 gsf | RESIDENTIAL |
| U | 320,000 gsf | COMMERCIAL |
| V | 199,855 gsf | RESIDENTIAL |
| W | 18,000 gsf | COMMERCIAL |
| | 5,245,854 gsf | |

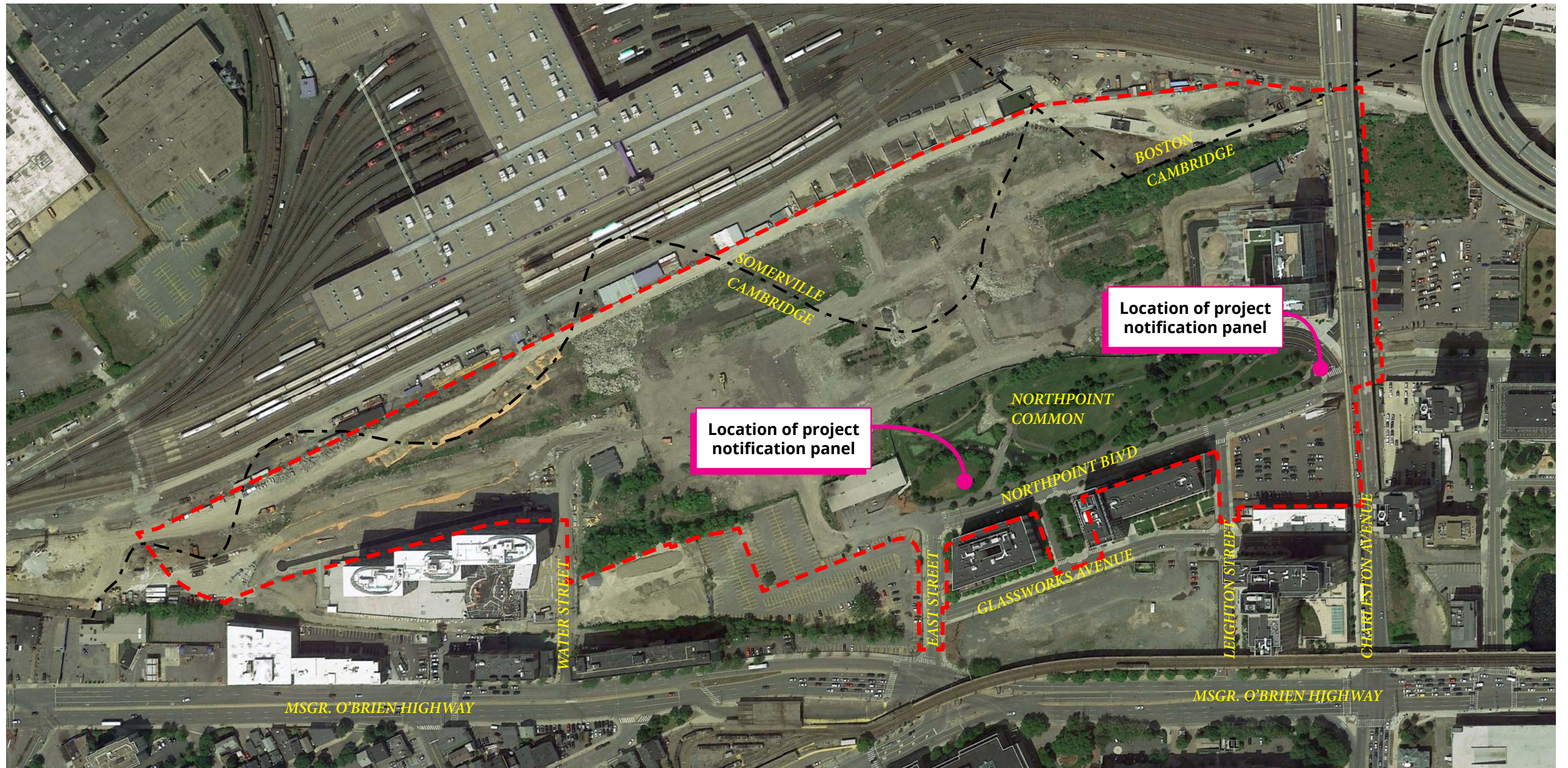
Table 2:
Special Permit Approved GFA (Entire Master Plan)

| | |
|--------------------------|----------------------|
| Maximum Non Residential: | 2,185,062 gsf |
| Minimum Residential: | 3,060,792 gsf |
| Maximum Total: | 5,245,854 gsf |

NORTHPOINT



NORTHPOINT



NORTHPOINT

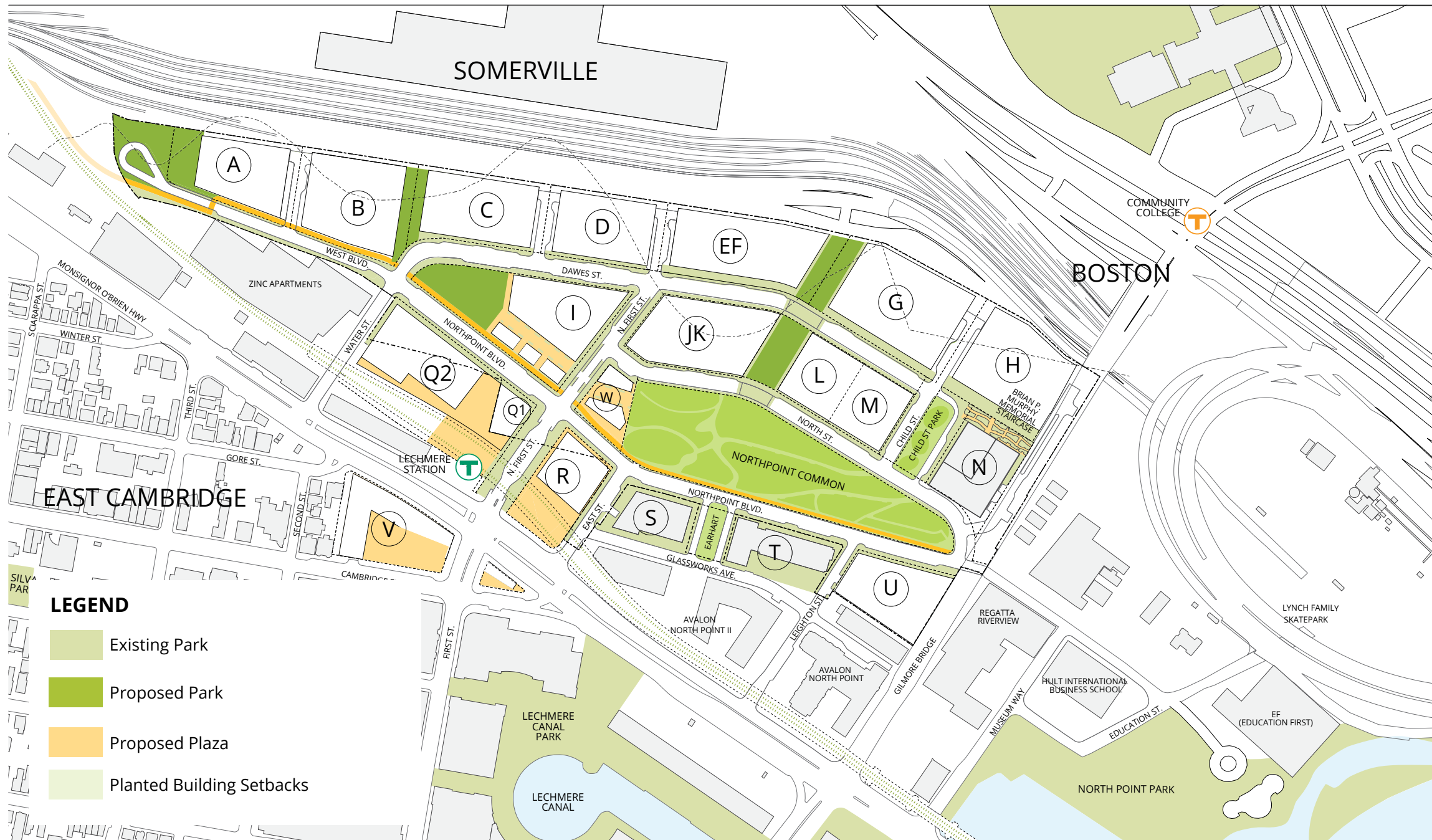
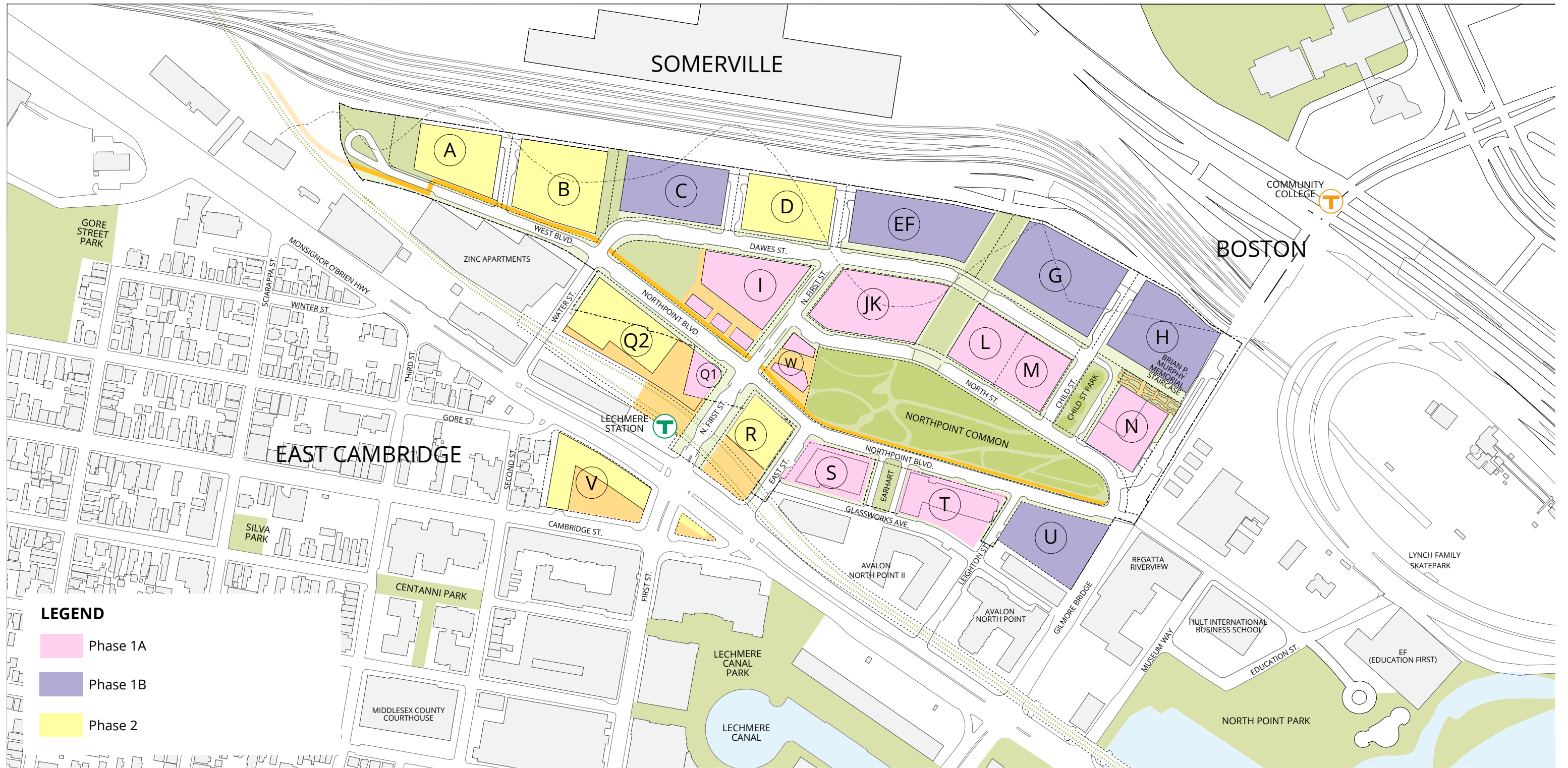


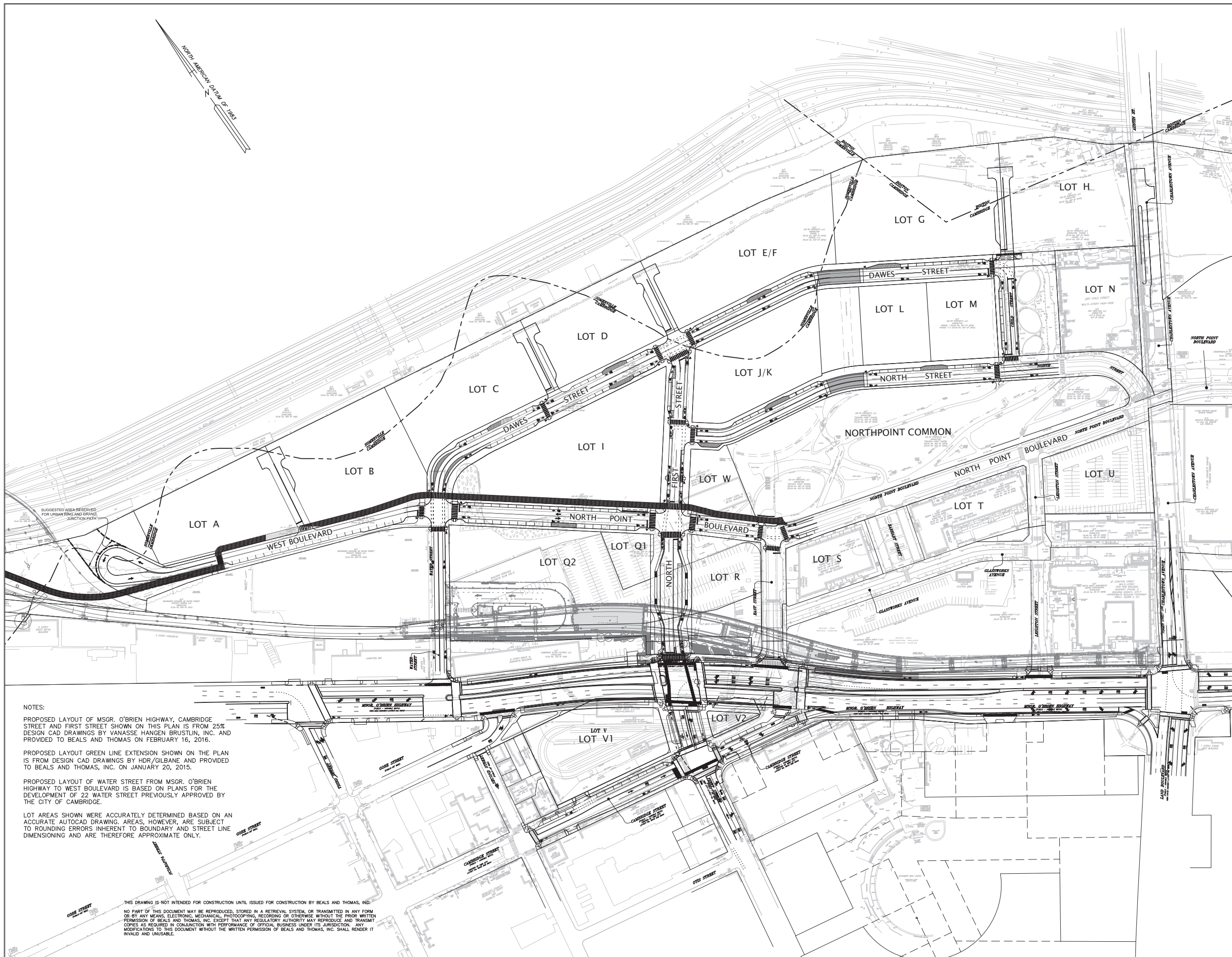
Table 1:
Open Space Summary - July 2016

| | Acres |
|-----------------------------------|-------------|
| Approved Open Space | 11.00 |
| Completed Open Spaces | |
| Northpoint Common | 4.33 |
| Earhart Park | 0.19 |
| Child St. Park | 0.35 |
| Brian P. Murphy Memorial Stair | 0.18 |
| Parcel S | 0.26 |
| Parcel T | 0.32 |
| Total Completed Open Space | 5.63 |
| Proposed Additional Open Space | 5.37 |

Note:
Planted building setbacks and landscaped areas outside of parcels are provided in addition to required open space.

NORTHPOINT





NOTES:

PROPOSED LAYOUT OF MSGR. O'BRIEN HIGHWAY, CAMBRIDGE STREET AND FIRST STREET SHOWN ON THIS PLAN IS FROM 25% DESIGN CAD DRAWINGS BY VANASSE HANGEN BRUSTLIN, INC. AND PROVIDED TO BEALS AND THOMAS ON FEBRUARY 16, 2016.

PROPOSED LAYOUT GREEN LINE EXTENSION SHOWN ON THE PLAN IS FROM DESIGN CAD DRAWINGS BY HDR/GILBANE AND PROVIDED TO BEALS AND THOMAS, INC. ON JANUARY 20, 2015.

PROPOSED LAYOUT OF WATER STREET FROM MSGR. O'BRIEN HIGHWAY TO WEST BOULEVARD IS BASED ON PLANS FOR THE DEVELOPMENT OF 22 WATER STREET PREVIOUSLY APPROVED BY THE CITY OF CAMBRIDGE.

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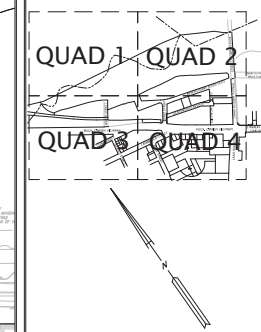
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PREPARED FOR:

DW NP PROPERTY, LLC

One Kendall Square
Suite B3201
Cambridge, MA 012139

LOCUS MAP
SCALE: N.T.S.



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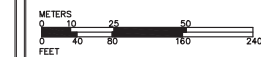


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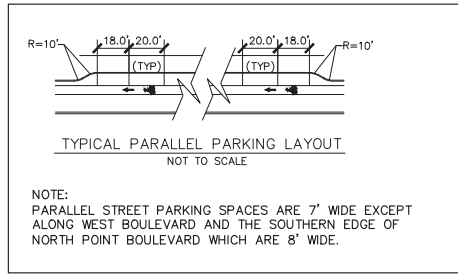
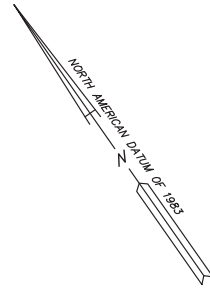
PROJECT:
**NORTH POINT
IN CAMBRIDGE AND
SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)**

SCALE: 1" = 80' DATE: APRIL 5, 2016



**INDEX
ROADWAY NETWORK
SCHEMATIC PLANS**

B+T JOB NO. 2084.02
B+T PLAN NO. 208402P235B-001



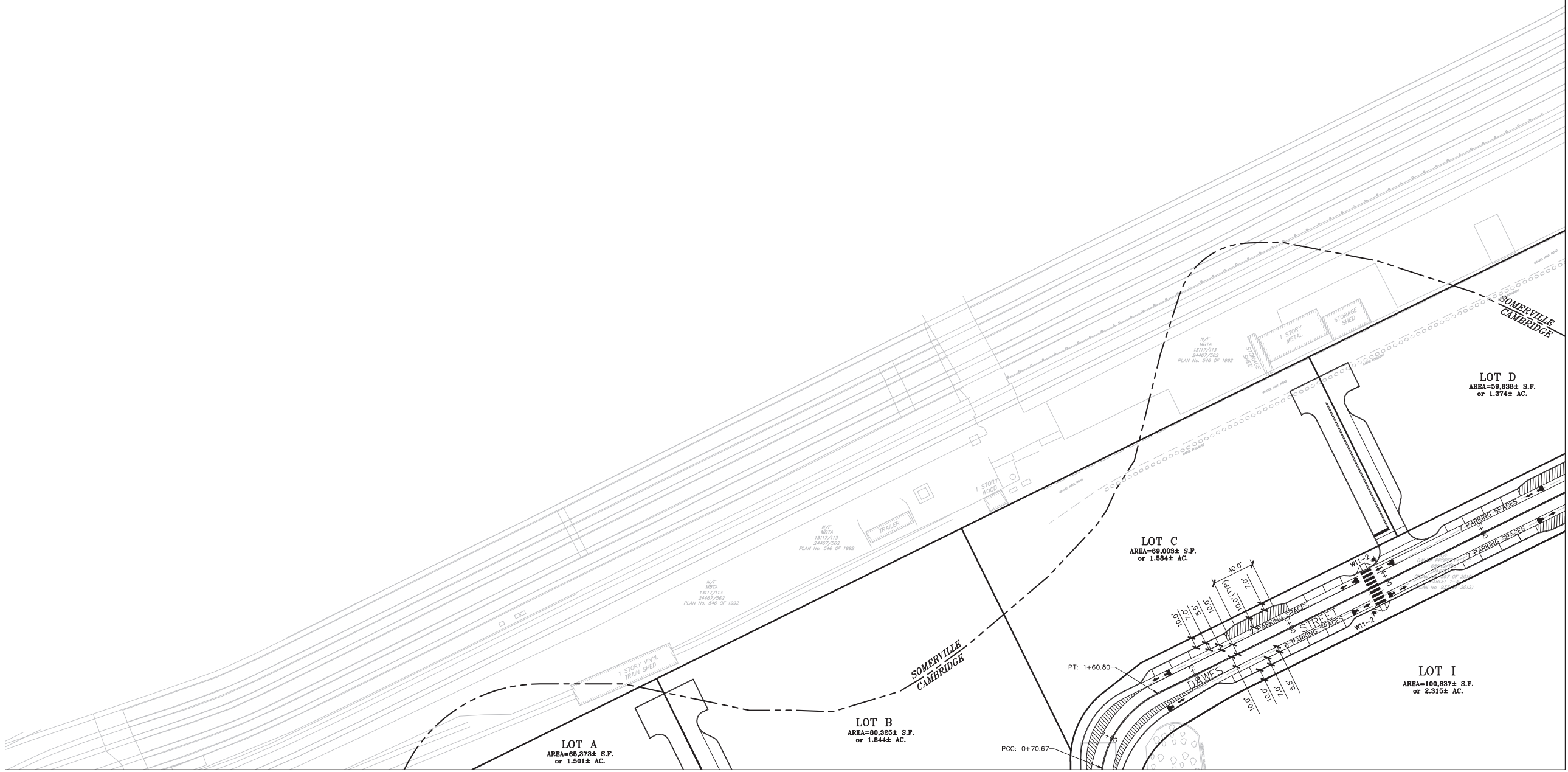
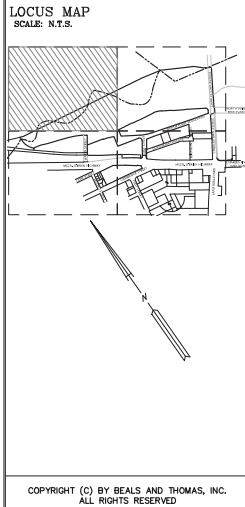
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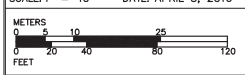
PREPARED BY:
BEALS + THOMAS
Civil Engineers + Landscape Architects +
Land Surveyors + Planners +
Environmental Specialists

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| 1 | 07/07/2016 FINAL DEVELOPMENT PLAN | | |
| 0 | 04/05/2016 SPECIAL PERMIT AMENDMENT #6 | | |
| ISSUE DATE | DESCRIPTION | | |
| DES | DWN | CHK'D | APP'D |

PROJECT:
NORTH POINT IN CAMBRIDGE AND SOMERVILLE, MA (MIDDLESEX COUNTY) AND BOSTON, MA (SUFFOLK COUNTY)

SCALE: 1" = 40' DATE: APRIL 5, 2016



QUAD 1 ROADWAY NETWORK SCHEMATIC PLANS

B+T JOB NO. 2084.02
B+T PLAN NO. 208402P235B-002

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NOTES:

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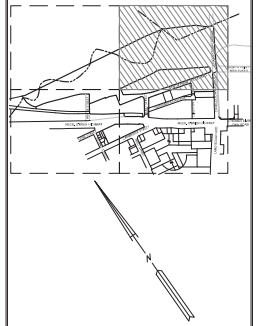
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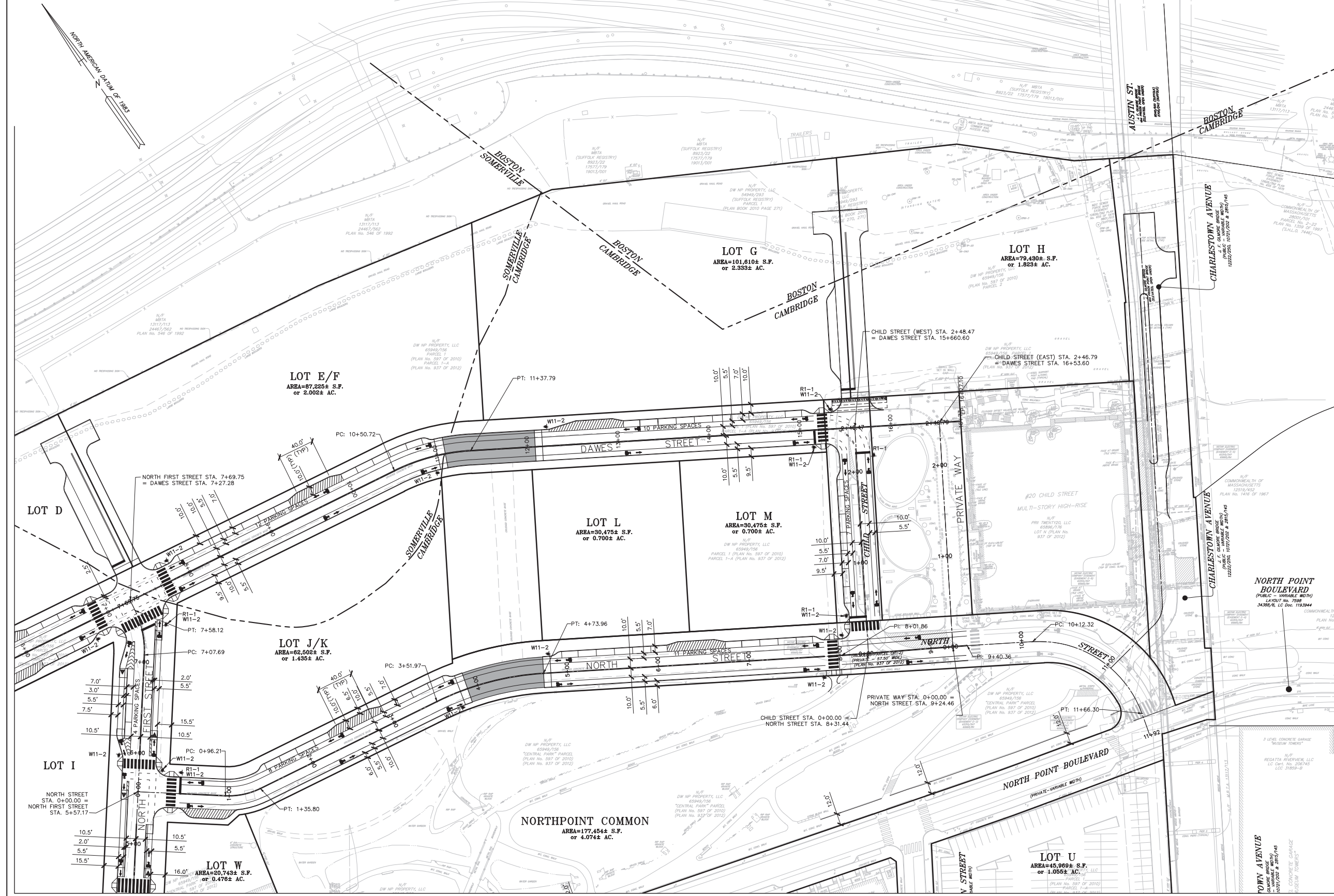
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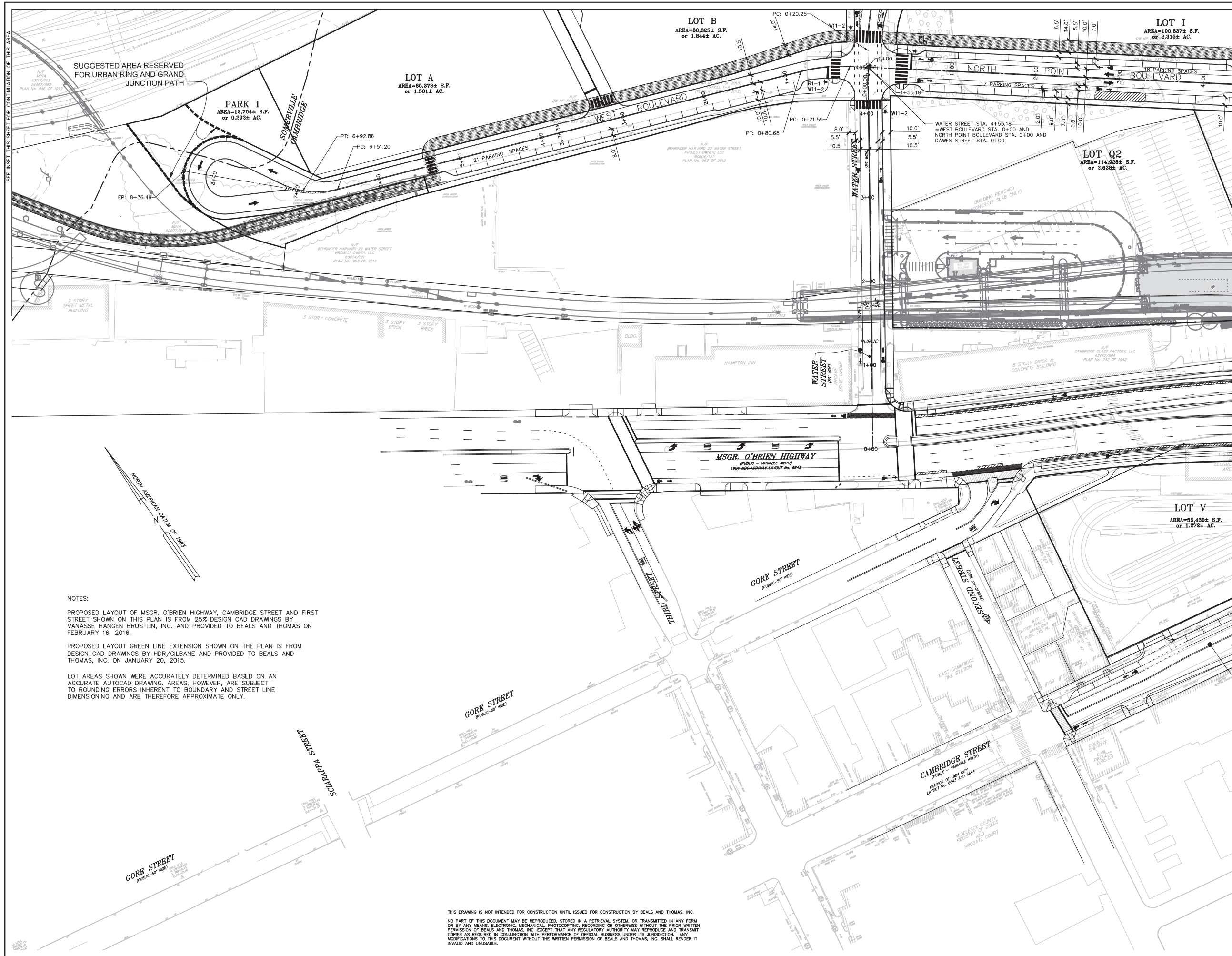
PROJECT:
**NORTH POINT
IN CAMBRIDGE AND
SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)**

SCALE: 1" = 40' DATE: APRIL 5, 2016
METERS
0 5 10 20 30 40 50 60 70 80 90 100 120
FEET

**QUAD 2
ROADWAY NETWORK
SCHEMATIC PLANS**

B+T JOB NO. 2084.02
B+T PLAN NO.
208402P235B-003





NOTES:

PROPOSED LAYOUT OF MSGR. O'BRIEN HIGHWAY, CAMBRIDGE STREET AND FIRST STREET SHOWN ON THIS PLAN IS FROM 25% DESIGN CAD DRAWINGS BY VANASSE HANGEN BRUSTLIN, INC. AND PROVIDED TO BEALS AND THOMAS ON FEBRUARY 16, 2016.

PROPOSED LAYOUT GREEN LINE EXTENSION SHOWN ON THE PLAN IS FROM DESIGN CAD DRAWINGS BY HDR/GILBANE AND PROVIDED TO BEALS AND THOMAS, INC. ON JANUARY 20, 2015.

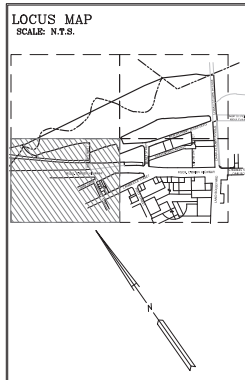
LOT AREAS SHOWN WERE ACCURATELY DETERMINED BASED ON AN ACCURATE AUTOCAD DRAWING. AREAS, HOWEVER, ARE SUBJECT TO ROUNDING ERRORS INHERENT TO BOUNDARY AND STREET LINE DIMENSIONING AND ARE THEREFORE APPROXIMATE ONLY.

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PREPARED FOR:

DW NP PROPERTY, LLC

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Civil Engineers + Landscape Architects +
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PROJECT:

**NORTH POINT
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(SUFFOLK COUNTY)**

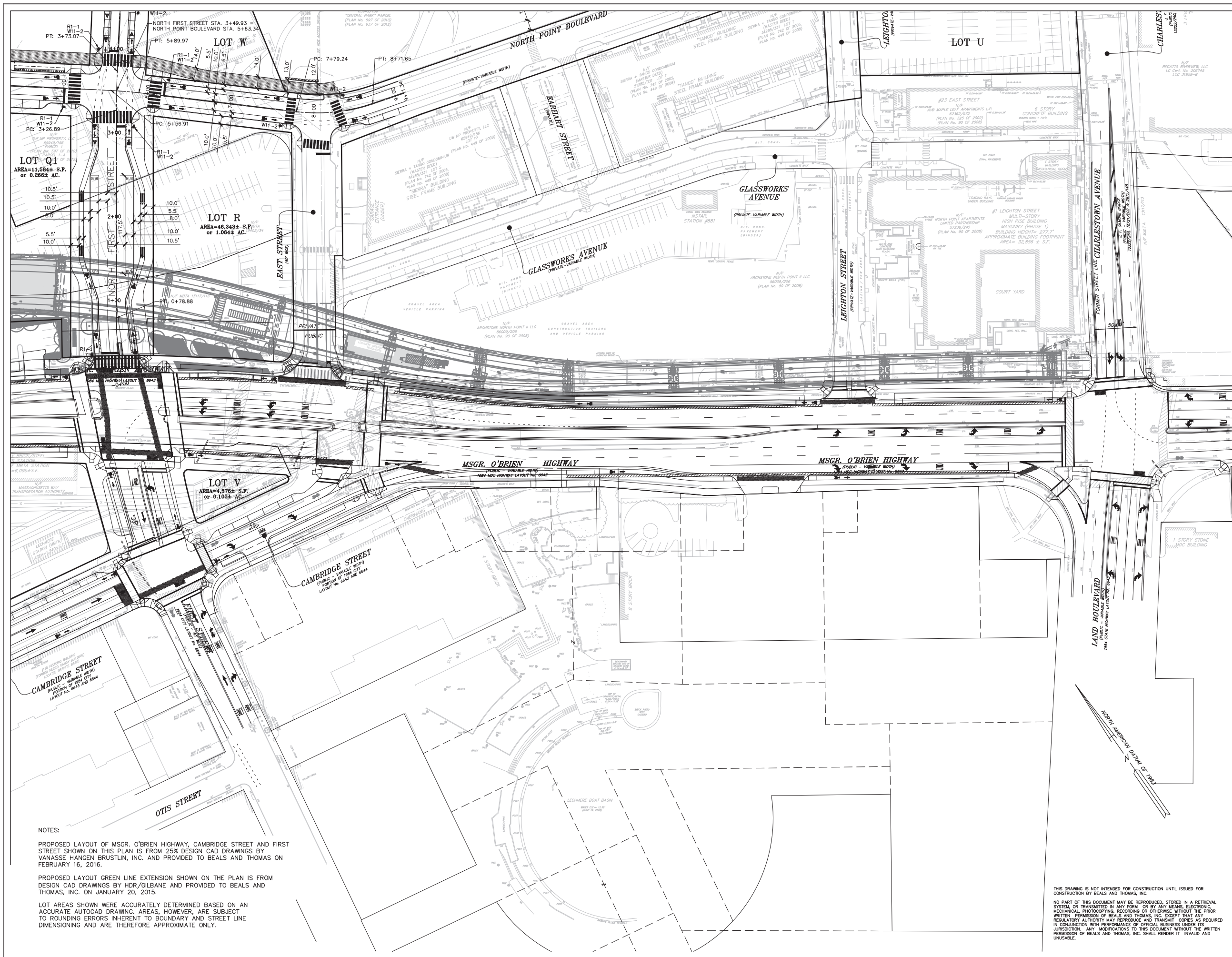
SCALE: 1" = 40' DATE: APRIL 5, 2016

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**QUAD 3
ROADWAY NETWORK
SCHEMATIC PLANS**

B+T JOB NO. 2084.02
B+T PLAN NO. 208402P2356-004

4



NOTES:

PROPOSED LAYOUT OF MSGR. O'BRIEN HIGHWAY, CAMBRIDGE STREET AND FIRST STREET SHOWN ON THIS PLAN IS FROM 25% DESIGN CAD DRAWINGS BY VANASSE HANGEN BRUSTLIN, INC. AND PROVIDED TO BEALS AND THOMAS ON FEBRUARY 16, 2016.

PROPOSED LAYOUT GREEN LINE EXTENSION SHOWN ON THE PLAN IS FROM DESIGN CAD DRAWINGS BY HDR/GILBANE AND PROVIDED TO BEALS AND THOMAS, INC. ON JANUARY 20, 2015.

LOT AREAS SHOWN WERE ACCURATELY DETERMINED BASED ON AN ACCURATE AUTOCAD DRAWING. AREAS, HOWEVER, ARE SUBJECT TO ROUNDING ERRORS INHERENT TO BOUNDARY AND STREET LINE DIMENSIONING AND ARE THEREFORE APPROXIMATE ONLY.

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One Kendall Square
Suite B3201
Cambridge, MA 02139

LOCUS MAP
SCALE: N.T.S.

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PROJECT:

**NORTH POINT
IN CAMBRIDGE AND
SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)**

SCALE: 1" = 40' DATE: APRIL 5, 2016

**QUAD 4
ROADWAY NETWORK
SCHEMATIC PLANS**

B+T JOB NO. 2084.02
B+T PLAN NO. 208402P235B-005

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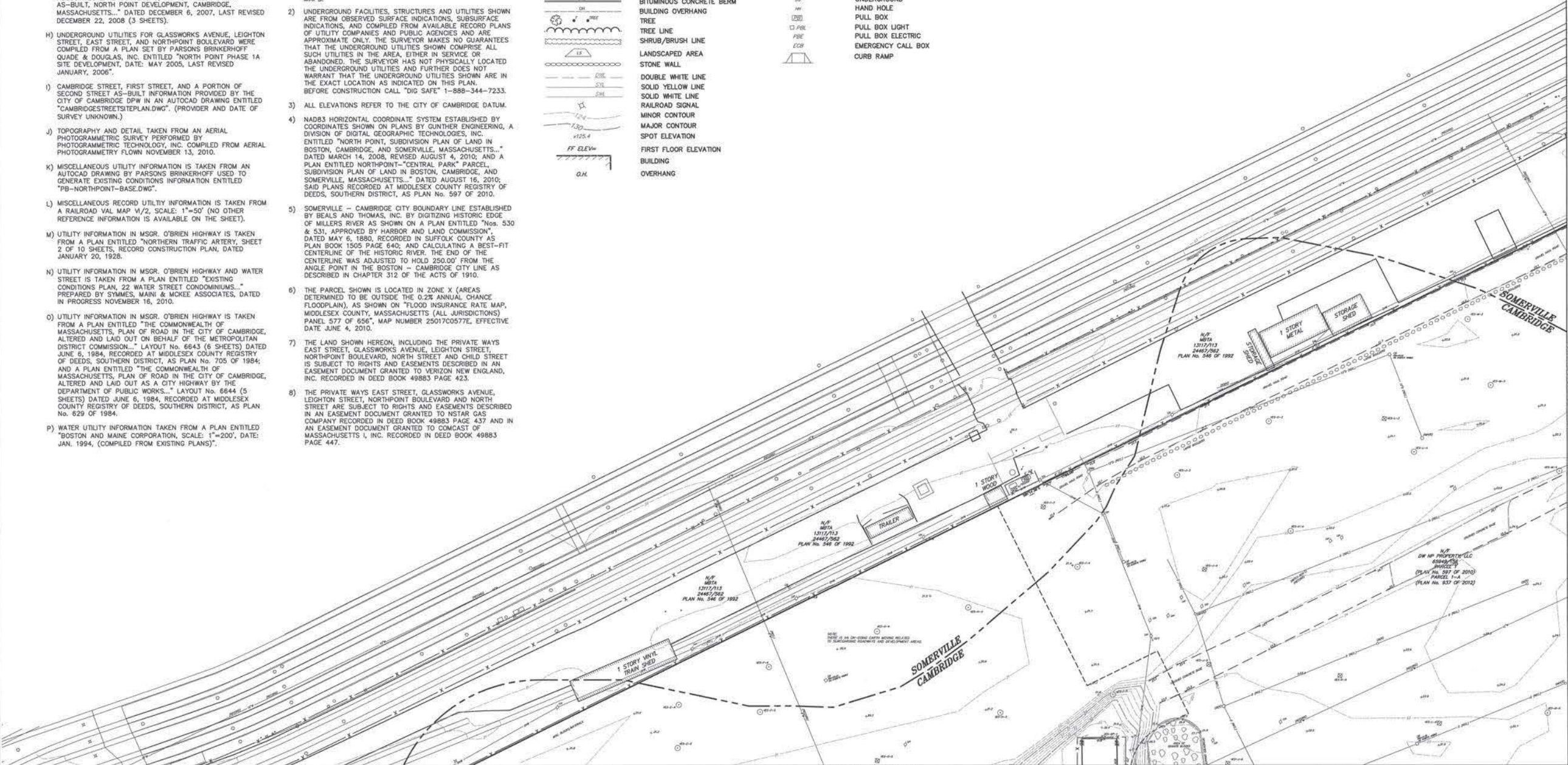
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NOTES

- 1) THIS PLAN WAS PREPARED FROM THE FOLLOWING SOURCES:
 - A) AN ACTUAL SURVEY MADE ON THE GROUND USING A ZEISS ELTA TOTAL STATION ON OR BETWEEN SEPTEMBER 2007 AND JANUARY 5, 2016.
 - B) DETAIL AND UTILITIES IN GLASSWORKS AVENUE, LEIGHTON STREET, #23 EAST STREET (MAPLE LEAF BUILDING), AND #1 LEIGHTON STREET (ARCHSTONE HIGH RISE BUILDING) WAS PERFORMED BY BEALS AND THOMAS, INC. AND SHOWN ON A PLAN ENTITLED "AS-BUILT PLAN, ARCHSTONE-SMITH PHASE 1, IN CAMBRIDGE, MA." DATED FEBRUARY 29, 2008, REVISED APRIL 2, 2008.
 - C) DETAIL FOR PARCEL Q & R TAKEN FROM A PLAN BY GUNTHER ENGINEERING, A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC. ENTITLED "NORTH POINT, MBTA PARCELS Q & R, ALTA/ACSM LAND TITLE SURVEY IN CAMBRIDGE, MASSACHUSETTS." DATED AUGUST 16, 2010.
 - D) DETAIL FOR THE MAIN SITE TAKEN FROM A PLAN BY GUNTHER ENGINEERING, A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC. ENTITLED "NORTH POINT, PERIMETER PLAN, AND DETAIL PLANS, ALTA/ACSM LAND TITLE SURVEY IN BOSTON, CAMBRIDGE, AND SOMERVILLE, MASSACHUSETTS." DATED LAST REVISED AUGUST 4, 2010.
 - E) DETAIL FOR THE CENTRAL PARK PARCEL TAKEN FROM A PLAN BY GUNTHER ENGINEERING, A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC. 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. 597 OF 2010.
 - F) DETAIL FOR SIERRA AND TANGO CONDOMINIUM PARCELS TAKEN FROM A PLAN BY GUNTHER ENGINEERING, A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC. ENTITLED "NORTHPOINT-PARCEL S/T, CONDOMINIUM SITE PLAN OF SIERRA & TANGO CONDOMINIUM IN CAMBRIDGE, MA." PREPARED BY GUNTHER ENGINEERING, DATED JANUARY 10, 2008, REVISED FEBRUARY 12, 2008, RECORDED AT MIDDLESEX COUNTY REGISTRY OF DEEDS, SOUTHERN DISTRICT, AS PLAN No. 449 OF 2008.
 - G) UNDERGROUND UTILITIES FOR GLASSWORKS AVENUE, LEIGHTON STREET, EAST STREET, AND NORTHPOINT BOULEVARD WERE COMPILED FROM AUTOCAD DRAWINGS AND A PLAN BY WELCH ASSOCIATES LAND SURVEYORS, INC. ENTITLED "UTILITY AS-BUILT, NORTH POINT DEVELOPMENT, CAMBRIDGE, MASSACHUSETTS." DATED DECEMBER 6, 2007, LAST REVISED DECEMBER 22, 2008 (3 SHEETS).
 - H) UNDERGROUND UTILITIES FOR GLASSWORKS AVENUE, LEIGHTON STREET, EAST STREET, AND NORTHPOINT BOULEVARD WERE COMPILED FROM A PLAN SET BY PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC. ENTITLED "NORTH POINT PHASE 1A SITE DEVELOPMENT, DATE: MAY 2005, LAST REVISED JANUARY, 2006".
 - I) CAMBRIDGE STREET, FIRST STREET, AND A PORTION OF SECOND STREET AS-BUILT INFORMATION PROVIDED BY THE CITY OF CAMBRIDGE DPW IN AN AUTOCAD DRAWING ENTITLED "CAMBRIDGESTREETS1EPLAN.DWG". (PROVIDER AND DATE OF SURVEY UNKNOWN.)
 - J) TOPOGRAPHY AND DETAIL TAKEN FROM AN AERIAL PHOTOGRAMMETRIC SURVEY PERFORMED BY PHOTOGRAMMETRIC TECHNOLOGY, INC. COMPILED FROM AERIAL PHOTOGRAMMETRY FLOWN NOVEMBER 13, 2010.
 - K) MISCELLANEOUS UTILITY INFORMATION IS TAKEN FROM AN AUTOCAD DRAWING BY PARSONS BRINCKERHOFF USED TO GENERATE EXISTING CONDITIONS INFORMATION ENTITLED "PB-NORTHPOINT-BASE.DWG".
 - L) MISCELLANEOUS RECORD UTILITY INFORMATION IS TAKEN FROM A RAILROAD VAL MAP V/2, SCALE: 1"=50' (NO OTHER REFERENCE INFORMATION IS AVAILABLE ON THE SHEET).
 - M) UTILITY INFORMATION IN MSGR, O'BRIEN HIGHWAY IS TAKEN FROM A PLAN ENTITLED "NORTHERN TRAFFIC ARTERY, SHEET 2 OF 10 SHEETS, RECORD CONSTRUCTION PLAN, DATED JANUARY 20, 1928.
 - N) UTILITY INFORMATION IN MSGR, O'BRIEN HIGHWAY AND WATER STREET IS TAKEN FROM A PLAN ENTITLED "EXISTING CONDITIONS PLAN, 22 WATER STREET CONDOMINIUMS." PREPARED BY SYMMES, MAINI & MCKEE ASSOCIATES, DATED IN PROGRESS NOVEMBER 16, 2010.
 - O) UTILITY INFORMATION IN MSGR, O'BRIEN HIGHWAY IS TAKEN FROM A PLAN ENTITLED "THE COMMONWEALTH OF MASSACHUSETTS, PLAN OF ROAD IN THE CITY OF CAMBRIDGE, ALTERED AND LAID OUT ON BEHALF OF THE METROPOLITAN DISTRICT COMMISSION." LAYOUT No. 6643 (6 SHEETS) DATED JUNE 6, 1984, RECORDED AT MIDDLESEX COUNTY REGISTRY OF DEEDS, SOUTHERN DISTRICT, AS PLAN No. 705 OF 1984; AND A PLAN ENTITLED "THE COMMONWEALTH OF MASSACHUSETTS, PLAN OF ROAD IN THE CITY OF CAMBRIDGE, ALTERED AND LAID OUT AS A CITY HIGHWAY BY THE DEPARTMENT OF PUBLIC WORKS." LAYOUT No. 6644 (5 SHEETS) DATED JUNE 6, 1984, RECORDED AT MIDDLESEX COUNTY REGISTRY OF DEEDS, SOUTHERN DISTRICT, AS PLAN No. 629 OF 1984.
 - P) WATER UTILITY INFORMATION TAKEN FROM A PLAN ENTITLED "BOSTON AND MAINE CORPORATION, SCALE: 1"=200', DATE: JAN. 1994, (COMPILED FROM EXISTING PLANS)".
- 2) WATER UTILITY INFORMATION TAKEN FROM A PLAN ENTITLED "SCHEMATIC SITE PLAN, SEWER USAGE STUDY, SOMERVILLE & EAST CAMBRIDGE, MASS." PREPARED BY HAYDEN/WEGMAN CONSULTING ENGINEERS, DATED JUNE, 1985.
- 3) WATER, SEWER, DRAIN, AND GAS UTILITY INFORMATION TAKEN FROM A PLAN ENTITLED "PARCEL No. 3/PIGGYBACK YARD AREA, PLAN OF LAND, BOSTON, CAMBRIDGE, AND SOMERVILLE, MASS." PREPARED BY GUNTHER ENGINEERING, INC., DATED AUGUST 25, 1989, (6 SHEETS).
- 4) APPROXIMATE LIMITS OF CONTAMINATED SOILS TAKEN FROM PLAN ENTITLED, "AREA DRAINAGE STUDY, DELINEATION OF SEPARATE PHASE PETROLEUM RINS 3-11533 AND 3-12277" FIGURE 1-8, PREPARED BY MALCOLM PIRNIE, DATED FEBRUARY, 2011.
- 5) SOIL BORINGS (SB-#), TEST PITS (TP-#) AND MONITORING WELLS (ERM-#) TAKEN FROM PLAN ENTITLED, "OIL/WATER SEPARATOR AREA" PREPARED BY ERM FOR THE B&M RAILYARD, FIGURE NO. 6, DATED 11/19/1998. SEE LEGEND.
- 6) FOUNDATION AS-BUILT FOR LOT N BUILDING WAS PERFORMED BY BEALS AND THOMAS, INC ON NOVEMBER 8, 2013 AND NOVEMBER 21, 2013.
- 7) AREA FOR TEMPORARY TRANSFORMERS AND SWITCH EQUIPMENT LOCATED UNDER THE BRIDGE ADJACENT TO LOT N WAS FIELD SURVEYED BY BEALS AND THOMAS, INC. ON NOVEMBER 9, 2013.
- 8) SWALE AND PLUNGE POOL AS-BUILT WAS PERFORMED BY BEALS AND THOMAS, INC ON NOVEMBER 13, 2013.
- 9) SOIL BORINGS YES-P2-1 THRU YES-P2-7 AND TEST PITS 1 THRU 5 WERE INSTALLED BY VERTEX DURING NOVEMBER 2013, PHASE II AND ARE LOCATED ON PARCEL 2. THESE WERE FIELD LOCATED BY BEALS AND THOMAS, INC ON DECEMBER 3, 2013.
- 10) AS-BUILT UTILITIES FOR LOT N AND SURROUNDING AREAS WERE TAKEN FROM A PLAN ENTITLED "UTILITY AS-BUILT DRAWING, NORTHPOINT IN CAMBRIDGE, MASSACHUSETTS." PREPARED BY JOHN MORIARTY & ASSOCIATES, INC., PREPARED FOR J. DERENZIO COMPANY, SCALE: 1"=30', DATED NOVEMBER 13, 2014, LAST REVISED MAY 27, 2015.
- 11) HISTORIC WATER LINES ON MBTA PROPERTY LOCATED WITHIN THE FORMER SHORT STREET, AND FORMER NORTH STREET WERE TAKEN FROM CITY OF CAMBRIDGE HISTORIC ASSESSOR MAPS.
- 12) UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES SHOWN ARE FROM OBSERVED SURFACE INDICATIONS, SUBSURFACE INDICATIONS, AND COMPILED FROM AVAILABLE RECORD PLANS OF UTILITY COMPANIES AND PUBLIC AGENCIES AND ARE APPROXIMATE ONLY. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES AND FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION AS INDICATED ON THIS PLAN. BEFORE CONSTRUCTION CALL "DIG SAFE" 1-888-344-7233.
- 13) ALL ELEVATIONS REFER TO THE CITY OF CAMBRIDGE DATUM.
- 14) 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. 597 OF 2010.
- 15) 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 6, 1880, 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 250.00' FROM THE ANGLE POINT IN THE BOSTON - CAMBRIDGE CITY LINE AS DESCRIBED IN CHAPTER 312 OF THE ACTS OF 1910.
- 16) THE PARCEL SHOWN IS LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN), AS SHOWN ON "FLOOD INSURANCE RATE MAP, MIDDLESEX COUNTY, MASSACHUSETTS (ALL JURISDICTIONS) PANEL 577 OF 656", MAP NUMBER 2501700577E, EFFECTIVE DATE JUNE 4, 2010.
- 17) THE LAND SHOWN HEREON, INCLUDING THE PRIVATE WAYS EAST STREET, GLASSWORKS AVENUE, LEIGHTON STREET, NORTHPOINT BOULEVARD, NORTH STREET AND CHILD STREET IS SUBJECT TO RIGHTS AND EASEMENTS DESCRIBED IN AN EASEMENT DOCUMENT GRANTED TO VERIZON NEW ENGLAND, INC. RECORDED IN DEED BOOK 49883 PAGE 423.
- 18) THE PRIVATE WAYS EAST STREET, GLASSWORKS AVENUE, LEIGHTON STREET, NORTHPOINT BOULEVARD AND NORTH STREET ARE SUBJECT TO RIGHTS AND EASEMENTS DESCRIBED IN AN EASEMENT DOCUMENT GRANTED TO NSTAR GAS COMPANY RECORDED IN DEED BOOK 49883 PAGE 437 AND IN AN EASEMENT DOCUMENT GRANTED TO COMCAST OF MASSACHUSETTS I, INC. RECORDED IN DEED BOOK 49883 PAGE 447.

LEGEND

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| COMBINATION SEWER DRAIN/MANHOLE SEWER LINE/MANHOLE DRAIN LINE/MANHOLE CATCH BASIN CATCH BASIN, RECORD INVERT ELEVATION TOP OF HOOD TOP OF WATER AREA DRAIN CLEANOUT GRASS SWALE WITH FLOW DIRECTION RIM ELEVATION DOWN SPOUT DOUBLE CATCH BASIN MANHOLE, AERIAL LOCATION GAS LINE/GATE WATER LINE/GATE HYDRANT POST INDICATOR VALVE TELEPHONE LINE/MANHOLE MASS. BAY TRANS. LINE ELECTRIC LINE/MANHOLE OVERHEAD WIRE LIGHT POLE/LIGHT POLE BASE UTILITY POLE GUY WIRE METAL LIGHT POLE CONCRETE PAD AIR CONDITIONER SIGN BOLLARD POST HAND HOLE COLUMN PLANTER STEAM LINE/MANHOLE CHAIN LINK FENCE GUARDRAIL/GLULDERAIL CONCRETE CURB GRANITE CURB BITUMINOUS CONCRETE BERM BUILDING OVERHANG TREE TREE LINE SHRUB/BRUSH LINE LANDSCAPED AREA STONE WALL DOUBLE WHITE LINE SOLID YELLOW LINE SOLID WHITE LINE RAILROAD SIGNAL MINOR CONTOUR MAJOR CONTOUR SPOT ELEVATION FIRST FLOOR ELEVATION BUILDING OVERHANG | VERTEX ENVIRONMENTAL SERVICES SUBSURFACE BORING LOCATION ERM TEST PIT LOCATION ERM MONITORING WELL LOCATION ERM SOIL BORING LOCATION ERM CONTAMINATED SOILS EXTENTS WITH LABELED DEPTH FOUND DEED BOOK AND PAGE REFERENCE NOW OR FORMERLY BITUMINOUS CONCRETE BENCHMARK TRAFFIC SIGNAL TRAFFIC LIGHT PARKING METER TRAFFIC CONTROL BOX CABLE TELEVISION CEMENT LINED DUCTILE IRON CONCRETE GRANITE BY DESIGN CORRUGATED METAL PIPE CORRUGATED POLYETHYLENE DOOR DOUBLE CATCH BASIN DROP INLET ELECTRIC METER EDGE OF PAVEMENT GAS METER GAS GATE RECORD HEAD WALL LOADING DOCK OUTLET CONTROL STRUCTURE WATER GATE RECORD POLYVINYL CHLORIDE REINFORCED CONCRETE PIPE SLOPED GRANITE CURB ELECTRIC TRANSFORMER UNDERGROUND HAND HOLE PULL BOX PULL BOX LIGHT PULL BOX ELECTRIC EMERGENCY CALL BOX CURB RAMP | STREET LIGHT CONTROL BOX W/LIGHTS MONITOR WELL LANDSCAPED AREA TOP & BOTTOM CURB ELEVATION RETAINING LANDSCAPED AREA UNKNOWN UTILITY ELECTRIC CONTROL BOX MANHOLE RECORD TELEPHONE BOX TRAFFIC LIGHT PULL BOX NO PIPE VISIBLE COULD NOT OPEN TOP OF PIPE HANDICAPPED RAMP ABANDONED UTILITY BY CONTRACTOR RECORD LOCATIONS RIGHT-OF-WAY STONE BOUND DRILL HOLE IRON PIPE ESCUTOCHON PIN, LEAD PLUG MASSACHUSETTS BAY TRANSIT AUTHORITY |
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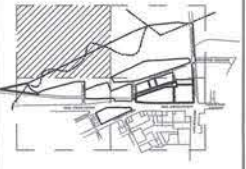


PREPARED FOR:

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KEY PLAN
NOT TO SCALE



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PROJECT:
NORTHPOINT ROADWAY AND INFRASTRUCTURE IN CAMBRIDGE AND SOMERVILLE, MA (MIDDLESEX COUNTY) AND BOSTON, MA (SUFFOLK COUNTY)

SCALE: 1" = 40' DATE: MARCH 31, 2016

INTERIM TOPOGRAPHIC PLAN

NOTE: THERE IS AN ON-GOING EARTH REMOVING RELATED TO SURCHARGING ROADWAYS AND DEVELOPMENT AREAS.

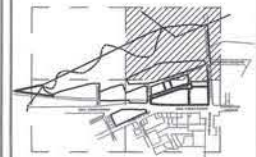
B+T JOB NO. 2084.02
B+T PLAN NO. 208402P127A-001
TP-1

PREPARED FOR:

DW NP PROPERTY, LLC

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Suite B3201
Cambridge, MA 02139

KEY PLAN
NOT TO SCALE



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PROJECT:
**NORTHPOINT ROADWAY AND INFRASTRUCTURE
IN CAMBRIDGE AND
SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)**

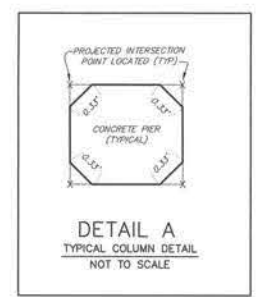
SCALE: 1" = 40'
DATE: MARCH 31, 2016

INTERIM TOPOGRAPHIC PLAN

NOTE: THERE IS AN ON-GOING EARTH
REMOVING RELATED TO SURCHARGING
ROADWAYS AND DEVELOPMENT AREAS.

B+T JOB NO. 2084.02
B+T PLAN NO. 208402P127A-002

TP-2



MATCH LINE - SEE SHEET TP-1



PARCEL 1-A
CAMBRIDGE = 982,223 ± S.F. or 22.549 ± AC.
SOMERVILLE = 231,728 ± S.F. or 5.320 ± AC.
BOSTON = 35,088 ± S.F. or 0.810 ± AC.
TOTAL = 1,249,039 ± S.F. or 28.679 ± AC.

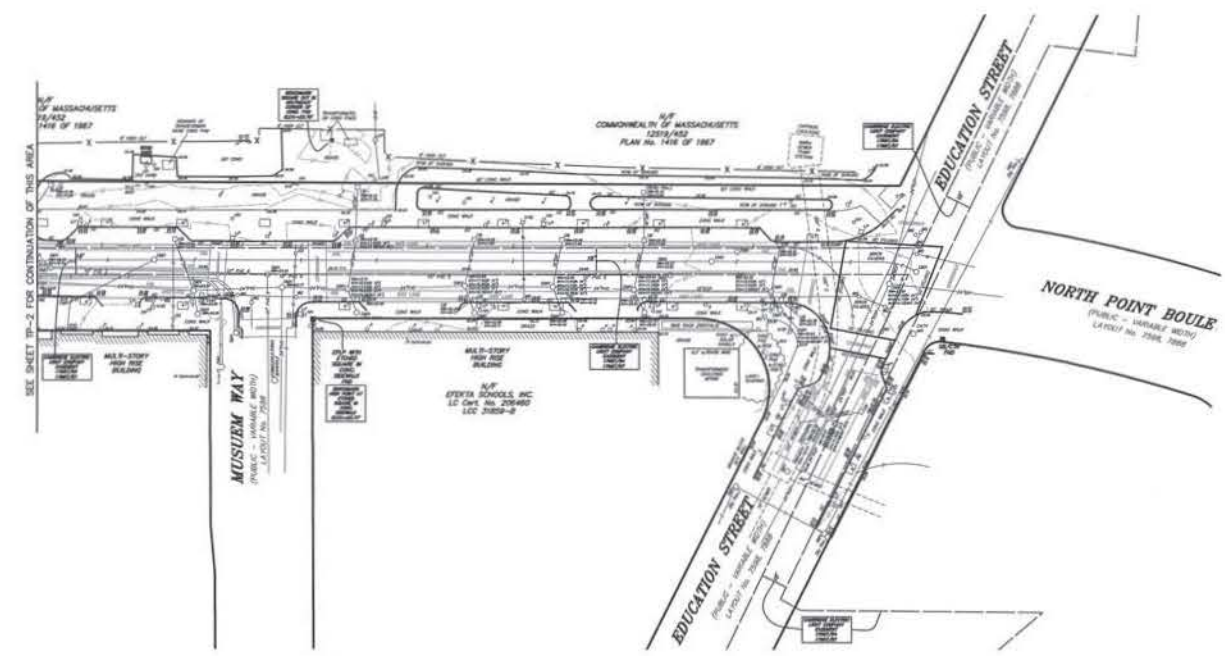
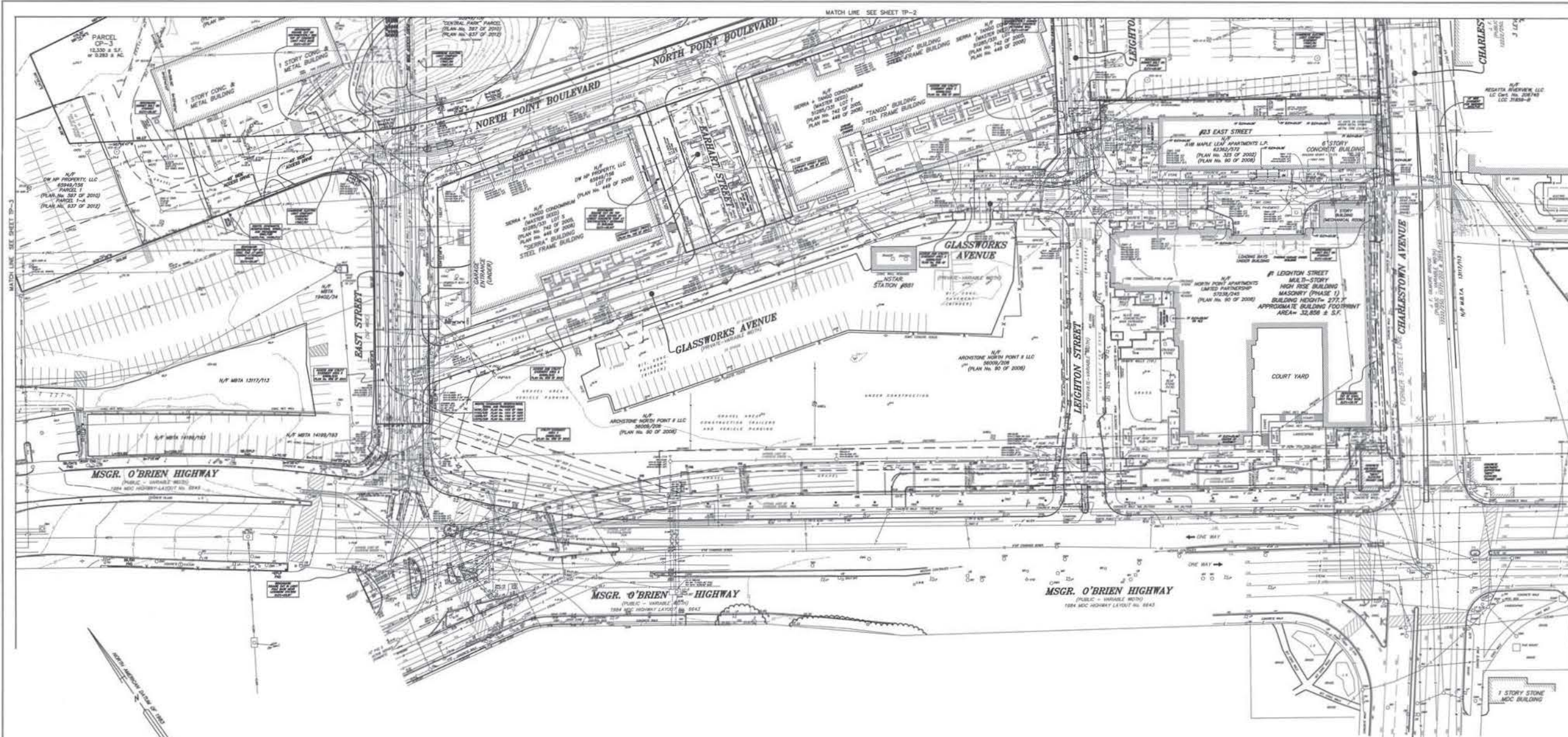
PARCEL CP-1
204,088 ± S.F.
or 4.688 ± AC.

#20 CHILD STREET
MULTI-STORY HIGH-RISE
PHE TRUSTEES, LLC
LOT 11 (PLAN No. 837 OF 2012)

NORTH POINT BOULEVARD
PUBLIC - MIDDLESEX COUNTY
LA 0017 No. 7588
34350/A, L.C. Dec. 17, 2004

TOPOGRAPHIC DETAIL AND ELEVATIONS
SHOWN ON THIS SHEET IN THE AREA OF
THE J.F. GLIMORE BRIDGE ARE FEATURES
FOUND BENEATH THE BRIDGE
STRUCTURE. FOR TOPOGRAPHIC DETAIL
AND ELEVATIONS ON THE SURFACE OF
THE BRIDGE SEE SHEET TP-5.

MATCH LINE - SEE SHEET TP-4

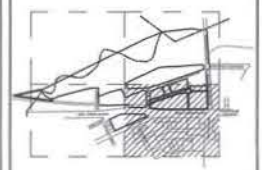


PREPARED FOR:

**DW NP
PROPERTY, LLC**

One Kendall Square
Suite B5301
Cambridge, MA 02139

KEY PLAN
NOT TO SCALE



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PROJECT:
**NORTHPOINT ROADWAY
AND INFRASTRUCTURE
IN CAMBRIDGE AND
SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)**

SCALE: 1" = 40' DATE: MARCH 31, 2016

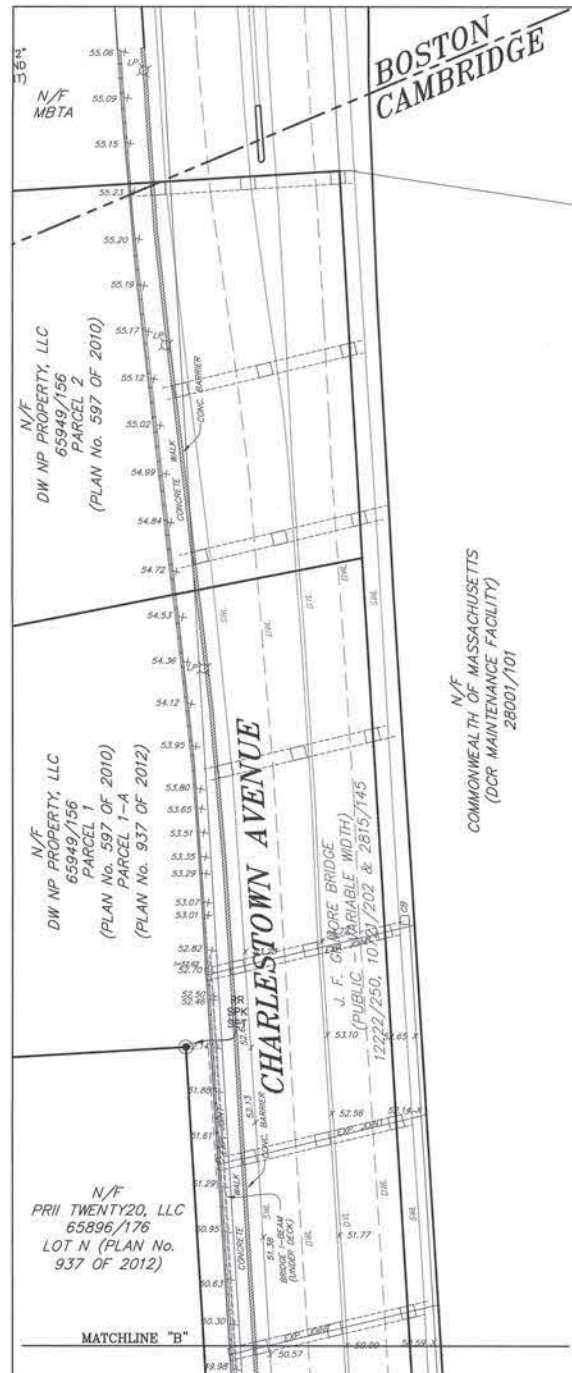
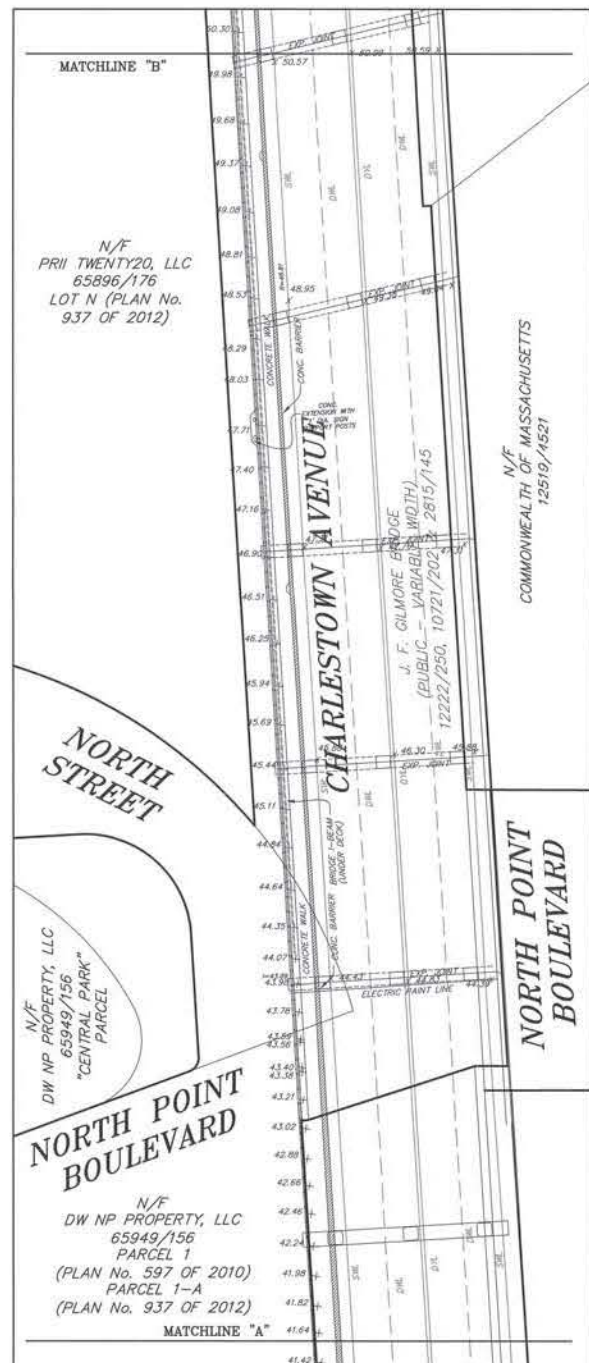
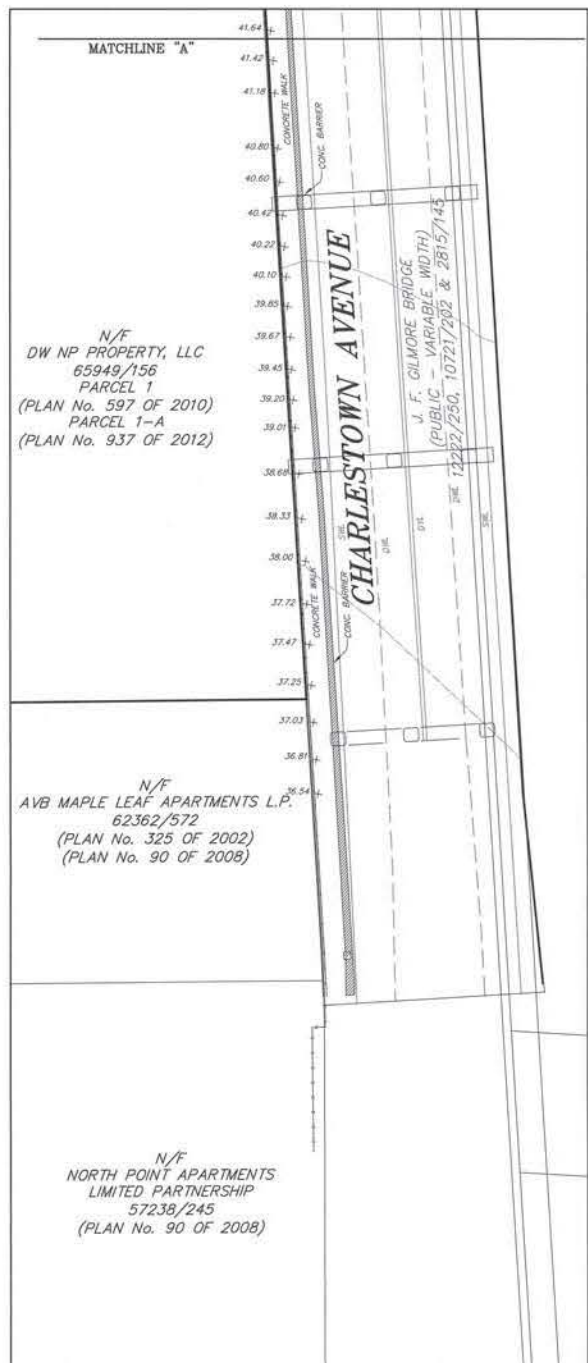


**INTERIM
TOPOGRAPHIC PLAN**

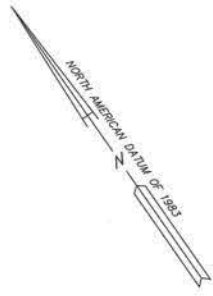
NOTE: THERE IS AN ON-GOING EARTH
REMOVING RELATED TO SURCHARGING
ROADWAYS AND DEVELOPMENT AREAS.

B+T JOB NO. 2084.02
B+T PLAN NO. 208402P127A-004

TP-4



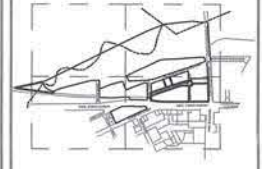
CHARLESTOWN AVENUE (GILMORE BRIDGE) DETAIL AND SPOT GRADES ON ELEVATED BRIDGE ONLY
(DETAIL BENEATH BRIDGE NOT SHOWN)



PREPARED FOR:

**DW NP
PROPERTY, LLC**
One Kendall Square
Suite B3201
Cambridge, MA 02139

KEY PLAN
NOT TO SCALE



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PROJECT:
**NORTHPOINT ROADWAY
AND INFRASTRUCTURE
IN CAMBRIDGE AND
SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)**

SCALE: 1" = 20' DATE: MARCH 31, 2016



**INTERIM
TOPOGRAPHIC PLAN**

NOTE: THERE IS AN ON-GOING EARTH
REMOVING RELATED TO SURCHARGING
ROADWAYS AND DEVELOPMENT AREAS.

B+T JOB NO. 2084.02
B+T PLAN NO.
208402P127A-005

TP-5

Exhibit L



To: Joseph E. Barr, Director
Cambridge Traffic, Parking and
Transportation Department

Date: April 6, 2016

Memorandum

Project #: 13369.00

From: Susan Sloan-Rossiter, Principal
Meghan Houdlette, P.E.
VHB

Re: NorthPoint Trip Generation - 2016 Parcel Phasing Comparison
Analysis

Summary of Study and Findings

DW NP Property, LLC (DivcoWest), is submitting a Request for a Major Amendment to the Special Permit for the NorthPoint project. This filing is being submitted in accordance with the City of Cambridge, Massachusetts Zoning Ordinance (the "Zoning Ordinance") and the Notice of Decision Amendment to Planned Unit Development (Case No. PB#179 Amendment #3) filed with the City Clerk's Office on November 16, 2012; as amended by Notice of Decision (Case No. PB#179 Amendment #4) and filed with the City Clerk's office on February 13, 2015 and by Notice of Decision (Case No. PB 179 Amendment #5) filed with the City Clerk's Office on July 30, 2015 (together, the "Special Permit").

Since acquiring the property in August, 2015, DivcoWest has been considering ways in which the existing Master Plan can be improved in order to strengthen the public realm features of NorthPoint and accelerate the development schedule. The current Master Plan (as amended in 2015) provides for the construction of approximately 5.2 million square feet (3,060,792 sf of residential space, 2,185,062 sf of commercial space, and eleven (11) acres of open space). The proposed changes included in the amendment application do not include any requests to modify the approved 5.2 million square feet and do not include any requests to modify the breakdown of the approved square footage between residential and commercial uses.

DivcoWest retained VHB to prepare a traffic generation analysis showing the implication of the Major Amendment proposed changes. This memo contains a trip generation analysis comparing the trip generation of the proposed revised Master Plan to the Phase IA, Phase 1B and Full Build trip generation thresholds for the peak hours established in the certified NorthPoint TIS (2002).

The total gross square footage (GSF) of the Master Plan will not change. Additionally, the amount of Residential, Commercial, and Retail GSF will remain as approved in the Special Permit. The traffic volume resulting from the proposed amendments will not exceed the original trip generation thresholds for the peak hours established in the certified NorthPoint TIS (2002).

The specific Major Amendment modifications to the parcel phasing include the following:

- Move Parcel JK and I into Phase 1A
- Include new Parcel W and Parcel Q1 in Phase 1A
- Include a temporary commercial use on Parcel H in Phase 1A
- Move Parcel U to Phase 1B
- Move Parcel H to Phase 1B

This memorandum contains a trip generation analysis comparing the trip generation of the proposed parcel phasing, to the Phase IA, Phase 1B and Full Build trip generation thresholds for the peak hours established in the certified

NorthPoint TIS (2002). This memo also contains a comparison of the proposed parcel phasing to the 2015 Master Plan Update program. Note that the Phase 1B condition is cumulative and includes all buildings to be constructed through the end of Phase 1B, including all Phase 1A buildings. The trip generation analysis undertaken in this memorandum demonstrates that the trip generation for the proposed parcel phasing is less than the trip generation thresholds for the peak hours established in the certified NorthPoint TIS, as shown in Table 1. The trip generation analysis in this memorandum utilizes the same assumptions that were used in the trip generation analysis approved by the City for Special Permit Amendment #4 (the "2014 Master Plan Update") and utilized for Special Permit Amendment #5 (the "2015 Master Plan Update").

The vehicle trip generation analysis for the amendment proposed parcel phasing in comparison to the certified TIS and the 2015 Master Plan Update for Daily, AM peak hour and PM peak hour conditions in the Full Build, Phase 1 A and Phase 1B are shown in Table 1. Compared to the certified TIS baseline, on which the NorthPoint traffic mitigation plan is based, the vehicle trips generated for the proposed parcel phasing are less than the certified TIS threshold trips in all of the Full Build, Phase 1A and Phase 1B conditions.

Compared to the TIS, the 2016 Parcel Phasing vehicle trip generation is lower for the Phase 1A, Phase 1B and Full Build Daily, AM peak hour and PM peak hour. The proposed phasing vehicle trip generation is higher in Phase 1A and Phase 1B in comparison to the 2015 Master Plan Update, reflecting the acceleration of the development schedule but still lower than the TIS projections.

Table 1 - Comparison of TIS, 2015 Master Plan Update, and 2016 Major Amendment Vehicle Trip Generation*

| | <u>TIS</u> | | | <u>2015 Master Plan Update</u> | | | <u>2016 Major Amendment</u> | | |
|-------------------|------------|--------------|--------------|--------------------------------|--------------|--------------|-----------------------------|--------------|--------------|
| | Daily | Morning Peak | Evening Peak | Daily | Morning Peak | Evening Peak | Daily | Morning Peak | Evening Peak |
| | Total | Total | Total | Total | Total | Total | Total | Total | Total |
| Phase 1A | 5,430 | 720 | 760 | 3,979 | 405 | 422 | 5,188 | 450 | 542 |
| Phase 1B | 10,400 | 1,260 | 1,405 | 9,698 | 992 | 1,089 | 10,224 | 1,122 | 1,222 |
| Full Build | 16,015 | 1,695 | 1,840 | 15,992 | 1,429 | 1,754 | 15,980 | 1,436 | 1,750 |

*The Phase 1B condition is cumulative and includes all buildings to be constructed through the end of Phase 1B, including all Phase 1A buildings. The Full Build condition includes all buildings to be constructed as part of the NorthPoint project.

Trip Generation Analysis Methodology

Table 2 compares the NorthPoint development program studied as part of the certified TIS to the original NorthPoint Master Plan, the 2015 Master Plan Update and the 2016 Master Plan program. The overall NorthPoint Master Plan development program size and land-use allocation does not change from the original NorthPoint approved development program under this Major Amendment request. The 2016 Master Plan program allocation of residential

and commercial square footage is also consistent with the 2012 Master Plan. Note that the development program analyzed in the TIS was approximately 294,146 gsf larger (264,208 gsf of residential program and 29,938 gsf of commercial program) than the current NorthPoint development program. The residential square footage has been reduced while adding additional units at a smaller square footage/unit ratio. The total amount and allocation of development program square footage between residential and commercial uses does not change from the originally approved NorthPoint Master Plan.

Table 2 - NorthPoint Program Comparison

| Full Build Program | TIS (GSF) | Original NorthPoint Master Plan | 2015 Master Plan Program (GSF) | 2016 Master Plan Program(GSF) |
|--------------------|------------------|---------------------------------|--------------------------------|-------------------------------|
| Residential | 3,325,000 | 3,060,792 | 3,077,254 | 3,060,792 |
| Commercial | <u>2,215,000</u> | <u>2,185,062</u> | <u>2,168,600</u> | <u>2,185,062</u> |
| Total | 5,540,000 | 5,245,854 | 5,245,854 | 5,245,854 |

The development program assumed for the trip generation analysis of the proposed parcel phasing program is shown in Table 3, in comparison to the development program in the 2015 Master Plan Update and certified TIS. The development program for the proposed parcel phasing program reflects Parcels JK and Parcel EF as lab buildings.

Table 3 - TIS, 2015 Master Plan Update, and Proposed Parcel Phasing Program Comparison

| Full Build Program | TIS (GSF) | 2015 Master Plan Update (GSF) | 2016 Parcel Phasing (GSF) |
|--------------------|--------------------------------|--------------------------------|--------------------------------|
| Office | 1,500,000 | 1,142,081 | 1,060,000 |
| Lab | 640,000 | 576,519 | 725,000 |
| Ancillary Retail | 75,000 | 175,000 | 175,000 |
| Retail | - | 75,000 | 75,000 |
| Grocery | - | 50,000 | 50,000 |
| Hotel | 90,000 (90 keys) | 150,000 (150 keys) | 100,062 (100 keys) |
| <u>Residential</u> | <u>3,235,000 (2,790 units)</u> | <u>3,077,254 (3,211 units)</u> | <u>3,060,792 (3,177 units)</u> |
| Total | 5,540,000 | 5,245,854 | 5,245,854 |

In order to confirm that the trip generation for the proposed parcel phasing is less than or equal to the initial trip generation calculated for Phase 1A, Phase 1B and the Full Build program in the certified TIS, a trip generation analysis was conducted for comparison purposes. Note that the same technical assumptions for the transportation analysis used for the 2014 Master Plan Update and the 2015 Master Plan Update, are used in this comparative trip generation analysis.

The ITE Land Use Codes from the Trip Generation 9th Edition assumed for the potential revised development program trip generation analysis are summarized in Table 4.

Table 4 - ITE Land Use Codes*

| Land Use | ITE LUC | Methodology |
|------------------|---------|-----------------------|
| Office | 710 | Fitted Curve Equation |
| Lab | 760 | Fitted Curve Equation |
| Ancillary Retail | 820 | Average Rate |
| Retail | 820 | Average Rate |
| Grocery | 850 | Average Rate |
| Hotel | 310 | Average Rate |
| Residential | 220 | Fitted Curve Equation |

* VHB Trip Generation Analysis and Shared Parking Study, March 24, 2014

Table 5 - Mode Shares

| Land Use | Auto | Source |
|------------------|------|--|
| Office/Lab | 40% | Certified NorthPoint TIS |
| Residential | 32% | Kendall Square K2 City Study |
| Supermarket | 50% | Transportation Research Board (TRB) Paper* |
| Hotel | 30% | Hotel PTDM Reports and Traffic Studies |
| Ancillary Retail | 10% | Certified NorthPoint TIS |
| General Retail | 31% | Kendall Square K2 City Study |

* Food Shopping in the Urban Environment: Parking Supply, Destination Choice and Mode Choice (TRB 2011 Annual Meeting, Maley and Weinberger – Appendix Exhibit B), VHB Trip Generation Analysis and Shared Parking Study, March 24, 2014

Table 6 presents the TIS, 2015 Master Plan Update and Proposed Parcel Phasing Plan by square footage and land-use type used in the trip generation analysis for each development phase.

Table 6 - TIS, 2015 Master Plan Update and Proposed Parcel Phasing Program Square Footage Comparison

| | <u>TIS</u> | | | | | | <u>2015 Master Plan Update</u> | | | | | | <u>2016 Parcel Phasing</u> | | | | | |
|-----------------|-------------|-----------|---------|--------|--------|------------------|--------------------------------|-----------|---------|---------|---------|------------------|----------------------------|-----------|---------|---------|---------|------------------|
| | Residential | Office | Lab | Retail | Hotel | Total | Residential | Office | Lab | Retail | Hotel | Total | Residential | Office | Lab | Retail | Hotel | Total |
| Phase 1A | 480,000 | 1,063,000 | - | - | - | 1,543,000 | 1,224,992 | 320,000 | - | 25,000 | - | 1,569,992 | 1,580,992 | 30,000 | 350,000 | 104,000 | 0 | 2,070,992 |
| Phase 1B | 1,211,000 | 621,000 | - | - | - | 1,832,000 | 680,000 | 433,481 | 576,519 | 105,000 | 150,000 | 1,945,000 | 348,000 | 1,000,000 | 375,000 | 70,000 | 0 | 1,808,000 |
| Phase 2 | 1,544,000 | - | 456,000 | 75,000 | 90,000 | 2,165,000 | 1,172,262 | 388,600 | - | 170,000 | - | 1,730,862 | 1,131,800 | 30,000 | 0 | 126,000 | 100,062 | 1,366,862 |
| Total | 3,235,000 | 1,684,000 | 456,000 | 75,000 | 90,000 | 5,540,000 | 3,077,254 | 1,142,081 | 576,519 | 300,000 | 150,000 | 5,245,854 | 3,060,792 | 1,060,000 | 725,000 | 300,000 | 100,062 | 5,245,854 |

Table 7 presents the additional delineation of the Inbound and Outbound trip movements for each development phase, for comparison purposes. The original benefit of the NorthPoint mixed-use development program having a balance of inbound and outbound trips has maintained.

Table 7 – TIS, 2015 Master Plan Update and Proposed Parcel Phasing Program Trip Generation (Inbound and Outbound) Comparison

| | <u>TIS</u> | | | | | | | <u>2015 Master Plan Update</u> | | | | | | <u>2016 Parcel Phasing</u> | | | | | | | |
|-------------------|------------|--------------|-----|-------|--------------|-------|-------|--------------------------------|--------------|-----|-------|--------------|-------|----------------------------|--------|--------------|-----|-------|--------------|-------|-------|
| | Daily | Morning Peak | | | Evening Peak | | | Daily | Morning Peak | | | Evening Peak | | | Daily | Morning Peak | | | Evening Peak | | |
| | Total | In | Out | Total | In | Out | Total | Total | In | Out | Total | In | Out | Total | Total | In | Out | Total | In | Out | Total |
| Phase 1A | 5,430 | 555 | 165 | 720 | 190 | 570 | 760 | 3,979 | 214 | 191 | 405 | 189 | 233 | 422 | 5,188 | 214 | 236 | 450 | 245 | 297 | 542 |
| Phase 1B | 10,400 | 840 | 420 | 1,260 | 450 | 955 | 1,405 | 9,698 | 631 | 361 | 992 | 396 | 693 | 1,089 | 10,224 | 755 | 366 | 1,122 | 403 | 819 | 1,222 |
| Full Build | 16,015 | 945 | 750 | 1,695 | 735 | 1,105 | 1,840 | 15,992 | 863 | 566 | 1,429 | 704 | 1,050 | 1,754 | 15,980 | 873 | 563 | 1,436 | 697 | 1,054 | 1,750 |



To: Joseph Barr, Director
Adam Shulman, Sr. Planner
City of Cambridge
Traffic, Parking & Transportation

Date: June 30, 2016

Memorandum

Project #: 13369.00

From: Susan Sloan-Rossiter, Principal
Ellen Donohoe, PE

Re: NorthPoint Internal Roadway Layout – Master Plan Revisions

DW NP Property, LLC (DivcoWest) acquired the NorthPoint property in August 2015. For the past several months, the new ownership team has been evaluating the approved development proposal, considering ways in which the existing Master Plan can be improved in order to strengthen the public realm features of NorthPoint and the development program can be accelerated. Some of the improvements have been through minor adjustments and re-alignments of internal roadways with the intention to improve the overall public realm experience and safety for pedestrians and bicyclists. The modified internal roadway layout improves the connectivity of the roadway network for vehicles, pedestrians and cyclists.

DivcoWest requested VHB to conduct a traffic assessment of the internal roadway modifications prepared by the project team civil engineer Beals & Thomas. The 40-scale internal roadway plan to be submitted as part of a major amendment to the current Master Plan Special Permit, maintains City of Cambridge and Somerville roadway design standards. Note that most of the roadway configurations are generally maintained from the current Master Plan except for the following modifications:

- Shifting of NorthPoint Blvd to align with the West Boulevard/Water Street intersection,
- Shifting of pavement striping on Dawes Street approach to NorthPoint Blvd from the center of the roadway to the edges of the travel lanes
- Westerly shift of West Blvd turnaround adjacent to Parcel A, with provision of on-street parking on south side,
- Minor re-alignment of North First Street between NorthPoint Blvd and Dawes Street,
- Provision of raised cycle tracks on North First Street between the floating bus stop adjacent to the relocated MBTA Lechmere station and Dawes Street.
- Provision of a mid-block crossing on North First Street between North Point Boulevard and North Street
- Minor re-alignment of the multi-use path to account for NorthPoint Boulevard shift
- Elimination of the one block street segment (Baldwin Street) between Parcel JK and Parcel L
- Provision of raised pedestrian tables crossing North Street and Dawes Street at the newly created Baldwin Park. The pedestrian and bicycle connections would continue through Baldwin Park.

99 High Street
Boston, MA 02110-2354
P 617.728.7777

Traffic Operational Assessment of Proposed Roadway Modifications

VHB considers each of these modifications to be improvements to the current Master Plan internal roadway network for the following reasons:

- NorthPoint Boulevard shift north creates a perpendicular 4 legged intersections versus two off-set T-intersections on Water Street providing improved vehicle, pedestrian and bicycle crossings.
- Shifting the pavement striping on Dawes Street approach to NorthPoint Blvd from the center of the roadway to the edges of the travel lanes, to protect bicycle lanes from conflicts with a truck during its turning movement,
- Continuation of the multi-use path along the north side of NorthPoint Blvd provides direct single movement crossings at North First Street and Water Street and does not require multiple crossings.
- Increased segment length of North First Street by approx. 80 feet, between O'Brien Hwy and NorthPoint Blvd, provides more queue and curb space.
- Including raised cycle tracks on North First Street provides more separation between cyclists and motor vehicles. Further review and analysis of the North First Street "complete street" design will be undertaken as part of the review and final approval of detailed roadway construction documents by Cambridge Traffic and Parking. The proponent and the City will work together to create an active and safe public realm.
- Inclusion of a mid-block pedestrian crossing on North First Street between North Point Boulevard and North Street, will accentuate the natural crossing point along the east-west open space/retail spine of the proposed new Master Plan.
- Increased segment length of Water Street by approx. 100 feet, between Lechmere Station Intersection and NorthPoint Blvd, provides more queue and curb space.
- Increased segment length of Water Street improves bus visibility at Lechmere Station driveway.
- North First Street straight alignment reduces possible sight line impacts at intersections and driveways.
- Relocation of West Blvd turnaround further west just past Parcel A which allows better street frontage for Parcel A. The longer West Boulevard still provides an area for the Urban Ring connection from Somerville, the Community Path from Somerville and a Grand Junction Path connection from Cambridge. Street parking would be maintained on the south side of West Boulevard.
- Elimination of the one block roadway segment between Parcels JK and L and provision of raised pedestrian crosswalks across North Street and Dawes Street should not result in traffic deficiencies or poor operations.
- The proposed street modifications result in a reduction of 940 lf of paved street equating to a reduction of over 1 acre of impervious surface (46,170 sf).

Traffic Operation Analysis of Roadway Elimination

As part of the Planning Board Decision, PB#179 Amendment #3, procedures for modifications of the Master Plan are described in Section 12, with modifications to "streets" being included in Section 12b. As stated "The elimination of any street segment shown on the Master Plan shall only be permitted as a Major Amendment to the Permit with the exception of streets which are *one block in length*, which may be relocated or eliminated if specifically approved by the Planning Board as part of the final design approval after having been reviewed and approved by City staff."

At the request of DivcoWest, VHB conducted an analysis of traffic operations on the internal NorthPoint roadways to determine if the one block street segment between Parcel JK and Parcel L could be removed from the roadway network. Peak Hour traffic volumes provided in the NorthPoint Traffic Impact Study (TIS) were used as the baseline for this analysis. In addition, the following assumptions were made:

- All traffic currently on North Street would be relocated to Dawes Street as a worst-case scenario;
- Pedestrian volumes would total approximately 100 crossings per hour; and
- Each intersection approach would consist of one shared lane.

The internal roadway traffic analysis investigated the morning and evening peak hour roadway volumes. The primary intersections at each end of Dawes Street (to the east and west) will be most impacted by this change. For this reason the following intersections were studied:

- Dawes Street at North First Street
- Dawes Street at North Park

Redistributed volumes for the morning and evening peak periods are shown in the attached Figure 1.

Level of Service

Synchro 8 software was used to model unsignalized level of service (LOS) operations at the study area intersections. LOS is a qualitative measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS D is typically considered acceptable. Table 1 below presents the level of service delay threshold criteria for unsignalized intersections as defined in the 2010 Highway Capacity Manual (HCM).

Table 1: Level of Service (LOS) Criteria

| LOS | Unsignalized Intersection (seconds/vehicle) |
|------------|--|
| LOS A | ≤ 10 |
| LOS B | > 10-15 |
| LOS C | > 15-25 |
| LOS D | > 25-35 |
| LOS E | > 35-50 |
| LOS F | > 50 |

Source: 2010 HCM

The resulting LOS for the resulting redistributed traffic is shown in Table 2.

Table 2: Level of Service Summary – Full Build With Removal of Roadway

| | V/C¹ | Delay² | LOS³ | 95th Queue (feet) |
|----------------------------|------------------------|--------------------------|------------------------|------------------------------|
| <i>AM Peak Hour</i> | | | | |
| Dawes Street EB T/R | 0.17 | 0.0 | - | 0 |
| Dawes Street WB L/T | 0.13 | 5.6 | A | 11 |
| North First Street NB L/R | 0.49 | 19.8 | C | 66 |
| | | | | |
| Dawes Street EB L/R | 0.64 | 24.7 | C | 109 |
| North Park NB L/T | 0.17 | 6.5 | A | 16 |
| North Park SB T/R | 0.02 | 0.0 | - | 0 |
| <i>PM Peak Hour</i> | | | | |
| Dawes Street EB T/R | 0.09 | 0.0 | - | 0 |
| Dawes Street WB L/T | 0.26 | 6.3 | A | 26 |
| North First Street NB L/R | 0.48 | 24.4 | C | 62 |
| | | | | |
| Dawes Street EB L/R | 0.54 | 18.9 | C | 80 |
| North Park NB L/T | 0.17 | 8.1 | A | 16 |
| North Park SB T/R | 0.10 | 0.0 | - | 0 |

¹V/C –Volume-to-capacity ratio

²Delay – Control delay per vehicle, expressed in seconds per vehicle

³LOS - Level-of-Service

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

The results indicate a LOS C or better on all intersection approaches at both intersections which is considered acceptable operations. This assumes that a STOP condition is only required on the minor street approaches. The major street (Dawes Street) would remain operating with free-flow traffic operations. With the current volumes the intersections do not meet warrants for an all-way stop condition. In summary, based on the traffic analysis described above, removing the roadway between Parcel JK and Parcel L should not result in a degraded level of traffic operations at nearby intersections.

Exhibit N

East Cambridge
ECPT
Planning Team

A Neighborhood Organization for the Betterment of East Cambridge

February 7, 2016

Dear Planning Board,

At our January 27, 2016 ECPT meeting, representatives from Divco presented to the neighborhood their proposed changes to the current Northpoint Special Permit. The ECPT membership discussed the changes after the presentation and unanimously voted to send a letter in support of the straightening of streets, new and aligned open spaces and change of location of two of the approved 200 foot buildings as presented to the ECPT at the January 27th meeting.

We look forward to continuing to hear from Divco as they continue to move forward to implement the Northpoint Special Permit.

Sincerely,



Peter Crawley
President, ECPT

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 |
| | Minimum 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: | 2.51 |
| | FAR at Lechmere: | 2.75 |
| | GFA at North Point: | 4,058,997 square feet |
| | GFA at Lechmere: | 199,855 square feet |
| | Total GFA: | 4,258,852 square feet |
| c. Non-Residential | Maximum FAR at North Point: | TBD |
| | Maximum FAR at Lechmere: | TBD |
| | Approved GFA at North Point: | 1,399,613 square feet |
| | Approved GFA at Lechmere: | TBD (Retail Only) |
| d. Residential | Minimum FAR at North Point: | TBD |
| | Minimum FAR at Lechmere: | TBD |
| | Approved GFA at North Point: | 2,652,304 square feet |
| | Approved GFA at Lechmere: | 181,855 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 See Special Permit |
| | at Lechmere: | |
| | Minimum 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: | 6.57 acres |
| | Square Feet: | 286,225 square feet |
| b. Floor Area | Total FAR | 3.44 |
| | Total GFA | 987,000 square feet |
| c. Non-Residential | Maximum FAR | 2.66 |
| | GFA | 761,000 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 | 2,064,992 square feet |
| c. Non-Residential | GFA | 484,000 square feet |
| | Retail GFA | TBD |
| d. Residential | GFA | 1,580,992 square feet |
| e. Open Space | Public, Green Area or Permeable Open Space Provided: | 4.12 acres or 179,902 square feet |
| | Other Open Space in Square feet: | TBD |
| f. Parking Spaces | Non-residential: | See Special Permit |
| | Residential: | TBD - Average of 0.75/unit at full build-out for all phases |
| g. Dwelling Units | Proposed Number: | TBD |

2. Dimensional Limits on Individual Parcels

| | | |
|--|---|---------------------|
| Parcel H | a. Total Parcel Area: | 79,430 square feet |
| | b. Total GFA: | 30,000 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 30,000 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 I | a. Total Parcel Area: | 100,837 square feet |
| | b. Total GFA: | 390,000 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 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: | 370,000 square feet |
| | c. Use: | Mixed-use |
| | d. Non-Residential GFA: | 370,000 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 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: | 286,000 square feet |
| | c. Use: | Residential |
| | d. Non-Residential GFA: | None |
| | e. Retail: | Allowed, amount TBD |
| | f. Residential GFA: | 286,000 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: | 208,400 square feet |
| | c. Use: | Residential |
| | d. Non-Residential GFA: | TBD |
| | e. Retail: | Required, amount TBD |
| | f. Residential GFA: | TBD |
| | g. Total Parking Spaces: | TBD |
| | h. Associated Public, Green Area or Permeable Open Space: | TBD |
| Parcel Q1 | a. Total Parcel Area: | 11,584 square feet |
| | b. Total GFA: | 14,000 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 14,000 square feet |
| | e. Retail: | Required, amount TBD |
| | f. Residential GFA: | None |
| | g. Total Parking Spaces: | TBD |
| | h. Associated Public, Green Area or Permeable Open Space: | TBD |
| Parcel W | a. Total Parcel Area: | 20,743 square feet |

| | | |
|--|---|----------------------|
| | b. Total GFA: | 18,000 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 18,000 square feet |
| | e. Retail: | Required, amount TBD |
| | 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: | 1,823,000 square feet |
| c. Non-Residential | GFA: | 1,475,000 square feet |
| | Retail GFA: | TBD |
| d. Residential | GFA: | 348,000 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 |
| | Minimum 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: | 348,000 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: | 400,000 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 400,000 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: | 410,000 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 410,000 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 H | a. Total Parcel Area: | 79,430 square feet |
| | b. Total GFA: | 345,000 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 345,000 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 U | a. Total Parcel Area: | 45,969 square feet |
| | b. Total GFA: | 320,000 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 320,000 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: | 1,387,862 square feet |
| c. Non-Residential | Maximum GFA: | 256,062 square feet |
| | Retail GFA: | 76,000 square feet |
| d. Residential | Minimum GFA: | 1,131,800 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 |
| | Minimum 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: | 231,610 square feet |
| | c. Use: | Residential |
| | d. Non-Residential GFA: | None |
| | e. Retail: | Retail not proposed |
| | f. Residential GFA: | 231,610 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: | 316,390 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: | 340,000 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: | 151,062 square feet |
| | c. Use: | Commercial |
| | d. Non-Residential GFA: | 151,062 square feet |
| | e. Retail: | Required, amount TBD |
| | 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: | 148,945 square feet |
| | c. Use: | Mixed-use |
| | d. Non-Residential GFA: | TBD |
| | e. Retail: | Required, amount TBD |
| | f. Residential GFA: | TBD |
| | 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: | 199,855 square feet |
| | c. Use: | Residential |
| | d. Non-Residential GFA: | TBD |
| | e. Retail: | Required, amount TBD |
| | f. Residential GFA: | TBD |
| | g. Total Parking Spaces: | TBD |
| | h. Associated Public, Green Area or Permeable Open Space: | TBD |