

EF EDUCATION FIRST

Expansion Project at North Point (EF III)



FINAL DEVELOPMENT PLAN APPLICATION

VOLUME I

24 July 2017

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OWNER/ PROJECT PROPONENT	EFEKTA Group, Inc.
DEVELOPMENT CONSULTANT	The McKinnon Company
LEGAL COUNSEL	DLA Piper, LLP
ARCHITECT	Wilson Architects
LANDSCAPE ARCHITECT	Zen Associates, Inc.
CIVIL ENGINEERING	VHB
TRANSPORTATION ENGINEERING	VHB
M/P ENGINEERING	AKF Group Inc. / TG Gallagher Inc.
ELECTRICAL ENGINEERING	e3i Engineers Inc. / EG Sawyer Co., Inc.
STRUCTURAL ENGINEERING	Simon Design Engineering, LLC
GEOTECHNICAL/GEOENVIRONMENTAL	McPhail Associates, LLC
ACOUSTICAL ENGINEERING	Acentech
SUSTAINABILITY CONSULTANT	The Green Engineer
WIND CONSULTANT	RWDI Consulting Engineers
SURVEYOR	DGT
PRECONSTRUCTION SERVICES	Skanska USA

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I. APPLICATION FORMS

- Cover Sheet
- Dimensional Form
- Ownership Certificates
- Legal Description of Development Parcel
- Fee Schedule



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: 10 North Point Boulevard

Zoning District: North Point Residence, Office and Business District; PUD-6 District

Applicant Name: EFEKTA Group, Inc.

Applicant Address: 2 Education Circle, Cambridge, MA 02141

Contact Information: 617-619-1488 shawna.sullivan@ef.com 1-617-619-1701
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.*

- 1.) Section 19.20 (Project Review);
- 2.) Article 12/Section 13.70 (PUD in North Point Residence District); and
- 3.) Section 13.70 (non-residential GFA; permitted retail use).

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

Please refer to the Table of Contents for a list of submitted materials.

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 _____

DIMENSIONAL FORM

Project: EF /Education First - Expansion Project at North Point (EF III)

15-May-17

	Allowed or Required	Existing	Proposed	
Lot Area* (sq ft)	100,000	125,000	125,000	
Lot Width (ft)	N/A	309	309	
Total Gross Floor Area (sq ft)	300,000	6,100**	300,000	
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total FAR	2.4	0.05	2.4	
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Dwelling Units	N/A	N/A**	N/A †	
Base Units				
Inclusionary Bonus Units				
Base Lot Area/Unit (sq ft)				
Total Lot Area/Unit (sq ft)				
Building Height (ft)	150	~20	<150 (144' per current plans)	
Setbacks (ft):				
Front Yard	N/A			
Side Yard	N/A			
Side Yard	N/A			
Rear Yard	N/A			
Open Space (% of Lot Area)	20%	0%**	57%	
Private Open Space				
Permeable Open Space				
Other Open Space (specify)				
Off-Street Parking Spaces	--	N/A**	110	
Minimum	110		--	
Maximum	139		--	
Handicapped	5		5	
Long-Term Bicycle Parking	264	N/A**	264	
Short-Term Bicycle Parking	54	N/A**	54	
Loading Bays	2	N/A**	2	

Notes

* Development Parcel size

** Existing site is currently occupied by DCR maintenance facility, which includes 4 sheds (1,525 sf ea x 4 = 6,100 sf), parking lot and vehicle/equipment storage.

† See Building Program Summary in Chapter 2.

OWNERSHIP CERTIFICATE – AUTHORIZATION TO APPLY FOR PERMITS

I hereby authorize: EFEKTA Group Inc. (EF Education First)

Address: Two Education Circle, Cambridge, MA 02141

to apply for a PUD Special Permit for the development of a new building

on premises located at: North Point Boulevard, Cambridge, MA

for which the record title stands in the name of: Commonwealth of Massachusetts Department of Conservation and Recreation

whose address is: 251 Causeway Street, Boston, MA 02114

by quitclaim deed duly recorded in the: Middlesex South County Registry of Deeds in Book 12519, Page 452

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

Commonwealth of Massachusetts, County of Suffolk

On this 20 day of April, 2017, before me, the undersigned notary public, personally appeared Priscilla Cages, proved to me through satisfactory evidence of identification, which were Personal Knowledge, to be the person who signed the preceding or attached document in my presence, and who swore or affirmed to me that the contents of the document are truthful and accurate to the best of his knowledge and belief.

Notary

My Commission expires:



OWNERSHIP CERTIFICATE – AUTHORIZATION TO APPLY FOR PERMITS

I hereby authorize: EFEKTA Group Inc. (EF Education First)

Address: Two Education Circle, Cambridge, MA 02141

to apply for a PUD Special Permit for the development of a new building

on premises located at: North Point Boulevard, Cambridge, MA

for which the record title stands in the name of: Massachusetts Department Transportation

whose address is: 10 Park Plaza, Suite 4160, Boston, MA 02116

by order of taking duly recorded in the: Middlesex South County Registry of Deeds in Book 28001, Page 101

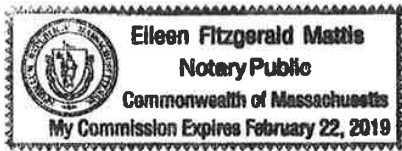
Signature of Land Owner
(If authorized Trustee, Officer or Agent, so identify)

Commonwealth of Massachusetts, County of Suffolk

On this 20th day of April, 2017, before me, the undersigned notary public, personally appeared Thomas J. Tinlin, proved to me through satisfactory evidence of identification, which were personal knowledge, to be the person who signed the preceding or attached document in my presence, and who swore or affirmed to me that the contents of the document are truthful and accurate to the best of his knowledge and belief.

Notary: Eileen Fitzgerald Mattis

My Commission expires: 2/22/19



DGT SURVEY GROUP

A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC.

EF CENTER III
Proposed EF III Parcel Description
S-896.04
8 May 2017

A certain parcel of land situated in the city of Cambridge, Middlesex County, Massachusetts, westerly of Education Street, northerly of North Point Boulevard and easterly of Charlestown Avenue, as shown on a plan entitled "EF Center III, Subdivision Plan of Land in Cambridge, MA", scale 1"=40', dated May xx, 2017, prepared by DGT Survey Group, prepared for Efekta House, Inc., and more particularly bounded and described as follows:

Commence at an Escutcheon Pin with Lead Plug at the intersection of the westerly sideline of Education Street and northerly sideline of North Point Boulevard, thence S 54-43-15 E 292.35 feet to the southeasterly corner of said parcel, being the True Point of Beginning.

N 54-43-15 W	341.80 feet	along the northerly sideline of North Point Boulevard to a point; thence
N 31-33-40 E	166.14 feet	to a point; thence
N 58-26-20 W	2.34 feet	to a point on the easterly sideline of Charlestown Avenue, the last two courses being by land now or formerly of Commonwealth of Massachusetts (Department of Conservation and Recreation); thence
N 31-33-40 E	202.38 feet	along the easterly sideline of Charlestown Avenue to a point; thence
S 54-43-15 E	236.77 feet	to a point of non-tangency; thence
Southerly	87.40 feet	by a curve to the left of 431.00 foot radius to a point of compound curvature, the last two courses being by land now or formerly of Massachusetts Department of Transportation; thence
Southerly	107.54 feet	by a curve to the left of 651.00 foot radius to a point of non-tangency, by land in part of Massachusetts Department of Transportation and in part of Commonwealth of Massachusetts; thence
S 43-01-49 W	10.04 feet	to a point; thence
S 68-50-40 W	49.00 feet	to a point; thence
S 35-43-15 W	209.32 feet	to the Point of Beginning, the last three courses being by said land of Commonwealth of Massachusetts.

Said parcel containing 125,002 square feet more or less.

FEE SCHEDULE

Project Address: 10 North Point Boulevard

Application Date:

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): 300,000 × \$0.10 = 30,000

Flood Plain Special Permit Enter \$1,000.00 if applicable:

Other Special Permit Enter \$150.00 if no other fee is applicable:

TOTAL SPECIAL PERMIT FEE Enter Larger of the Above Amounts: 30,000

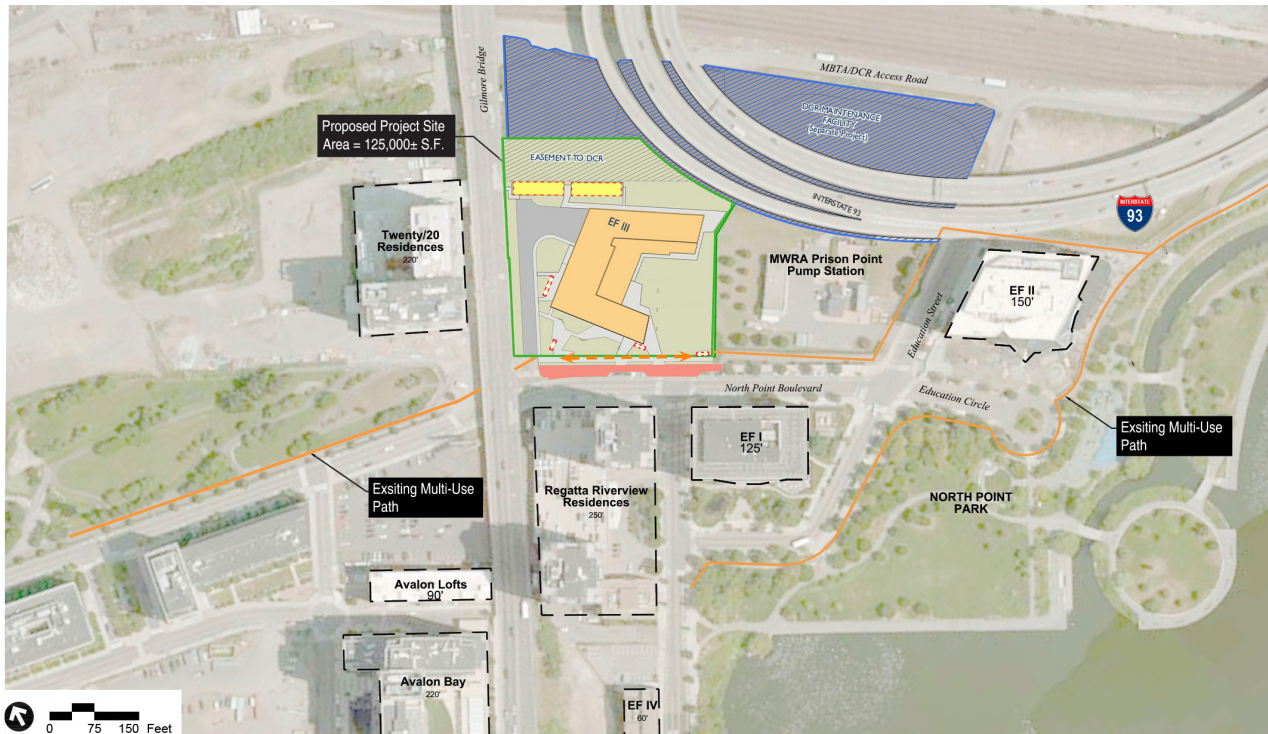
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2. EXECUTIVE SUMMARY

- Introduction
- Development Elements
- Required Quantitative Data

Introduction

EFEKTA Group, Inc. (EF Education First’s real estate company in North America) is seeking a Special Permit to develop a new 300,000-square-foot building (“EF III” or the “Project”) on a site located in the North Point Residence District (PUD-6), which includes student housing, educational, office and retail uses. Development in the district is intended to be generally consistent with the policy objectives set forth in the Cambridge Zoning Ordinance and the Eastern Cambridge Design Guidelines. The site is situated close to EF’s existing buildings at One Education Street, Two Education Circle and the recently acquired 17 Monsignor O’Brien Highway. The Project will allow EF and Hult International Business School to expand their North American operations, enhancing their international education campus at North Point with the construction of new student residential, office, academic and public spaces.



Site Context

As described in further detail below, EF III will be located at 10 North Point Boulevard on a site currently owned by the Massachusetts Department of Conservation and Recreation (DCR) and the Massachusetts Department of Transportation (MassDOT). It is currently being used by DCR as a temporary operations and maintenance facility. It is surrounded by the Massachusetts Water Resources Authority (MWRA) Pump Station to the east, North Point Boulevard to the south, the elevated Gilmore Bridge to the west and the site for a new permanent DCR Operations and Maintenance Facility to the north. In 2014, legislation was passed to allow for EF’s acquisition and development of the land. The Project is being planned in coordination with the Department of Conservation and Recreation (DCR) and the Division of Capital Asset Management & Maintenance (DCAMM). It will provide funding (\$20.4 million) for environmental cleanup and the relocation and construction of a new, permanent DCR maintenance and operations facility.

Since the site is currently used by DCR and sits on Commonwealth-owned filled tidelands, the Project is subject to the Commonwealth’s “no net loss policy” as well as the Massachusetts Tidelands Act (Chapter 91).

Although we know these issues are not within the jurisdiction of the Planning Board, we have included in Appendix 1 the Project’s MEPA Certificate, which was issued on May 26, 2017 and details compliance with these requirements.

About the Proponent

EFEKTA Group, Inc. is part of EF Education First. EF is the world leader in international education, specializing in language training, educational travel, academic degree programs, and cultural exchange. EF is a 50-year-old privately owned company with 46,500 employees in 500 offices and schools in 53 countries worldwide. The company’s mission is to open the world through education.

About Hult International Business School

Hult International Business School has emerged as one of the world’s leading international business schools. By bringing together people, cultures, and innovative ideas from around the world, Hult offers a uniquely global and relevant business education. Established in 1964 in Cambridge as the Arthur D. Little School of Management, the School initially served as an extension of Arthur D. Little’s consulting business to provide managers from around the world with a practical business education. In 1976, the School earned accreditation from the New England Association of Schools and Colleges. In doing so, it became the first NEASC-accredited corporate degree program in America. Despite being an autonomous non-profit organization, the School was in practice financially dependent on the Arthur D. Little consulting firm. With the demise of Arthur D. Little in 2003, the School found itself in dire financial straits. Therefore, its Board sought a new financial benefactor and approached Mr. Bertil Hult, founder of EF Education First. Mr. Hult agreed to support the School, and in that year, the institution was renamed “Hult International Business School.” Today, Hult is governed by an independent board of directors and is an independent, non-profit organization (501(c)(3)). Hult leases space at One Education Street and will lease space at 10 North Point Boulevard with the development of EF III.

Despite the not-for-profit status of the Hult International Business School and some of EF’s educational programs, EF has entered into agreements with the City Manager providing for the payment of full property taxes on its buildings at North Point. Over the next 10 years, EF estimates that its four buildings will generate approximately \$45 million in tax revenue for the City.

EF’s North Point Campus

Since 1987, EF has called Cambridge home. We started with a small office at One Memorial Drive and then moving to the North Point neighborhood in 1996 when EF completed its construction of One Education Street, an approximately 240,000 sf building including office, educational and restaurant space (“EF I”). For 17 years, One Education Street has served as EF’s base for its U.S. business units.

In 2012, EF broke ground on Two Education Circle (formerly known as 8 Education Street) — an approximately 295,000 sf, 10-story new North American Headquarters (“EF II”) on the banks of the Charles River. As the North American Headquarters, EF II now serves as EF’s primary base for its U.S. business units, and EF I is used by the Hult International Business School.

EF also recently acquired 17 Monsignor O’Brien Highway (“EF IV”), which it plans to renovate and integrate with the functions taking place at its other buildings in order to further expand its Cambridge headquarters. EFIV will be used for office, academic, and other educational purposes similar to Cambridge College, which has used the building for many years and is now consolidating their campus at a different location. Since EF pioneered at North Point, we have worked closely with the Commonwealth and the City of Cambridge to



North Point in 1995



EF I - Hult International Business School



EF II - EF's North American Headquarters

develop key public infrastructure and parkland to help transform the North Point neighborhood along the Charles River from a trash transfer facility, warehouses and a federal distillery building to a vibrant, beautiful location for an office and education campus.

EF also has a strong relationship with the Cambridge Public Schools. The EF Glocal Challenge (global + local = glocal) is an annual program facilitated in partnership with the City of Cambridge Community Development Department and Cambridge Rindge and Latin School to help CRLS students learn 21st century skills, gain global competence and receive real-world experience in STEAM (science, technology, engineering, art and math). Each year, EF and the City identify a relevant local issue and develop an eight-week curriculum of expert-led workshops facilitated by local academics and businesses. Students work in teams, develop their own innovative solution to solve the issue, and then pitch their plan to judges. The winning teams from CRLS receive free scholarships to the EF Global Student Leaders Summit, where they join hundreds of students

from around the world in a different international city each year. Five finalists receive funding from the City of Cambridge and paid summer internships to implement their projects at CDD.

Development Elements



Existing site

Development Parcel

The Development Parcel for the Project consists of approximately 125,000 SF of land located at 10 North Point Boulevard in East Cambridge. It is currently the site of a DCR operations and maintenance facility. The majority of the site is owned by DCR, with an approximately 34,000 SF portion of the site owned by the Commonwealth of Massachusetts - Department of Transportation (“MassDOT”). MassDOT intends to convey its portion of the Development Parcel to DCR so that DCR may convey the entire 125,000 SF parcel to EF following receipt of all permits for the Project. Approximately 20,000 SF of the Development Parcel (the “DCR Easement Area”) will be subject to an easement in favor of the Commonwealth of Massachusetts in order to permit its use by DCR in connection with the planned maintenance facility. A legal description of the Development Parcel is included in Section 1 of this application.

Development Concept

The Project will allow EF and Hult to expand their services by creating a new twelve story mixed-use building of up to 300,000 SF on 2.87 acres. The proposed building will have a ground floor that, except for facilities which must be located on the first floor, is totally devoted to public uses that include a gym and fitness center (including an indoor rock climbing wall), bike room, and a lobby/gathering space with fitness-related retail space. There will be a mix of uses throughout the upper floors, including up to approximately 161,343 SF of new student housing units (dormitories and apartment-style units), 22,754 SF of general office use, 14,566

SF of student cafeteria/restaurant use, and 13,873 SF for a student lounge and administrative space that will be accessory to the dormitory and up to approximately 59,695 SF of above-grade structured parking spaces, as detailed in the below table.

Building Program Summary	SF	Units/Beds
Institutional		
Dormitory/Residential	161,343	278/500
Dormitory/Accessory Student Lounge/Admin Space	13,873	
Dormitory/Accessory Student Cafeteria	14,556	400 seats
Office	22,754	--
Ground Floor Public Space		
Fitness Center	11,435	--
Lobby	3,786	--
Café	607	--
Parking/Loading	59,695	--
MEP	11,951	--
TOTAL	300,000	--

All areas are provided as gross floor area (GFA) as defined in Article 2 of the Cambridge Zoning Ordinance, which excludes accessory and support spaces, such as mechanical space, off-street loading and bicycle parking.



North-South Section of proposed building

Site Activation

Article 13.70 provides for the transition of the area from one that has been historically industrial into a new neighborhood with a mix of uses and public spaces. Planning for significant public open space has occurred, with major new park spaces, pedestrian and bicycle pathways already in place.

The EF expansion will benefit the North Point Park and adjacent areas by activating a site currently closed to the public. It will further eliminate the gap on North Point Boulevard between the residential uses to the north, the office, education, and park uses to the south, and the future residential and open space uses to the east. The Project will serve as a key missing link between the existing park spaces at North Point Park and North Point Commons. EF III's orientation on the site also defines a transition in the street edge from Twenty/20 to the west and EF II to the east, while screening the neighborhood from the Gilmore Bridge, highway ramps, Boston Sand and Gravel and the new DCR maintenance facility to the north.

Approximately 20,000 SF of the site owned by EF will be made available for use by DCR as part of its new operations and maintenance facility through a perpetual easement. The rest of the site area outside the EF building will be dedicated public open space and programmed with various new publicly accessible recreational amenities. In February 2017, EF distributed an online survey to neighbors and local stakeholder groups to gain insight to the open space preferences of the community. The survey received over 200 responses, and overwhelmingly, the most popular selection was an outdoor fitness course, followed by a yoga/tai chi patio, a 5v5 small soccer field, and a lawn. In an effort to incorporate these top four choices, EF has combined the 5v5 small soccer field and lawn to create a multi-use flex field as described below.

Development goals and urban design objectives are further outlined in Section 4 and 5 of this Special Permit Application.



View from Museum Way

Open Space Programming

Based on the community input received during the survey process, EF is planning to use the open space for a variety of recreational uses, creating a strong connection to the planned interior fitness facility on the ground floor. One of the main features will be an outdoor fitness course, with stations that create a circuit around the building. As shown in Figure 8.4.3, stations will be installed near the planned multi-use path, which will

invite runners, bikers and other users of the multi-use path who are traveling to and from North Point Park onto the Site through the other well-marked fitness course stations for an additional exercise challenge. Each equipment station will provide clear directions and adjustments to ensure that the facilities are accessible for users of all ages and abilities. At the rear of the building the Project will provide a sports track that will accommodate active planned and spontaneous recreational activities like the 40-yard dash, exercise classes and specialty training.

In addition, EF plans to create a flex-field in the largest area of open space, closest to North Point Boulevard. The field will be large enough to accommodate a 5v5 soccer match, and field markers will be available for this use. When the field is not being used for soccer, it can accommodate planned and impromptu activities such as yoga/Tai chi, Frisbee, and other lawn games. EF will provide a mechanism for the public to reserve the use of the field for community games and activities. This flex field will allow for a variety of activities, while also providing green space and opportunities for passive recreation.

Finally, EF has also created a vegetated area in the western corner of the site, referred to as “West Park”, which will serve as a gateway to the site from the DivcoWest, Avalon Bay and Zinc projects to the west. This space will include attractive seating areas, planted trees, flowers and bushes, and offer the public a quiet area for passive recreation. It will connect directly to the building’s Entry Plaza through on-site pedestrian paths.



Landscape plan and rendering of proposed park



Project Benefits

Since filing its Preliminary Development Plan, EF has committed to the following specific community benefits in connection with the Project, including two new public recreation areas that will be constructed, operated and maintained by EF and its successors in perpetuity:

- EF will purchase the 125,000-sf EF III site for \$20.4 million, which represents the full and fair market value of the land based on an independent appraisal approved by the Inspector General. The proceeds of the land will be used for environmental clean-up and the design and construction of a new DCR operations and maintenance facility located both under and adjacent to the I-93 highway ramps. There its impact on the neighborhood is minimized.
- EF will provide, on the EF III site, approximately 60,000 sf of public green space and outdoor recreational facilities. A preliminary site/landscaping plan for the Project is attached as Exhibit B.
- The new public open space constitutes all portions of the EF III site not used for the building footprint, driveways, bicycle storage sheds, or an approximately 20,000 sf easement being provided to DCR for its operations.
- Based on feedback from a community survey conducted by EF in February 2017, the public open spaces will be programmed to include:
 - an outdoor fitness course around the building
 - a flex field that can accommodate a 5 vs 5 soccer match and other planned or impromptu activities
 - a passive park on the west side of the site
 - a sports track for outdoor fitness activities such as 40-yard sprints and exercise classes
 - pedestrian pathways, benches or other seating and sidewalk connections
- The outdoor public spaces being provided by EF are in addition to a public fitness facility, café, restrooms and lobby being provided on the ground floor of the EF III building in compliance with the requirements for developing historic filled tidelands under M.G.L. Chapter 91.
- EF will provide an additional \$500,000 allocated over five years to the DCR Urban Parks Trust to support maintenance of North Point Park.
- EF's obligations will be documented in a recorded agreement binding on all future owners.
- EF has also made a number of commitments to encourage public activation of the North Point Park area and use at its nearby property at 17 Monsignor O'Brien Highway.

Public Process & Permitting Status

The significant public benefits outlined above are the result of an extensive process of public review and community outreach that has been underway for more than three years.

The Project is proceeding under a special legislative authorization that was unanimously voted on by both the State House and State Senate in 2014 after a public hearing and numerous meetings which we conducted with East Cambridge residents and interested advocacy groups.

In addition to requiring the issuance of special permits under the Cambridge Zoning Ordinance, including approval as a PUD under the North Point PUD regulations, the EF III Project has been subject to extensive MEPA and Chapter 91 regulatory processes.

As referenced above, on May 26, 2017 the Secretary of Energy and Environmental Affairs issued the final MEPA approval thanks in large part to the support demonstrated by community members, neighbors, advocacy groups and government officials. In particular, EF invested a lot of time during this process with the Charles River Conservancy, Conservation Law Foundation, and Charles River Watershed Association to obtain their agreement that the Project satisfies the strict requirements for the acquisition of state park land and the development of filled tidelands.

The Project also requires a license under Chapter 91, which governs development on historic filled tidelands. The Chapter 91 Application was filed with the Department of Environmental Protection on April 20, 2017 and DEP conducted a public hearing on the application at Cambridge City Hall on June 8, 2017.

Development Schedule

The current project schedule is timed to achieve occupancy by students in the summer of 2019 in order for Hult classes to begin. In order to meet this scheduled occupancy date, the following milestones are expected:

- September 2017: Completion of permitting and acquisition of project site from DCR
- October 2017: Construction Commencement (22 month construction schedule, including environmental remediation, building construction and site work)
- Late Spring 2019: Project Completion/Initial Occupancy

Development Ownership

The project will be owned by EFEKTA Group, Inc., a member of the EF Education First group of companies, or its nominee. EF intends to use the building for Hult International Business School (as described above) and for its own corporate expansion plans. EF has no plans to sell or otherwise convey the Project for another use.

Development Financing

EF will finance the project using its own resources.

Development Infrastructure

The Project will connect to existing city and utility company systems in the adjacent public streets. Based on previous studies and recent consultations with the appropriate agencies and utility companies, existing infrastructure systems are adequately sized to accept the incremental increase in demand associated with the development and operation of the Project. Further details regarding the impact of the development on existing city services are presented in Section 3 of this Special Permit Application.

Required Quantitative Data

(a) **parcel size;**

The Development Parcel is approximately 125,000 square feet.

(b) **proposed lot coverage of structures;**

The building footprint for the Project is anticipated to be approximately 29,900 square feet of the 125,000 square foot Development Parcel. The building will cover approximately 24% of the Development Parcel. In addition, the required covered and secured bike sheds for the Project will cover approximately 3,567 square feet, or 2.9%, of the Development Parcel

(c) **floor area ratio;**

The Floor Area Ratio (FAR) is proposed to be 2.4 and will comply with the FAR requirements of the City of Cambridge Zoning Ordinance for the PUD-6/North Point Residence District.

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

Current plans for the Project, which are subject to change, show over 60,000 square feet (or approximately 57%) of the Development Parcel will be public open space. In addition, more than 75% of the ground floor space at the Project will be open to the public as Facilities of Public Accommodation under the requirements of Chapter 91.

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

The exact layout and design of the dormitory space for the Project is still in the early stages of design. At this point in time, it is anticipated that the dormitory use will consist of the following: (i) 140 apartment-style units; and (ii) 141 dormitory rooms. It is anticipated that the Project will have approximately 500 beds between these two housing types.

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

Not applicable. The Project will consist of dormitory and accessory uses, general office and education (other school) use to be occupied by EF, and ground floor public uses that include a gym and fitness center, public bike room, and a lobby/gathering space with fitness-related retail space. The Project will be an expansion of EF's existing campus in the North Point neighborhood of East Cambridge and will be used and occupied by Hult and EF.

(g) **approximate gross residential densities;**

As noted above, it is anticipated that the Project will have approximately 500 beds in a combination of apartment-style and dormitory housing units

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

The Program Table above reflects the different uses at the Project. The Project will contain approximately 12,000 square feet of retail space including a fitness center and fitness-related retail use on the ground floor of the Project, approximately 22,754 square feet of office space and approximately 71,646 square feet of parking, loading and building mechanicals. The remainder of the Project will be occupied by dormitory uses including an accessory student cafeteria and accessory student lounge/admin space.

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

Not applicable. The Project will consist of general office, education (other school) use, dormitory, and retail (café and fitness center) space. The Project will be an expansion of EF's existing campus in the North Point neighborhood of East Cambridge.

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

Please refer to the Traffic Impact Study dated April 21, 2017, which includes a detailed breakdown of the number of parking spaces to be provided by use.

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

Not applicable. No streets will be conveyed to the City in connection with the Project.

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

Not applicable. No streets will be held as private ways within the Development Parcel.

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

Not applicable. No public works will be conveyed to the City as part of the Project.

(n) **number and types of public facilities.**

Approximately 92.5% of the portion of the Development Parcel controlled by EF will be open to the public. The gym, café, flex field, bike sheds, site circulation and other open space on the Development Parcel will all be publicly accessible.

3. TECHNICAL STUDIES / PROJECT IMPACTS

- 3.1 Transportation
- 3.2 Landscaping Plan
- 3.3 Infrastructure
- 3.4 Noise Mitigation
- 3.5 Floodplain
- 3.6 Climate
- 3.7 Sustainability
- 3.8 Wind Study
- 3.9 Shadow Analysis

3.1 Transportation

The EF III Transportation Impact Study (TIS) was certified on May 12, 2017 and finds that the Project will not have substantial adverse impacts on City traffic within the study area. The TIS has been evaluated within the context of the Planning Board Criteria to identify the transportation impacts. The Planning Board Criteria considers the Project's vehicular trip generation, changes in level of service at identified signalized intersections, increased volume of trips on residential streets, increased length of vehicle queues at identified signalized intersections and lack of sufficient pedestrian and bicycle facilities. A discussion of the Criteria set forth by the Planning Board is presented in the final section of the TIS (Please refer to Appendix A.2 for a copy of the TIS for the Project). The following summarizes the impacts to the transportation network as a result of the proposed EF III Project.

Criterion A – Project Vehicle Trip Generation weekdays and weekends for a twenty-four hour period and AM and PM peak vehicle trips generated: The Project is not expected to exceed the Planning Board criteria for daily, morning peak and evening peak Project vehicle trip generation under the Build program.

Criterion B – Change in level of service at identified signalized intersections: The Project Build Condition is not expected to exceed the vehicular level of service criteria.

Criterion C – Increased volume of trips on residential streets: The Project-induced traffic volume on one Roadway segment, North Point Boulevard between East Street and Leighton Street, is expected to exceed the residential street volume increase criteria. The Project is expected to add 32 and 39 total two-way vehicle trips during the morning and evening peak hour respectively. This is adjacent to the existing One and Two Earhart Residential buildings on North Point Boulevard.

Criterion D – Increase of length of vehicle queues at identified intersections: The Project is not expected to exceed the Planning Board criteria for increase of length of vehicle queues at signalized intersections.

Criterion E – Lack of sufficient pedestrian and bicycle facilities: The Existing Condition Pedestrian Level of Service (PLOS) analysis indicates that four of the crossings at the signalized intersections operate at a PLOS of E during the morning peak hour. Six of these crossings operate at a PLOS E during the evening peak hour. Since the Project is not improving these crossings to a PLOS D, then it is considered a criteria exceedance. It is important to note that the Project is not increasing the pedestrian delay as PLOS is a function of signal timings. The Divco West North Point Development Project will implement signal time changes to these intersections as part of the Monsignor O'Brien Highway Roadway Design Project as demonstrated in the Future analysis. The EF III Project site is well connected to pedestrian and bicycle facilities along East Street, North Point Boulevard and Museum Way. All of these neighborhood roadways provide existing sidewalks and bicycle facilities and therefore, the Project does not exceed the Pedestrian and Bicycle Facilities criteria. The Proponent has committed to complete pedestrian and bicycle connections with the existing network of parks and pathways in the area, including creating the missing link along North Point Boulevard between North Point Park and the new development on the northerly side of the Gilmore Bridge. The current Site plan has been designed to include the planned multi-use path along North Point Boulevard.

To mitigate the potential transportation impacts resulting from these minimal exceedances, the Proponent is committed to working with the City to amend the existing EFI and EF II PTDM plan to include the EF III building. The goal of the Project's TDM plan is to reduce the use of single occupancy vehicles (SOVs) by encouraging carpooling, vanpooling, bicycling, walking and increased use of the area's public transportation system by employees. The PTDM plan is described in more detail within the TIS report.

3.2 Landscaping Plan

Existing Conditions

The EF III site is currently comprised of asphalt, limited vegetation and no public access. Along the public sidewalk in front of the property along North Point Boulevard are a series of street trees which will remain. Within the site are three Betula Nigra (River Birch) which are approximately 50' height, and are a total of 75" caliper – these will be removed as part of the project. EF has met with David Lefcourt, the arborist for the City of Cambridge, to review the existing trees on the site and within the public sidewalk.

Proposed Planting Plan

EF proposes to plant in excess of 37 new shade trees with an installed total caliper of over 100" on the EF III site, along with another 7 understory trees with an installed total caliper of 20". The tree species will be selected from the list of recommended shade trees provided by the Committee on Public Planting. We intend to present the proposed Planting Plan for review by the Committee on Public Planting at the next scheduled hearing.

Plant List

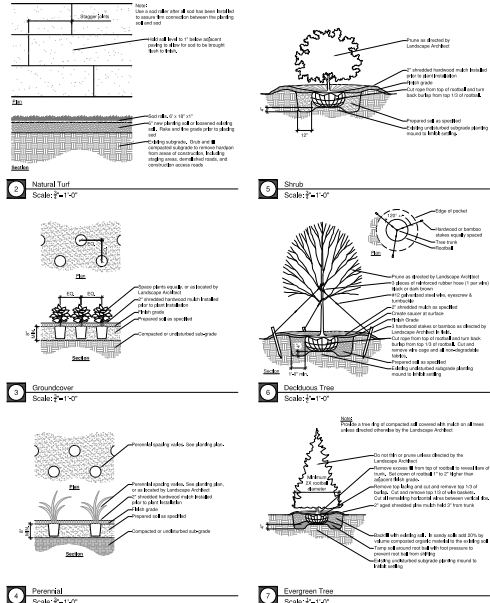
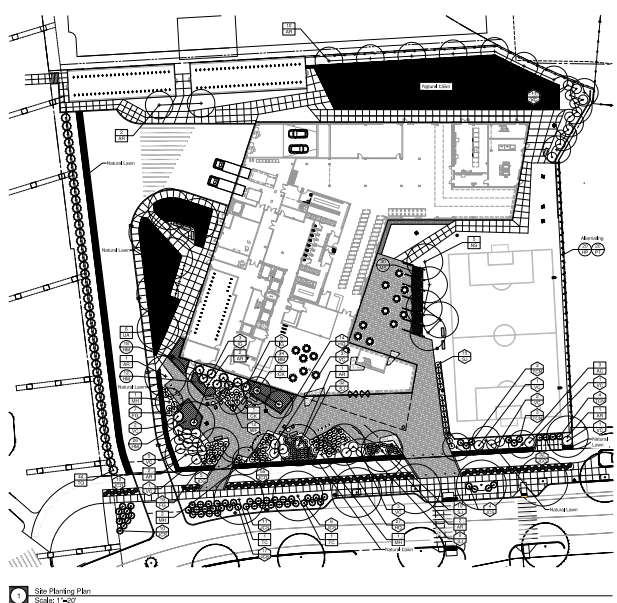
Qty	Species, Size	Location	Site	Notes
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Planting Notes:

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LEGEND

- Existing On-Site Trees to Remain
- Proposed On-Site Tree
- Proposed Understory Tree
- Tree Top
- Street Tree
- Proposed Tree
- Understory Tree
- Natural Soil Mass
- Proposed Plant 1
- Proposed Plant 2
- Proposed Plant 3



Thumbnail Planting Plan

Proposed Public Realm and Landscape Treatments

The EF III landscaping plan will transform the existing site into a beautiful green park surrounding the EF III building. Along North Point Boulevard EF is creating an ‘emerald necklace’ effect with green space that connects the North Point Park area to the North Point Common. This will be accomplished by preserving and extending the street trees along North Point Boulevard, and adding additional plantings along the sidewalk and new section of the multi-use path. These plantings will be comprised of masses of durable and hardy plants that are selected to provide year-round interest with foliage color and texture, branching pattern and color, fragrance, and flower.

Amenities provided for public use include a multi-use flex field on the east half of the site, which will be used for soccer, Frisbee and other active sports, as well as special community events. A 3.5’ height fence between the multi-use field and North Point Boulevard will contain the southern end of the field and keep soccer balls from leaving the field. An extensive plant bed will occupy the area between the fence and the multi-use path, providing an attractive buffer for pedestrians and vehicles travelling along North Point Boulevard. The fence and planting treatment will extend north toward the Central Plaza area in order to buffer the pedestrian Entry Plaza from the multi-use field. Colorful benches will be located along the edge of the multi-use field, and lighting will provide safety and extend use of the multi-use field throughout the season. Another amenity provided for public use includes a series of outdoor fitness stations located around the site. The public will be able to make use of a single station, or will be able to connect one or more stations in a circuit.

A Sports Track at the rear of the site will be available for public use as well, and could be used in conjunction with the fitness station circuit, or as its own amenity. Paved walkways will connect the sports track to the multi-use field and the bike parking areas. The Sports Track perimeter will be lined with canopy tree plantings. West Park occupies the area between North Point Boulevard and the proposed building, and is intended to serve as a gateway to the project from the Gilmore Bridge side. It will provide shaded passive recreational areas with benches, seating and bike parking, all available for public use. Signage will be displayed to inform the community of the public services available on the site and in the building.

Central Plaza occupies the area between the building and the multi-use field, and is entirely available for public use. Tables and benches are provided in this paved plaza, and shade will be provided by canopy tree plantings and a shade structure. Access to Central Plaza is provided by a paved walkway from the main building entrance area, and is accessible from the building. Other landscape treatments include tree planting between the building and driveway to provide a green canopy along Gilmore Bridge, as well as a hedge along the property boundary adjacent to the Gilmore Bridge. Please see enclosed precedent images and plans for more detail

Lighting:

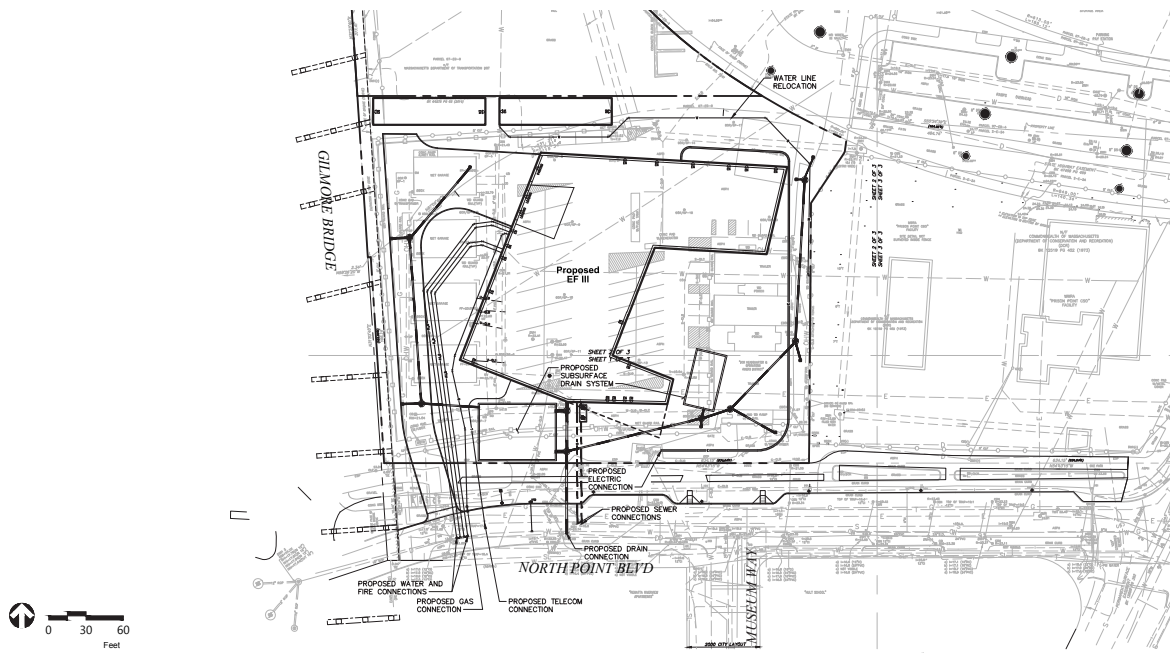
The project will make use of several fixture types to provide safe and modest illumination for all terraces and paths surrounding the site, as well as the driveway and the multi-use field. The fixtures will be spaced such that there will be sufficient lighting for safe use of the spaces, and will take into consideration the current street lights and lighting from the building. Where possible, small directional flood fixtures will be mounted on the building illuminating egresses, paths, fields and terrace spaces. The fixtures will incorporate shields to reduce glare and will be mounted approximately 25’ above ground level to maximize the light spread and minimize light source visibility. There will be 2 post lights at the multi-use field, between the field and the adjacent MWRA property. These post lights will be approximately 18’ tall, and will contain cut-off shields. All fixtures will conform to the requirements of the Dark Sky Initiative. EF is in the process of reviewing an illumination study to maximize the overlap of the different light sources surrounding the site.

3.3 Infrastructure

This section describes the existing infrastructure systems within and surrounding the Project Site, and discusses Project capacity needs and potential impacts on utilities. The following utilities are evaluated: wastewater, water, stormwater management, natural gas, electricity, and telecommunications. See Figure 8.4.4 for the Site Utility Plan.

The Project will connect to existing city and utility company systems in the adjacent public street. Based on initial investigations and consultations with the appropriate agencies and utility companies, all existing infrastructure systems are adequately sized to accept the incremental increase in demand associated with the development and operation of the Project. As the design progresses, all required engineering analyses will be conducted and the final design will adhere to all applicable protocols and design standards ensuring that the proposed building is properly supported by city infrastructure. Detailed design of the Project's utility systems will proceed in conjunction with the design of the building and interior mechanical systems.

The systems discussed herein include those owned or managed by the Cambridge Department of Public Works (CDPW), Cambridge Water Department (CWD), private utility companies, and on-site infrastructure systems.



Thumbnail Utility Plan

3.3.1 Sewer Infrastructure

There is an existing 10-inch Polyvinyl Chloride sanitary sewer main owned and maintained by the CDPW in North Point Boulevard, which serves the existing Project Site. This main will convey the Project's wastewater to the newly constructed North Point pump facility. The existing sanitary sewer connections will be discontinued in accordance with CDPW requirements. See Figure 8.4.4 for the Site Utility Plan.

In discussions for the MEPA permitting process, the CDPW confirmed that the existing water main has sufficient flow and pressure to meet the Project's requirements. The Project will be required per MADEP regulations to mitigate Infiltration/Inflow (I/I) to the sanitary sewer system at a rate 4 times the wastewater generated by the proposed building uses. Table 3-1 details the wastewater generation estimate based on 314 CMR 7.00, which is 49,827 GPD. Therefore, the Project will require the mitigation of 199,308 gallons of I/I.

Table 3-1 Wastewater Generation Estimates Based on 314 CMR 7.00

Use	Quantity	Flow Rate (gpd)	Wastewater Generation (gpd)
Residential	236	110/bedroom	25,960
Boarding School*	264	65/person	17,160
Office (Admin)	22,754	75/1,000 SF	1,707
Gym**	200	25/person	5,000
Subtotal			49,827

* (Boarding school rate includes all gym and cafeteria flows)

** (Rate based on the average non-resident daily gym users)

The Applicant will work with the CDPW on the development of the project design and submit plans for formal approval prior to the issuance of the Demolition and Building Permits for the Project.

Additionally, the Project Site contains a large MWRA force main. The Applicant will coordinate design with the MWRA and the force main, maintaining at least 10' between building structures to the utility. The Applicant will acquire 8(M) permits, as required, for the proposed landscape and hardscape over the MWRA utilities. The Project will also have covered parking areas. Therefore, the Applicant will comply with 360 CMR 10.016 and the State Plumbing code in the installation of gas/oil separators. MWRA approved gas/oil separators will be installed and be available for inspection by the MWRA and Local Plumbing Inspector before backfilling. As part of the Building Permit process, the Project will complete a Stormwater Control Permit, which details the rainwater harvesting system, stormwater treatment structures, and site infiltration systems, as well as site Low Impact Developments (LIDs). In extreme storms, the Project will discharge to the municipal storm drain in North Point Boulevard. Final connections to this system will be reviewed and approved by the CDPW prior to construction. The Stormwater Control Permit will also include post-construction Operation and Maintenance plans for all utilities to ensure continued functionality.

3.3.2 Water Infrastructure

There is an existing 8-inch Cement-Lined Ductile Iron water main owned and maintained by the Cambridge Water Department CWD in North Point Boulevard, which serves the existing Project Site. This main will service the Project's domestic water and fire protection needs. The existing services will

be discontinued in accordance with CWD requirements. See Figure 8.4.4 for the Site Utility Plan.

In discussions for the MEPA permitting process, Mr. Steve Lush, PE of the CWD confirmed that the existing water main has sufficient flow and pressure to meet the Project's requirements. A hydrant flow test will be conducted to inform the water and fire protection system designs. The domestic water demand for the Project is estimated as 54,810 GPD, based on the Title V calculations with an additional 10% consumption factor. The Project will incorporate water conserving technologies to lower the baseline water demands to meet LEED requirements.

The Applicant will work with the CWD on the development of the project design and submit plans for formal approval prior to the issuance of the Demolition and Building Permits for the Project.

3.3.3 Stormwater Management

The existing Project Site is mostly impervious paved area with several vehicular and trailer structures. Stormwater flows overland to existing site catch basins, which discharge to a 24" PVC storm drain in North Point Boulevard, which is owned and maintained by the CDPW. See Figure 8.4.4 for the Site Utility Plan.

The proposed Project will include significant increases in permeable landscaped areas, as well as impervious building footprint, driveway, and pedestrian paths. The Project will greatly reduce the Site's impact on the local water in terms of stormwater quantity and quality. Specifically, stormwater best management practices will reduce the post-development peak rate and total runoff for the 25-year storm design storm to meet the predevelopment 2-year storm design storm on site. Additionally, at least 80% of Total Suspended Solids and 65% of Phosphorus loadings as required for developments that discharge to the Lower Charles River Watershed. The project will also be in compliance with all Massachusetts Department of Environmental Protection Stormwater Management Standards.

As part of the Building Permit process, the Project will complete a Stormwater Control Permit, which details the rainwater harvesting system, stormwater treatment structures, and site infiltration systems, as well as site Low Impact Developments (LIDs). In extreme storms, the Project will discharge to the municipal storm drain in North Point Boulevard. Final connections to this system will be reviewed and approved by the CDPW prior to construction. The Stormwater Control Permit will also include post-construction Operation and Maintenance plans for all utilities to ensure continued functionality.

3.3.4 Other Utilities

The Project will also require electrical, natural gas, and telecommunications services all of which are immediately available within the North Point Boulevard right-of-way. The project team will work with the respective private utility authorities on sizing and configuration of services. The design of these utilities will be included on the CPWD and CWD submission drawings to ensure that the work is coordinated as part of the public review process.

3.4 Noise Mitigation

Due to the location of the Project adjacent to the Gilmore Bridge, highway ramps, train tracks, DCR maintenance facility and Boston Sand & Gravel, ambient noise levels at the site are expected to be somewhat elevated. Nonetheless, the preliminary equipment selection and preliminary location for mechanical equipment serving the building takes noise control into careful consideration.



View from Regatta Riverview

The Project is in the early stages of the design process and the complete extent and specific details of the building mechanical equipment are unknown at this time. Based on preliminary design plans, the anticipated mechanical equipment associated with the Project are expected to include the following:

- Energy recovery unit(s)
- Cooling tower(s)
- Cogen unit(s)
- Emergency generator
- Toilet exhaust and kitchen exhaust fans

Major building mechanical equipment for the Project will be located at the penthouse level behind roof screening and, where applicable, within a penthouse enclosure. As the design for the project develops, the project's acoustical consultant will review equipment noise data and proposed screening techniques to confirm compliance with the City of Cambridge noise ordinance.

An emergency generator for life safety purposes, such as emergency exit lighting, will be required for the Project. The generator will be provided with appropriate noise control enclosure/sound attenuation as required to comply with the City of Cambridge daytime noise ordinance.

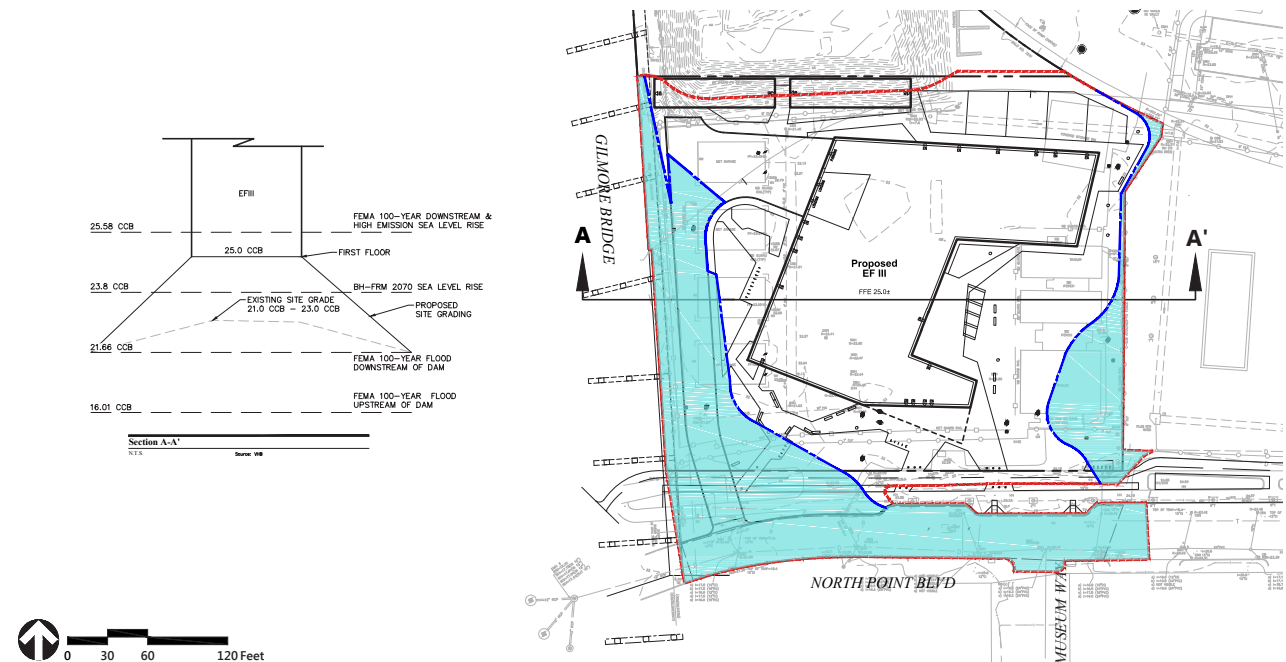
Loading and unloading operations will be concealed from view and their noise impact controlled. The loading

area is located within the building footprint at the rear of the Project on the area of the Development Parcel that is closest to the Gilmore Bridge and the DCR maintenance facility. This location has the added benefit of minimizing the impact of service and loading activities on the public open space being provided at the site.

Intermittent increases in noise levels will occur in the short-term during construction of the Project. Construction work will comply with the noise requirements of the City of Cambridge. Efforts will be made to minimize the noise impact of construction activities, including appropriate mufflers on all equipment such as air compressors and welding generators, maintenance of intake and exhaust mufflers, turning off idling equipment, and scheduling equipment operations to synchronize the noisiest operations with times of highest ambient noise levels.

3.5 Floodplain

The Project Site is located in the North Point neighborhood of Cambridge downstream of the New Charles River Dam. The Site is located outside of the ‘AE Zone’ of the FEMA Flood Insurance Rate Map (FIRM) number 25017C0577E, effective June 4, 2010. According to FEMA’s Flood Insurance Study (FIS) the base flood elevation at the Site is 4.35 NAVD88. This elevation is set by the pumping operations at the New Charles River Dam. The flood elevation is equivalent to 16.01 CCB, which is well below the existing Site grades, which range from 21 CCB to 24 CCB. The proposed building finish floor elevation is 25.0 CCB, while the lowest elevation on site will be approximately 22.0 CCB. The Project Site is not vulnerable to flooding from the 100-year or 500-year flood levels that are documented in the FEMA FIRM. See Figure 8.1.2 for the Project Site’s relation to the FEMA floodplain. Section 3.6.3 describes the Project’s vulnerability to flooding from storm surge with climate change driven sea level rise.



Potential site flooding with Sea Level Rise

3.6 Climate

As detailed in the EOEEA’s 2011 Climate Change Adaptation Report, the Commonwealth’s climate is already changing and will continue to do so over the course of this century. This section reviews the time frames for considering future climate conditions, as well as projected changes in temperature, precipitation, and SLR. It also discusses how the Project will prepare for potential increases in flooding and heat.

The Project is expected to be completed in 2019 which will be considered the build year for the purposes of this analysis. Mixed-use buildings like that proposed for the Project are generally expected to have a lifespan of approximately 60 years. Therefore, climate conditions up to around the year 2079 will have an impact on the Project.

The City of Cambridge’s Climate Vulnerability Assessment (CCVA) considers three planning horizons: present day, 2030, and 2070, each of which are based on thirty-year averages for temperature and precipitation data. These same planning horizons are used to evaluate the potential impacts of climate change on the Project. The sections below present projections for these time frames.

3.6.1 Temperature

As presented in the CCVA, over the coming century, mean annual and seasonal temperatures in Cambridge are expected to increase. Historically, annual temperature (night + day) averaged around 50°F in Cambridge.

Table 3-2 Temperature Projections

Temperature Changes	Baseline (1971-2000)	2030s (2015-2044)		2070s (2055-2084)	
		Lower	Higher	Lower	Higher
Annual Temperature (°F)	50.0	53.3	53.5	55.8	58.7
Summer Temperature (°F)	70.6	74.5	74.8	77.4	80.6
Winter Temperature (°F)	29.8	32.2	33	34.6	38.0
Days >90°F (days/year)	11	29	31	47	68
Days >95°F (days/year)	<1	2	2	6	16
Heat Index (°F)	85.0	94.8	96.0	101.0	115.5

Source: ATMOS Report, CCVA, October 2013.

Annual temperature is projected to be around 53°F by 2030s, and as much as around 56-59°F by 2070s, as reported in the CCVA. For extreme temperature indicators, days per year with maximum air temperature greater than 90°F and 100°F were used. By 2030s, it is likely that days above 90°F per year will triple and, by 2070s, days above 90°F per year will increase six fold, with 6-15 days per year above 100 F. Historically, there have been less than 1 day per year above 100°F in the Cambridge region

(Table 3-6).

A critical measure for temperature is the heat index, which combines ambient air temperature and relative humidity to determine the “feels-like” or the human-perceived temperature. Heat index is a key indicator for reporting public health concerns since heat index exceeding 91°F is considered to be in the “extreme caution” zone from prolonged exposure to heat or strenuous activity. Historically, average daily summer heat index in Cambridge hovered around 85°F. By the 2030s, summer heat index is projected to average around 95°F, and by the 2070s, it is projected to exceed 100°F for the lower scenario and 115°F for the higher scenario (Table 3-2).

To address extreme weather conditions that the City of Cambridge is expected to experience in the future, the Project has been designed to withstand and mitigate for the increase frequency, duration, and intensity of heat events. The existing black asphalt parking lot will be replaced with a pedestrian level environment designed to mitigate for higher temperatures. Landscaping will be designed to provide a comfortable environment with shade trees and evapotranspirative cooling, while also including light colored surfaces and materials to mitigate for radiative heating

The use of native plant materials will minimize the need for irrigation and maintenance, while providing habitats for local fauna. To accommodate any irrigation needs, the Project is proposing stormwater capture and storage for water usage.

3.6.2 Precipitation

As described in the CCVA, annual precipitation is projected to remain fairly constant through As described in the CCVA, annual precipitation is projected to remain fairly constant through the 2030s and increase by approximately 6 to 10 inches or 15-20 percent by the 2070s compared to the historical period. These increases are projected to occur primarily in winter and spring (Table 3-3). Precipitation intensity (a measure of the total annual average amount of precipitation falling per day, defined as total annual precipitation divided by the number of wet days per year) is expected to increase by around 5 percent by the 2030s and 15% by the 2070s. In the future, the projected increase in precipitation intensity is expected to continue, with greater changes by 2070s. The same holds true for the extreme precipitation events.

For the extreme precipitation projection, the City of Cambridge and Boston Water and Sewer Commission collaborated on development of design storm ‘values’ that take into consideration projected climate change for planning purposes. As shown in Table 3-3, for the 24-hour duration storms, the 25-year storm of today will be the 10-year storm by 2070s, and the 100-year storm of today will be the 25-year storm by 2070s. The recurrence interval for a storm refers to its probability of occurrence. Therefore, a “10-year storm”, or a 1-in-10-year storm, is a storm that has a 10 percent probability of its rainfall amount being equaled or exceeded in any given year, a “25-year storm” is one that has a 4 percent annual probability of occurrence and a “100-year storm” is one that has a 1 percent probability of this occurring in any given year.

As described in Section 3.3.3, the City of Cambridge has stringent stormwater mitigation requirements for developers to help mitigate the potential for surcharging in the City’s stormwater infrastructure. The Project will maximize infiltration to the ground to the greatest extent practicable replace impervious cover with absorptive landscaped areas, and explore the use of rainwater capture for use within the

Table 3-3 Precipitation Projections

Precipitation Changes	Baseline (1971-2000)	2030s (2015-2044)		2070s (2055-2084)	
		Lower	Higher	Lower	Higher
Annual Precipitation (in.)	45.0	48.0	48.0	51.5	54.0
Summer Precipitation (in.)	9.5	9.8	9.8	10.1	10.3
Winter Precipitation (in.)	11.4	12.6	12.7	14.1	15.4
Days/Year >2 in. rain in 24 hrs.	2.0	3.0	3.0	3.0	3.0
Max 5-day precipitation per year (in.)	6.0	6.5	6.6	7.0	7.2
24-hr Design Storms					
10-yr	4.9	5.6		6.4	
25-yr	6.2	7.3		8.2	
100-yr	8.9	10.2		11.7	
48-hr Design Storms					
10-yr	5.5	6.4		7.2	
25-yr	7.0	8.6		9.8	
100-yr	10.0	13.2		15.7	

Source: ATMOS Report, CCVA, October 2013, BWSC Climate Projections

building. Landscaping will also be designed to minimize required irrigation, potentially sharing rainwater capture for irrigation use during times of drought. The Proponent will work the CDPW to ensure that stormwater is mitigated appropriately now and under future conditions.

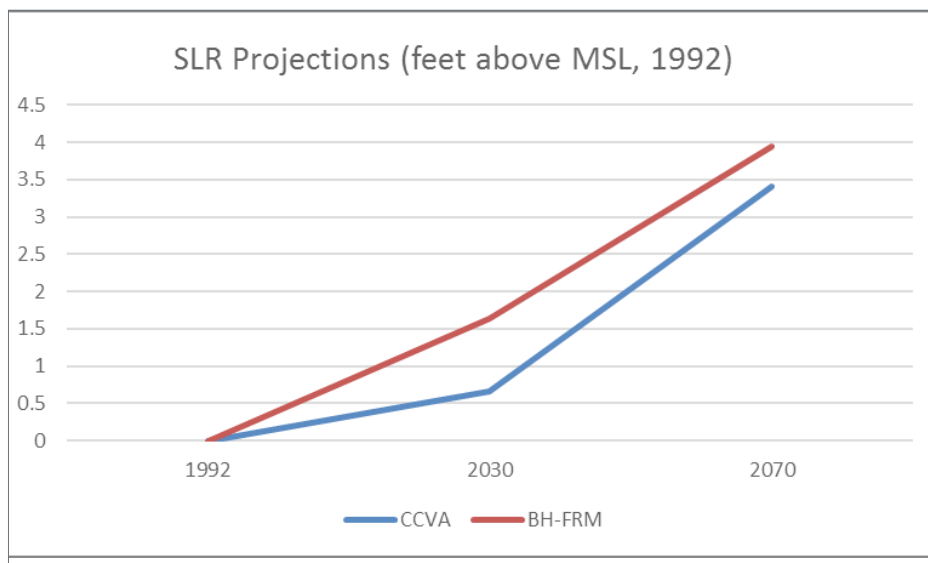
3.6.3 Sea Level Rise

The Project Site is unlikely to be impacted by sea level rise or storm surge in the immediate future due to flood protection from both the Charles River, as discussed in Section 3.5. However, as the sea rises and coastal storms become stronger, risks will gradually increase to a point where the effectiveness of the dams as barriers diminishes and storm surges are able to flow overland around the dams and eventually overtop them, first with larger flooding events (e.g., the “100-year” or 1 percent probability of flooding), and then gradually over an extended period of time with smaller, more frequent flooding events. For this reason, the City has partnered with Mass DOT to create a detailed model of flood impacts that would result from sea level rise and more intense and frequent storm events. As depicted in Table 3-4, the model predicts up to 8 inches of sea level rise by 2030, and up to 3.4 feet by 2070 in this

area. The results for 2030 indicate that the risk of storm surge flooding reaching Cambridge is less than 0.1%. This includes risks from both overtopping and flanking of the dams and incorporates factors such as increased river flows from runoff, increased pumping operations at the dams, and the twice-daily tide cycle. Given the Project’s susceptibility to flooding from both the Mystic and Charles River, the Cambridge Department of Public Works has recommended that the Proponent design the building to be resilient to the 2070 flood elevation of 23.8 CCB, which is representative of the highest flood model output for the 100-year flood event under 2070 sea level rise conditions.

Due to the current unavailability of SLR modeling data specific to Cambridge for the entire design life of the building, the Project team has also evaluated information from the Boston Harbor Flood Risk Model (BH-FRM), which projects sea level to rise by 1.64 feet by 2030 and 3.94 feet by 2070. BH-FRM and CCVA projections are shown below in Table 3-4.

Table 3-4 Sea Level Rise (SLR) Projections



The BH-FRM calculates a zero percent probability that the elevation of the 1 percent annual chance flood would inundate the Project Site under the high emission climate change scenario in the year 2030. However, the exceedance probabilities for the 1 percent annual chance flood at the Project Site range from 0 - 5 percent under the 2070 high emissions/2100 intermediate high scenario, with flooding depths of up to 2.0 feet. The topographic data used in this report require confirmation with the ground survey to be used accurately. The report’s graphics do conflict with existing topographic data in that there are flooding exceedances shown on the contaminated soil pile, the highest portion of the Project Site, which is likely due to topographic errors in the model.

The Applicant has decided to set the building FFE at 25.0 CCB to increase resiliency to flooding from storm surge with sea level rise, as well as any potential localized flooding. The Project Site will be largely above the 23.8 CCB elevation, with the only lower areas located where the Site ties into existing adjacent grades, which is well above the FEMA 100- and 500-year flood elevations. Setting the building above this elevation will make the building operational during expected extreme flooding events for the current building design life. Additional design measures to increase resiliency to sea level

rise induced coastal flooding include the following:

- Excluding a building basement floor;
- Raising critical mechanical and life safety infrastructure above the first floor of the building;
- Installing backflow preventers on all sanitary sewer and stormwater infrastructure;
- Using materials resilient to saltwater exterior to the building;
- Installing native/adaptive landscaping resilient to flooding conditions;
- Watertight utility connections into the building; and
- The stormwater management system will retain stormwater on-Site in excess of the required 1-inch precipitation event, through a combination of roof rainwater capture, green infrastructure (i.e., on-Site infiltration, bioretention, extensive landscaping) and subsurface storage/infiltration. This reduction in stormwater provides relief to the existing drainage infrastructure by freeing up capacity in relation to the existing Site conditions.

As depicted in Figure 8.3.11, additional measures being considered include the installation of movable flood barrier systems, now or in the future, installing a sanitary holding tank to ensure building sanitary sewer operations are not impacted by flood propagation in the public sanitary system, on-Site energy generation, backup generators, and resilient fuel storage. The building first floor will be designed to facilitate recovery from a flooding event that exceeds the current expected flood elevations.

3.7 Sustainability

The Project is being designed to achieve LEED v4 for New Construction as Gold Certifiable. The Proponent and its design team participated in a process that resulted in concrete design strategies that focus on strong environmental, economic, and social goals for the Project. The Project will be constructed, operated and maintained with a focus on energy efficiency, indoor environmental quality, and occupant health and wellness. The building will use materials, fixtures, and systems that reduce resource use including water, energy, and raw materials.

The team has engaged in multiple collaborative exercises to evaluate the overall environmental impacts of the Project. This included studies focused on site selection, employee commuting, energy efficiency measures, renewable and alternative energy systems, and water use. The team has also conducted a preliminary evaluation of other LEED impact categories, including sustainable construction practices, building materials selection, and measures for occupant health and wellness.

The Project is on track to meet LEED-NC v4 Gold Certifiable. As demonstrated by the LEED Scorecard, a total of 62 “Yes” points have been determined, and 10 “Maybe” points are still being evaluated. EF is devoted to constructing a sustainable building that will be LEED Gold certifiable. Please refer to Appendix A.3 for a copy of the Green Building Report for the Project.

3.8 Wind Study

A pedestrian wind tunnel study was conducted to assess the potential effect of the Project on pedestrian-level

wind conditions on and around the Project Site and to provide recommendations for minimizing any potential adverse effects. The following conditions were simulated:

No-Build Condition: includes all existing site buildings and existing and in-construction surroundings;

Proposed Conditions: includes all existing and in-construction surroundings with the proposed development and landscaping.

Details regarding the wind comfort and safety conditions and the associated wind speeds can be found in Appendix A.4.

3.8.1 Results

Wind conditions comfortable for walking or strolling are appropriate for sidewalks. Lower wind speeds conducive to standing are preferred at main entrances where pedestrians are apt to linger. The following is a detailed discussion of the suitability of the predicted wind comfort and safety conditions for the anticipated pedestrian use of each area. Please refer to Appendix A.4 for the complete Pedestrian Wind Comfort report.

Entrances/Building Perimeter

The entrances of the proposed development are predicted to be comfortable for sitting or standing throughout the year. With the addition of the proposed development and landscaping to the Site, the general wind conditions are expected to be comfortable for sitting or standing throughout the year, similar to the existing conditions. Due to the exposure to the strong westerly and northwesterly winds, higher wind speeds comfortable for strolling or walking are predicted on west side of the development throughout the year. During the winter, marginally uncomfortable wind conditions are predicted at a service entrance along the west façade of the proposed development. All tested locations in this area are expected to meet the safety criterion.

Off-Site Walkways/Sidewalks

In the proposed configuration, during the summer, with the inclusion of the proposed landscaping, the wind conditions at the off-site sidewalks are generally expected to remain similar or better compared to the existing conditions. During the winter, wind conditions at off-site sidewalks are generally expected to be comfortable for walking or better. The proposed configuration will result in improved wind conditions at 10 locations deemed uncomfortable under existing conditions. With the addition of the proposed development and landscaping, the number of safety exceedances is reduced from two to one. The addition of the proposed landscaping is expected to improve the overall wind conditions on and around the proposed development.

3.8.2 Conclusion

The Project and associated landscaping are expected to improve the overall wind conditions around the development, with a reduced number of uncomfortable and unsafe locations for the proposed development and the surrounding area.

3.9 Shadow Analysis

The shadow study completed examines the potential for the Project to cast new shadows on project-related open space. The shadow analysis compares the shadows cast by existing buildings with those estimated to result from the Project when considering proposed building and topography.

Refer to Sections 8.7.1-8.7.3 for Shadow Study Plans

3.9.1 Methodology

A shadow impact analysis was conducted at regular time intervals to investigate the effect that the Project will have throughout the year. The study used standard sun altitude and azimuth data for each study date estimated to occur at the Project times were adjusted for daylight savings time as appropriate. The proposed shadows cast by the Project were estimated for the spring and fall equinoxes and the summer and winter solstices. Shadows were estimated for each study date at 9 AM, 11 AM, 1 PM and 3 PM. The incremental impact of net new shadow cast by the proposed Project is shown in dark blue in Figures 8.7.1 through 8.7.3, while existing shadows are shown in gray.

3.9.2 Results

The following section describes the estimated shadows under the proposed conditions and anticipated impacts these shadows may have on the nearby open spaces and major pedestrian ways.

June 21

June 21 is the summer solstice, the first day of summer and has the longest day of the year. The sun rises at 5:08 AM and sets at 8:25 PM; Daylight Savings Time is in effect.

At 9:00 AM on the summer solstice, new shadow from the Project will extend northward over the internal Site drive and a small portion of the John F. Gilmore Bridge. The shadow cast by the Project will also extend over a portion of the proposed outdoor bike parking to the north of the proposed building.

At 11:00 AM, net new shadow cast by the Project will extend northeast over an incremental portion of future outdoor public space on the Site and the DCR Easement Area. The Project will also cast a shadow over a portion of the proposed outdoor bike parking.

At 1:00 PM, net new shadow cast by the Project will extend east over an incremental portion of proposed on-site outdoor public space and the DCR Easement Area.

At 3:00 PM, net new shadow from the Project will extend in the southeastern direction over the proposed on-site outdoor public space on-site and open space on the MRWA property.

March 21 and September 21

March 21 is the vernal equinox, when the length of day and night are equal. Daylight Savings Time is in effect. The sun rises at 6:46 AM in the south-southeast. September 21 is the autumnal equinox and the daytime and nighttime hours are equal. The sun rises at 6:31 AM EDT in the southeastern sky and sets

at 6:42 PM EDT. The shadows cast on this date are almost identical to those on March 21, the vernal equinox.

At 9:00 AM, the Project will cast net new shadow to the north over the internal Site driveway, an incremental portion of the DCR Easement Area, and over a section of the John F. Gilmore Bridge. The Project will also cast a shadow over an incremental portion of the Twenty/20 Residences property and the proposed outdoor bike parking to the north of the proposed building.

At 11:00 AM, the new shadow cast by the Project will extend northeast over the proposed on-site outdoor public space, a portion of the proposed outdoor bike parking, and the DCR Easement Area.

At 1:00 PM, the net new shadow cast by the Project will extend eastward over primarily outdoor public space proposed as part of the Project, a small portion of the proposed outdoor bike parking and the I-93 ramps.

At 3:00 PM, the net new shadow cast by the Project will extend to the southeast over proposed on-site outdoor public space, over a small portion of the MWRA property and the I-93 ramps.

December 21

December 21 is the winter solstice and the shortest day of the year. The sun is at its lowest inclination above the horizon at each hour of the day. Even low buildings cast long shadows in northerly latitudes such as Boston's. The sun rises at 7:10 AM EST and sets at 4:15 PM EST. The Project Site is almost entirely covered in existing shadow on this day.

At 9:00 AM net new shadow cast by the Project will extend to the northeast over a small portion of the John F. Gilmore Bridge.

At 11:00 AM, the new shadow cast by the Project will extend north over proposed on-site outdoor public space, a portion of the proposed outdoor bike parking and the DCR Easement Area.

At 1:00 PM, the net new shadow cast by the Project will extend eastward over proposed on-site outdoor public space, a small portion of the proposed outdoor bike parking, the DCR Easement Area and the I-93 ramps.

At 3:00 PM, the area is already heavily shaded by existing shadow so the net new shadow from the Project will be minimal. The Project will cast a net new shadow to the east over a portion of the proposed on-site outdoor public space, the DCR Easement Area and the I-93 ramps.

3.9.3 Conclusion

The shadow impact analysis looked at net new shadow created by the Project during 12 time periods. The incremental net new shadows produced are not expected to have any material effect on pedestrian use patterns. The majority of net new shadows will be cast towards the north and east on the DCR Easement Area, proposed outdoor bike parking, and the I-93 highway ramps.

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4. CONSISTENCY WITH SPECIAL PERMIT
ZONING CRITERIA

- General Special Permit Criteria Compliance
- Criteria for Approval of a PUD Proposal
- Criteria Specific to Special Permits Being Sought
- Article 19 Compliance - Large Project Review Requirements

Conformance with Zoning Ordinance

The project includes construction by EF Education First (“EF”) of a new building having a Gross Floor Area of approximately 300,000 square feet of institutional/dormitory, general office, educational and retail space, including approximately 58,000 square feet devoted to above-grade structured parking on property being acquired by EF from the Commonwealth of Massachusetts and located at 10 North Point Boulevard in East Cambridge (in the North Point area of the City).

Ordinance Compliance

The provisions of the Ordinance set forth below apply to the relief requested in this Application. Following each provision in bold is a statement describing compliance by the project in italics.

A. Generally Applicable Criteria for Approval of a Special Permit

10.43 Criteria. Special permits will normally be granted where specific provisions of this 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, or

With the requested Special Permits, the Project will meet all of the requirements of the Ordinance.

b. traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or

Approximately 86% of Hult faculty, staff and students and approximately 63% of EF employees and students walk, ride a bicycle, or take public transportation to its existing buildings at One Education Street and Two Education Circle and EF intends to continue to emphasize alternative modes of transportation for the new building.

On behalf of EF, Vanasse Hangen and Brustlin, Inc. (“VHB”) has completed a detailed analysis of the transportation impacts associated with the Project as evidenced in the Transportation Impact Study (“TIS”) dated May 11, 2017 and previously submitted to the City of Cambridge Traffic, Parking, and Transportation Department. The study includes an analysis of the existing and future vehicular traffic and bicycle volumes, defines site access requirements, identifies specific improvements in connection with the Project and presents a detailed Transportation Demand Management (“TDM”) program to reduce vehicle dependency at the Project. The TIS was prepared in accordance with the City’s guidelines and has been certified by the City of Cambridge Traffic, Parking and Transportation Department (“TPTD”). The TIS was certified by TPTD on May 12, 2017.

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, or

The Project will not adversely affect the continued operation or future development of adjacent uses. The land uses within the immediate vicinity of the Project include elevated highway ramps, Boston Sand and Gravel, the existing maintenance facility for the Department of Conservation and Recreation (“DCR”), an MWRA pump station, high density residential at the Regatta Riv-

erview Condominiums and Twenty|20, public open space at North Point Park, and EF's existing buildings at One Education Street and Two Education Circle, which house office, educational and restaurant uses. Construction of the Project will be a dramatic improvement over the existing condition of the Development Parcel, which is currently used as an operations and maintenance facility for DCR and is not open to the public. The Project will serve to enhance the campus environment for EF and continue to activate North Point Park by drawing new and existing employees and visitors across the street to use and enjoy the park.

Residents at the Regatta Riverview Condominiums and Twenty|20 will benefit from aesthetic improvements to their immediate surroundings, as well as the public recreational facilities to be provided both within the building and on the surrounding land and the improved vitality and general security that will come from additional activity and users in the neighborhood. Excluding approximately 20,000 SF of the site which will be subject to an exclusive easement to the DCR, approximately 92.5% of the Development Parcel, including both the building ground floor and the land areas outside the building, will be open to the public.

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, or

The Project will not create any nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants or the citizens of the City. The construction of the new building will result in approximately 200 construction jobs and 300 new permanent jobs as a result of the continued growth of the company. The Project will relocate the DCR operations and maintenance facility to a location where its impacts on the neighborhood will be minimized. Residents in the neighborhood will benefit from the landscape improvements and public open space planned for the Development Parcel and the gym, cafe and other publicly accessible spaces on the ground floor of the building. EF has been in close communication with its neighbors at the Regatta Riverview Condominiums and Twenty|20, as well as other community organizations, to solicit feedback on how to minimize negative project impacts and will continue to do so as the Project progresses.

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, and

The Project will not impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of the Ordinance. The Project is located within the North Point Residence, Office and Business District (the "District") and the PUD-6 Overlay District (the "PUD-6 District"). As stated in the Ordinance, the intent of the underlying zoning in the District is to provide for use and development of the area into a residential community with limited office and retail uses at a modest density through the provisions of Article 16.00 of the Ordinance or at a higher density through the PUD process. (See Ordinance Section 16.12) The PUD-6 District is intended to, among other objectives, provide for retail, office and community services to be located within and serve the residential community in the neighborhood, as well as stimulate activity in the area for extended hours throughout the day. The development of a new dormitory building for the Hult International Business School will enhance and further the intent of both the districts in which it is located by providing approximately 500 student housing beds which will enhance the residential character of the neighborhood and increase the overall supply of housing in East Cambridge. The Project will further benefit the neighborhood by providing significant public open space benefits for the residents of the District and the general public, and by bringing a new student population to the area to both live and study, stimulating activity at North Point

for extended hours throughout the day and concentrating development at the edge of the District adjacent to the elevated highway ramps and MWRA pump station, where it will have minimal impact on the lower density residential areas in the East Cambridge neighborhood. Adjoining the District/PUD-6 District in the vicinity of the Project are Residence C districts and a BA district, where additional PUD overlay districts have allowed for significant commercial and residential development in the Kendall Square area and in the vicinity of the Galleria Mall. The Project is consistent with the development of those areas.

- f. the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.**

As described in detail in Section 5 of this Application, the Project is consistent with the Urban Design Objectives set forth in Section 19.30 of the Ordinance.

B. Criteria for Approval of a PUD Development Proposal

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;**

As described in detail below, the Project is consistent with the General Development Controls set forth in Section 12.50 of the Ordinance and the provisions of Section 13.70 of the Ordinance.

- 2. conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located;**

The Project is consistent with the policy objectives set forth in the Eastern Cambridge Plan and guidance provided in the Eastern Cambridge Design Guidelines. Specifically, the Project will relocate the DCR operations and maintenance facility, a use that is incompatible with the residential character of the East Cambridge neighborhood, to a location where its impacts are much reduced. EF's expansion will also create a wide range of jobs that will match the skills, education and interests of the community and will contribute to the City's long-term tax base (EF will pay full taxes on the property pursuant to an agreement with the City). Further, the Project contains a significant dormitory component that will house hundreds of students. By providing housing to these students, the dormitory component will remove these students from the competitive housing market in Eastern Cambridge and release some of the strain on the housing market.

EF continues to encourage pedestrian, bicycle and public transportation and will provide the minimum amount of parking permitted by zoning, which will contribute to the planning goals of emphasizing alternative modes of transportation in the area. The building will be designed to visually connect the indoor and outdoor public spaces and uses, including providing the "missing link" in the multi-use path and utilizing the public open space on the site to create a cohesive connection with North Point Park and North Point Commons, resulting in greater use and improved security for residents and visitors.

- 3. provides benefits to the city which outweigh its adverse effects; in making this determina-**

tion the Planning Board shall consider the following:

- a. 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;**
- b. traffic flow and safety;**
- c. adequacy of utilities and other public works;**
- d. impact on existing public facilities within the city; and**
- e. potential fiscal impact.**

The Project will provide substantial benefits to the City, in particular by redeveloping a prominent parcel of land from a use that is incompatible with the neighborhood to a use that is highly compatible. DCR will utilize the \$20.4 million purchase price paid by EF for the Development Parcel to clean up environmental contamination and develop a new and long anticipated DCR operations and maintenance facility, bringing an unfunded goal of the Central Artery Tunnel Project mitigation to fruition and moving the facility to a location where its impact on the neighborhood will be markedly reduced. Additionally, EF's expansion will create a significant number of construction and permanent jobs, and will add a currently tax-exempt parcel of State-owned land to the City's tax base.

The Project will provide an exceptional amount and quality of active recreational open space on a site that is currently closed to the public. The ground floor gym and café and public open space on the site will create active, public uses and will provide amenities to residents and visitors. The Project will also diminish the visual impact of the DCR maintenance facility, elevated roadway and highway ramps on the surrounding areas. The Project will eliminate a gap in the multi-use path along North Point Boulevard between the residential uses to the north, the office, education and park uses to the south, and the future residential and open space uses to the east.

The Project will provide publicly beneficial space both inside and outside of the building. The gym, café and other ground level design elements will be publicly accessible, open and inviting. The Project will also include a flex-field in the area closest to North Point Boulevard. The flex-field will be large enough to accommodate 5v5 soccer matches and can accommodate other activities such as yoga, Frisbee and other lawn games. EF will provide a mechanism for the public to reserve the use of the field for community games and activities.

As discussed above, the Project is expected to have minimal impact on traffic in the area. Indeed, the Project's location is in close proximity to several MBTA transit stations. Additionally, EF offers a private shuttle service to its employees and students to Kendall Square, Lechmere and Community College MBTA stations. The TDM measures adopted by EF will, among other things, be geared towards continued reduction in single occupancy vehicle use for travel to and from the new building by encouraging carpooling, vanpooling, bicycling, and walking.

There are adequate public utilities serving the site and no utility work by the City will be required in connection with the Project. Additional information on utilities and infrastructure for the Proj-

ect can be found in Section 3.

C. General Development Controls Applicable to a PUD

12.50 GENERAL DEVELOPMENT CONTROLS

12.51 Applicability and Conformance with Existing Policy Plans. The following regulations in this Section 12.50 shall control development within each PUD district. Each development proposal for a PUD shall, to the extent feasible, be made to conform to existing policy plans established by the Planning Board or City Council from time to time for the specific area of the city in which the PUD is located.

As noted above, the Project will be consistent with the Eastern Cambridge Plan and the Eastern Cambridge Design Guidelines.

12.52 PUD Development Parcel Size. The minimum size of a development parcel for a planned unit development shall be as indicated in each planned unit development's individual regulations; however the Planning Board may, at its discretion, allow development parcels containing less than the minimum parcel size required but at least five times the minimum required area for a lot in the base zoning district in which the development would be located. The Planning Board shall permit a development parcel containing less than the minimum parcel size required only upon its written determination that public review and approval of such a small development is necessary for accomplishing the planning objectives of the PUD district in which the development is located.

As discussed in more detail below, the Development Parcel size of approximately 125,000 square feet exceeds the minimum required parcel size of 100,000 square feet required in the PUD-6 District.

12.53 Standards for Construction of Roadways. All new roadways within a PUD shall be constructed in conformance with standards established by the Department of Traffic and Parking.

12.53.1 Any existing private way or subsequently constructed private way in a PUD may be accepted by the City as a public way only if it meets the Minimum Standards for Acceptance of Existing Private Ways as Public Ways as adopted by the Planning Board.

12.53.2 The design of the overall circulation pattern shall be prepared in accordance with the principles and concepts established in "Recommended Practices for Subdivision Streets" prepared by the Institute of Traffic Engineers (1965).

No roadways, public or private, will be constructed in connection with the Project.

12.54 Standards for Construction of Utilities and Public Works. All improvements to the site which include the installation of utilities, public lighting, sewers, and other public works shall be constructed according to criteria established by the Public Works Department, Water Department, Electrical Department, the Planning Board and other appropriate departments. If the developer provides public works, roadways, and utility improvement to the site, the Planning Board may require the developer to post a performance bond.

All improvements to the Development Parcel that include the installation of utilities, public lighting sewers, and other public works will be constructed in accordance with the requirements of applicable City departments. Additional information on utilities and infrastructure for the Project can be found in Section 3 of the Development Proposal.

- 12.55 Landscaping.** All open areas within a PUD which are not used as driveways, walkways, or parking lots shall be landscaped in an appropriate manner utilizing both natural and manmade materials such as grass, trees, shrubs, and benches. Wherever possible, deciduous trees should be planted along new and existing streets. Plazas, arcades, malls, and similar manmade developments shall be counted as landscaped area. In addition, landscaping within a PUD shall conform to any landscaping criteria or requirements which may be adopted by the Planning Board or City Council from time to time, except that any PUD development prior to the establishment of formal landscaping regulations shall not have to conform to them. Outdoor lighting shall be considered in a landscaping plan and shall be designed to complement both manmade and natural elements of the PUD.

Open areas within the Development Parcel that are not used as driveways or walkways will be improved as active recreational open space with landscaping and various athletic and recreational facilities to serve as the missing link that connects North Point Park and North Point Commons resulting in a cohesive network of parks. The landscaping elements will include attractive seating areas, trees and bushes, which will offer the public a quiet area for passive recreation. These elements will conform with any applicable landscaping criteria or requirements. A Landscaping Plan is included with this application in Figure 8.4.3.

To develop a plan for the public open space at the Project, EF undertook a transparent public process to gain the open space preferences of the community. EF sent a survey to its neighbors and representatives from local stakeholder groups. The survey included a draft site plan for the Development Parcel and invited community members to select their preference from a list of previously suggested outdoor recreational facilities. EF received over 200 responses for the survey and the overwhelming response was in favor of an outdoor fitness course, followed by a yoga/tai chi patio, a 5v5 soccer field and a lawn. EF has made an effort to combine these top choices and has combined the 5v5 soccer field and lawn to create a multi-use flex field.

- 12.56 Environmental Performance Standards.** All uses in the PUD district shall conform to all applicable federal, state and local laws and regulations regarding the environment such as laws and regulations concerning noise, air quality, water quality, radiation, and radioactivity.

The Project and the uses at the Project will conform to all applicable federal, state and local laws and regulations regarding the environment including laws and regulations applicable to air quality, water quality, radiation and radioactivity. The Project is subject to review pursuant to the Massachusetts Environmental Policy Act (“MEPA”) and is subject to review and approval pursuant to M.G.L. c.91 by the Massachusetts Department of Environmental Protection. EF will comply with all relevant regulations and permit conditions resulting from any such review.

Although the Project will be located adjacent to the Gilmore Bridge, a highway ramp/Route 93, the future DCR maintenance facility and Boston, Sand and Gravel, which contribute to relatively high ambient noise levels, the equipment selection and location for mechanical equipment serving the building will take noise into careful consideration, particularly given the planned resi-

dential use. As the design for the Project develops, the Project's acoustical consultant will review equipment noise data and proposed screening techniques to confirm compliance with the City of Cambridge noise ordinance.

The soil for the Development Parcel consists of urban fill, which is found throughout East Cambridge and contains various anthropogenic contaminants such as metals, polynuclear aromatic hydrocarbons and other constituents. Excess soil will be transported offsite during the construction process and clean fill will be used to prevent the general public from coming into contact with the existing urban fill. Additionally, the northern portion of the Development Parcel is occupied by large soil stockpile, which is understood to have been generated during the Central Artery/Tunnel project. In anticipation of conveying the Development Parcel to EF, DCR has commenced work to remove the stockpile.

D. Applicable Requirements for PUD Development in the North Point Residence District

13.73 Use Regulations. Any use permitted in Article 16.000 - North Point Residence District may be allowed by the Planning Board, but subject only to the requirements and limitations of this Section 13.70. Other uses, not permitted in Article 16.000 but permitted in a Business B District, may be allowed by the Planning Board upon a written determination that such use is compatible with and advances the policy objectives of the Eastern Cambridge Plan and that it is necessary to support the predominant residential use in the PUD in the North Point Residence District. However, except as set forth in Section 13.73.0 below, non-residential uses may not constitute more than thirty-five (35) percent of the total authorized Gross Floor Area within any Development Parcel, exclusive of both Gross Floor Area devoted to parking facilities and the additional Gross Floor Area (GFA) that may be constructed as a result of the application of FAR bonuses permitted in Section 11.200.

The Project will contain general office (Section 4.34(d)), education (other school) use (Section 4.33(b)(6)), dormitory (Section 4.33(b)(7)), and retail (café and fitness center) (Section 4.35(a)) space, all of which are uses permitted under Section 16.21 of the Ordinance, and will comply with the requirements of Section 13.70 with respect to such uses. Approximately eighty-five percent (85%) of the GFA in the building, exclusive of GFA devoted to parking, will be dormitory space or accessory to the dormitory space.

13.74 Dimensional Requirements.

13.74.1 Floor Area Ratio (FAR) Limitation. The maximum ratio of Gross Floor Area to the total area of the Development Parcel, which area shall be calculated in accordance with Section 13.74.2 below, shall be 2.4 except as modified by Sections 13.74.11 — 13.74.13 below. Any GFA contained within the head house or transit station serving the MBTA Green Line, excluding any GFA occupied by private retail, office, or other uses, shall not be subject to the FAR limitations set forth in this Section 13.74.1. Where a Development Parcel encompasses lots to which different FAR and nonresidential use limitations apply, the FAR and non-residential use limitation regulations shall be used only to determine the total amount of GFA permitted including the GFA devoted to residential and non-residential uses. Those FAR and non-residential use regulations shall not regulate or limit the distribution of the authorized GFA or uses within the Development Parcel as a whole. That distribution shall

be determined by the Planning Board in its approval of the Final Development Plan.

The FAR for the Project is proposed to be 2.4 and will therefore comply with this requirement.

- 13.74.2 Minimum Development Parcel Size.** The minimum size of the Development Parcel shall be the larger of (1) one hundred thousand (100,000) square feet or (2) seventy five percent of the area of a lot or combination of lots (a) in existence as of June 1, 2001 and (b) held in common ownership where it is proposed to incorporate any portion of such lot or lots within the Development Parcel provided that clause (2) shall not apply to a lot or combination of lots owned by The Commonwealth of Massachusetts or a department thereof as of June 1, 2001. The area of a development parcel may include land dedicated (after adoption of this Section 13.70 and prior to the issuance of any building permit for work under a PUD special permit under this Section 13.70) by the owner or former owner of the land, whether in fee or by easement, deed restriction, covenant or comparable legal instrument enforceable by the City of Cambridge or other public entity, as a public way, private way open to public use, or public open space.

The Project will comply with this requirement. The Development Parcel for the Project contains approximately 125,000 square feet.

Approximately 20,000 SF of the Development Parcel (the “DCR Easement Area”) will be subject to an easement in favor of the Commonwealth of Massachusetts in order to permit its use by DCR in connection with the planned maintenance facility. Because the Commonwealth is exempt from municipal zoning regulations, EF requests that the Planning Board specifically find that the use of the DCR Easement Area by the Commonwealth will not interfere with or otherwise affect the zoning compliance of the Project.

- 13.74.3 Maximum Building Height.** The maximum height of buildings in the PUD district shall be eighty five (85) feet except as otherwise shown on the PUD in the North Point Residence District Height Limitation Map (Map 13.71) and as provided herein and as further regulated by the provisions set forth in Sections 13.74.31 — 13.74.33 below.

- 1. Maximum Building Height of One Hundred and Fifty (150) Feet.** The maximum height of buildings shall be 150 feet in the following described areas:
 - a. That area bounded by a line beginning as the centerline of Charlestown Avenue, then the centerline of North Point Boulevard and its southeasterly extension to the Cambridge/Boston municipal boundary line, then the Cambridge/Boston municipal boundary line, and then the centerline of O’Brien Highway (Bridge Street) to the point of origin.**
 - b. That area bounded by a line beginning at the intersection of the Boston and Cambridge municipal boundary line and the centerline of Charlestown Avenue, then southwesterly to the centerline of Monsignor O’Brien Highway, then northwesterly by the centerline of Monsignor O’Brien Highway to the intersection of a line 200 feet northwesterly of and parallel to northwesterly sideline of Charlestown Avenue, then northeasterly by a line 200 feet northwesterly of an parallel to the northwesterly sideline of Charlestown Avenue to Reference Line #1 (see Section 13.74.34), then northwesterly by Reference Line #1 to its intersection with a line that is 117 feet southerly of and parallel to the westerly portion of Reference Line #1 that is deflected 22 degrees south then westerly**

by a line 117 feet southerly of and parallel to the westerly portion of Reference Line #1 that is deflected 22 degrees south to a point that is the intersection of a line which is 525 feet easterly of and parallel to the northerly extension of the centerline of Second Street, then northerly by a line which is 525 feet easterly of and parallel to northerly extension of the centerline of Second Street, to a point that is the intersection of a line that is 100 feet northerly of and parallel to Reference Line #1, ten westerly by a line 100 feet northerly of and parallel to Reference Line #1 to the intersection of a line that is, the northerly extension of the centerline of Second Street, then northerly by a line that is the northerly extension of Second Street to its intersection with the Cambridge and Somerville municipal boundary line, then the Cambridge/Somerville/Boston municipal boundary line to the point of origin.

2. **Maximum Building Height of One Hundred and Twenty (120) Feet. The maximum height of buildings shall be 120 feet in the following described areas:**
 - a. That area bounded by a line beginning at the centerline of Monsignor O'Brien Highway at the boundary of the area described in 13.74.3(1)(b) above; then northwesterly by the centerline of Monsignor O'Brien Highway to the intersection of a line which is 325 feet northwesterly of and parallel to the northwesterly sideline of Charlestown Avenue, then northeasterly by a line 325 feet northwesterly of and parallel to then northwesterly sideline of Charlestown Avenue to Reference Line #1 at the boundary of the area described in 13.74.3(1)(b) above, then southeasterly by the boundary of the area described in 13.74.3(1)(b) above then southwesterly by the boundary of the area described in 13.74.3(1)(b) to the point of beginning.
 - b. That area bounded by a line beginning at the boundary of the area described in 13.74.3(1)(b) above at the intersection of a line that is the northerly extension of the centerline of Second Street and a line that is 100 feet north of and parallel to Reference Line #1, then easterly and southerly by the boundary of the area described in 13.74.3(1)(b) above to the intersection of Reference Line #1, then westerly by Reference Line #1 to the intersection of Special Zoning District 1 zoning district boundary line, then northwesterly by the Special District 1 zoning district boundary to the Cambridge and Somerville municipal boundary line, then easterly by the Cambridge and Somerville municipal boundary line to the boundary of the area described in 13.74.3(1)(b) above, then southerly by a line that is the centerline extension of Second Street and the westerly boundary of the area described in 13.74.3(1)(b) above to the point of beginning.

The Project will comply with the height requirements of Section 13.74.3. The Development Parcel is located within the area described in Section 13.74.3(1)(a) and is therefore subject to a 150 foot maximum height limitation. The Project will be 150 feet in height.

- 13.74.31 Portions of Buildings Limited to Sixty-five Feet.** Except within the area described in Section 13.74.3(1)(a), any portion of a building that is within fifty (50) feet of an existing or proposed Public Open Space or single intervening street abutting that open space may exceed 65 feet only if for each floor above 65 feet, that floor is set back an additional 10 feet from the façade of the floor below, until the maximum height is attained, or until a 20 foot setback from the façade at 65 feet is attained. Alternately, a setback of 20 feet from the façade of the building at a height of 65 feet shall be permitted, and the remaining portions of the building allowed to achieve the maximum height permitted by Section 13.74.3, or any variation between the two provisions.

The Development Parcel is located within the area described in Section 13.74.3(1)(a) and this requirement is therefore not applicable.

13.75 Open Space. Any combination of Public Open Space, Green Area Open Space or Permeable Open Space, as defined in this Ordinance, shall be provided on every Development Parcel and shall in the aggregate equal at least twenty (20) percent of the area of such Development Parcel. Owners of adjacent Development Parcels may collectively provide such open space by dedication, easement, deed restriction, covenant, or comparable legal instrument enforceable by the City of Cambridge or other public entity, in which event each such development parcel shall, for purposes of this Section 13.70 be deemed to include such portion of such open space as such owners shall allocate to it in such legal instrument. This open space requirement shall be subject to the following provisions.

- 1. All required open space shall be generally accessible to the public for reasonable periods throughout the day for the purposes for which the open space is designed and approved by the Planning Board, which may include but not be limited to walking, bicycling, active and passive recreation. The Planning Board must approve any proposal to significantly limit public access to the required open space.**

The Project will comply with this requirement. Over 60,000 square feet or 48% of the Development Parcel will be open space, all of which will be accessible to the public.

13.76 Parking and Loading Requirements. Off-street parking and loading requirements shall be the same as currently specified in Article 6.000 and in the Schedule of Parking and Loading Requirements applicable to the Residence C-3, Office 3, Business B and Industry B districts, except as modified below.

13.76.1 Parking facilities may be located on the lot they serve or may be located in whole or in part in one or more pooled private or public parking facilities located anywhere within the PUD in the North Point Residence District.

13.76.2 Parking and loading requirements shall be as follows:

- 1. Residential Uses: 1 space per unit minimum and 1.5 spaces per unit maximum.**
- 2. General Office Uses: 1 space per 1,250 gross square feet minimum and 1 space per 625 gross square feet maximum.**
- 3. Technical Office for Research and Development Uses: 1 space per 1,675 gross square feet minimum and 1 space per 840 gross square feet maximum.**
- 4. Retail and Consumer Services: No accessory parking shall be required if the retail and consumer service uses are located on the ground floor and front on and have a public entry directly onto a publicly accessible street.**

13.76.21 Notwithstanding the provisions of Section 13.76.2 above, the total number of parking spaces serving non-residential uses in the PUD in the North Point Residence District shall not exceed 2,500 spaces, allocated to each Development Parcel at the rate of 1.2 spaces per 1,000 square feet of land in the Development Parcel.

The Project will comply with parking requirements of Section 13.76 of the Ordinance. [The calculations for parking at the Project are included in the TIS (Appendix A.2)] Pursuant to Section 13.76.2, the minimum required parking spaces at the Project is 110, with no dedicated restaurant

parking provided as required by Section 13.73.1 of the Ordinance, and two loading docks are required. The maximum parking requirement calculated in accordance with Section 13.76.21 is 150 spaces. Additionally, the maximum parking requirement calculated in accordance with Art. 6.000 is 139 spaces. The garage at the Project will provide approximately 110 spaces, of which 5 will be handicapped accessible spaces, and two loading docks.

13.78 Other Provisions

13.78.1 Signs. The sign regulations of Article 7.000 applicable to Retail, and Office Districts shall be applicable in the District.

The Project will comply with the sign regulations of Art. 7.000. In the event that signage proposed will not meet the relevant requirements, EF may seek a variance from the signage requirements of Article 7.00 of the Ordinance. If so, an application to the Board of Appeal for such a variance will be made in due course.

13.78.2 Perimeter and Transition. Any part of the perimeter of a planned unit development which fronts on a public open space for not less than two hundred and fifty (250) feet or is immediately adjacent to and within three hundred (300) feet of the Charles River shall be so designed as to complement and harmonize with adjacent land uses (existing or proposed) with respect to scale, density, setback, bulk, height, landscaping, and screening.

The Project does not front on a public open space for two hundred and fifty (250) feet or more and is not immediately adjacent to or within three hundred (300) feet of the Charles River.

13.78.3 Traffic Mitigation Measures. In reviewing a development proposal under the provisions of this Section 13.70 and Section 19.20, the Planning Board shall determine that the proponent has demonstrated, at the time of Final Development Plan Approval, a commitment to a Transportation Demand Management program consistent with the reduced parking mandated in this Section 13.70. The measures to be taken in this program must address:

- 1. The amount of parking provided,**
- 2. The scale of development and the mix of uses proposed, and**
- 3. The assumptions employed with regard to the proportion of automobile use for those traveling to the site.**

For examples of such Measures, the Planning Board shall refer to the Eastern Cambridge Plan, Article 18.000, and the requirements of Section 19.20 in establishing Transportation Demand Management measures applicable to any approved PUD.

The TIS presents a detailed TDM program to reduce vehicle dependency at the Project. As referenced in the TIS, the 2016 City of Cambridge PTDM survey indicates that a high percentage of staff/faculty and employees currently walk, bike and take transit to the existing EF campus. The Project's location close to the Orange Line Sullivan Square and Green Line Lechmere, Science Park, and North Station train stations and the EF shuttle is expected to significantly encourage transit use by employees of the new building.

13.78.4 Relationship to MBTA Urban Ring Transportation Planning Project. In all PUD application

documents, the applicant shall indicate how the proposed PUD development relates physically to the most current plans developed by the MBTA for implementation of the Urban Ring transportation project.

Per the latest Locally Preferred Alternative plan provided in the Urban Ring Phase 2 RDEIR/DEIS on the Mass DOT Urban Ring Project website, the Urban Ring Route will have a stop in Cambridge near the Project Site planned at the MBTA Green Line Lechmere Station. This is less than a half-mile walk from the site today.

E. Findings Related to the Proposed Fitness Center and Café (Retail) Use at the Project

13.73.1 Special Provisions Related to Permitted Retail Uses.

- 1. The total Gross Floor Area for retail and consumer service establishments authorized by the Planning Board in all approved PUDs within that portion of the PUD in the North Point Residence District located west of Charlestown Avenue shall not exceed 75,000 square feet or 25,000 square feet for that portion of the PUD located east of Charlestown Avenue, unless a finding is made by the Planning Board that additional retail use will better serve the objectives of this Section 13.70 and the objectives of the Eastern Cambridge Plan. All retail and consumer services establishments shall be subject to the following limitations:**
 - a. In no instance shall any individual retail or consumer service establishment exceed 10,000 gross square feet unless the Planning Board determines in writing that establishments of a greater size better support and serve the residents within the PUD district and better advance the policy objectives set forth in the Eastern Cambridge Plan and the guidance proved in the Eastern Cambridge Design Guidelines.**
 - b. No off street parking is provided except that the Planning Board, in approving a Final Development Plan, may explicitly permit accessory off street parking not to exceed one space per two thousand (2,000) square feet of Gross Floor Area approved for retail and consumer service establishments, provided that mitigating measures are included to ensure that the goals of the district will be met.**
- 2. The initial 50,000 square feet of retail and consumer service establishments authorized in total in approved PUDs shall be exempt from any limitations as to nonresidential Gross Floor Area as set forth in Section 13.73.1 above subject to the following limitations:**
 - a. The GFA is located on the ground floor and fronts on and has a public entry onto a publicly accessible street.**
 - b. The establishment is located within the 500-radius described in Section 13.74.11 below.**

The Project will contain approximately 12,042 square feet of fitness center/café space, which will be located on the ground floor of the Project. The entrance to the space will be through the building lobby and will face North Point Boulevard. In addition to being a requirement of M.G.L. c.91 (as further described below), the additional space allocated to the retail uses of a fitness center and café will better serve the objectives of the PUD-6 District and the Eastern Cambridge Plan by providing for retail services to be located within and serve the residential community in the neighborhood, as well as stimulate activity in the area and at the public open space planned for the Project site. The Project will provide publicly beneficial space both inside and outside of the building. The gym and other ground level design elements will be publicly accessible, open and

inviting and the gym will overlook the flex field, to promote active recreational uses. The gym, café, public bike room and lobby gathering space at the Project will also be considered a “Facility of Public Accommodation” for purposes of meeting the requirements of M.G.L. c. 91 and for this reason it is required that it be located at the Project.

F. Project Review Special Permit

19.25.1 Traffic Impact Findings.

As discussed in further detail in Section 3 the Project will have no substantial adverse impact on City traffic within the study area as analyzed in the TIS.

19.25.2 Urban Design Findings.

See Section 5 for discussion of Article 19 Urban Design Objectives.

5. URBAN DESIGN OBJECTIVES NARRATIVE

The EF III building and site will be responsive to existing or anticipated patterns of development (CZO 19.31).

The new EF III building is sited in close proximity to existing EF I and EF II, which will remain in use by EF and the Hult International Business School. There is a strong connection anticipated between complementary uses of the three buildings, as well as with the nearby 17 Monsignor O'Brien Highway (EF IV).

EF III's orientation on the site negotiates numerous site constraints – easement to DCR, Gilmore Bridge easement, MWRA sewer line – while defining a transition in the street edge from Twenty/20 to the west and EF II to the east. The siting also creates new public parkland along North Point Boulevard. The new parkland for active public use is connected to the indoor ground floor uses (gym, café), and effectively links the water's edge at North Point Park to North Point Common to the west.

There are no adjacent historic or low scale residential buildings, and the site does not contain an existing structure. Four existing DCR maintenance and storage sheds will be removed for the development.

The EF III building and site will be pedestrian and bicycle- friendly, with a positive relationship to the surroundings (CZO 19.32).

The design of the development site has been coordinated to strengthen and extend existing bicycle and pedestrian paths. The base of the building facing the entry and park will feature largely transparent facades with views into publicly accessible active areas, and provide visual interest to pedestrians. Bicycle facilities will include an indoor bicycle room located on the ground floor, and outdoor bicycle sheds and racks, all available for public use.

The EF III development will mitigate adverse impacts of development upon its neighbors (CZO 19.33).

EF III is located adjacent to a highway ramp, and in close proximity to Route 93, which generates the area's relatively high ambient noise levels. Nonetheless, the preliminary equipment selection and preliminary location for mechanical equipment serving the building takes noise control into careful consideration. As the design for the project develops, the project's acoustical consultant will review equipment noise data and proposed screening techniques to confirm compliance with the City of Cambridge noise ordinance.

The location and preliminary selection of mechanical equipment has been considered and addressed in the early stages of the design to mitigate aesthetic impact, in terms of views from grade and from adjacent buildings. Rooftop equipment will be concealed by a rooftop screen composed to complement the overall design of the building.

Landscaped areas will serve as a visual amenity and contribute to the sustainable goals of the project, with incorporation of stormwater Best Management Practices and reduced reliance on irrigation.

The building's design and siting minimizes shadow impacts on neighboring lots and on the parkland being created by the development.

Service areas and parking access will be located away from primary pedestrian paths to minimize visual impacts on park users and neighbors. Trash storage and handling will be contained within the building, out of sight of pedestrians, and with noise impacts controlled.

The EF III development will not overburden the City infrastructure services (CZO 19.34).

The EF development is designed to be sustainable in its design and low-impact in its need for services. Mechanical systems will include high-efficiency equipment and variable frequency drives for reductions in energy consumption for heating and cooling. Natural daylighting strategies will reduce electrical loads for lighting occupied spaces wherever possible. The building is being designed to meet US Green Building Council LEED Version 4 Gold Standards.

The EF III development will reinforce and enhance urban aspects of Cambridge (CZO 19.35).

The building will reinforce the tradition in Cambridge that locates active uses on ground floors of large commercial or institutional buildings. Publicly accessible areas within the building base include a gym and café, supported by rest rooms and indoor bike parking. The public ground floor spaces will be designed to create an indoor/outdoor character relative to the outdoor park spaces. When weather permits, gym functions can occur outdoors.

The building entry will be designed to express the public activity within the building base, with generous amounts of glass to allow visibility to pedestrians of the activities within.

Expansion of housing inventory (CZO 19.36).

The development of a new dormitory building for Hult International Business School will provide approximately 500 student housing beds that will enhance the residential character of the neighborhood and increase the overall supply of housing in East Cambridge.

The EF III development will enhance and expand open space amenities (CZO 19.37).

Publicly beneficial space will be provided inside and outside the building. The public lobby area will visually extend the natural landscape to interior spaces that can be enjoyed throughout the year, and will minimize the delineation between inside/outside. Publicly accessible spaces will be open and inviting. As noted above, the gym will connect to the outdoor park, with its multi-use field and sports track, bringing gym users and activity outside to areas with high visibility. A range of indoor and outdoor furniture and seating will also express the public sense of the spaces.

Concepts for the development of site features include a variety of landscape and hardscape forms, materials, and textures, including rock formations, ornamental trees, and plantings. These forms and textures will integrate the project into a context that is a collage of diverse natural and man-made forms.

EF III responds to Eastern Cambridge Design Guidelines

Although its site is unique, EF III's siting and design respond directly to key aspects of the Eastern Cambridge Design Guidelines, including:

- Main entrance is now located so as to directly face North Point Boulevard.
- Transparent materials and interior lighting maximize visibility of street level uses, with clear view from the sidewalk to the building's interior spaces.
- The building has a clearly expressed base, middle and top. The top has an interesting and varied roofline.
- The building has been located on the site to minimize shadows on the major new park space.
- Active uses are provided at street level, including a fitness center, café, bike room and meeting space.

These spaces are designed to create an indoor/outdoor character relative to the various outdoor parks.

- The site design provides a mix of open spaces with diverse uses. The new park space is a connecting link between North Point Park and North Point Commons. The new sidewalks and bike paths also are designed to connect to those east and west.
- The loading dock is tucked away from view
- The building is being designed to achieve LEED v4 Gold Certifiable.

6. SUMMARY OF COMMUNITY OUTREACH

The EF III project is a public-private partnership that has been subject to community input since prior to the State Legislature's approval of Chapter 265 of the Acts of 2014, the enabling legislation for the project. In the months leading up to the legislative process in 2014, EF conducted meetings with the Charles River Conservancy, Charles River Watershed Association, East Cambridge Planning Team, Esplanade Association, New Charles River Basin Citizens Advisory Committee Meeting and the Regatta Riverview Condominiums Association. EF met with the above stakeholders multiple times before the MEPA Environmental Notification Form (ENF) was filed in December 2014, and again during the official comment period. The subject of the meetings focused on site boundaries, preliminary site plans, and the mechanism for DCR to build a permanent maintenance facility with the proceeds of the land sale.

Between December 2014 when the ENF was filed and December 2016 when the MEPA DEIR was filed, EF invested significant time in working with DCR to ensure that the agency would have enough space to build its permanent maintenance facility. During this period, EF kept the wider Cambridge community informed of the EF III project through meetings with the East Cambridge Planning Team (June 2015 and June 2016) and the New Charles River Basin Citizens Advisory Committee (September 2015 and April 2016). EF also held one-on-one meetings with the Charles River Conservancy and the Charles River Watershed Association.

Prior to the DEIR filing and during the DEIR public comment period, EF held the below listed meetings to provide an update on the project, focusing on building design and program, the new creation of public open space, and the project's compliance with chapter 91 and the no net loss policy.

- 9/22/16 – Charles River Conservancy
- 9/22/16 – Charles River Watershed Association
- 10/11/16 – Regatta Riverview Condos
- 12/14/16 – East Cambridge Planning Team
- 1/9/17 – Regatta Riverview Condominiums Association
- 1/13/17 – Esplanade Association
- 1/17/17 – New Charles River Basin Citizens Advisory Committee
- 1/24/17 – Twenty/20 Property Management Team

Leading up to the MEPA FEIR, Chapter 91 application and the Cambridge Special Permit process, EF sought additional public input on the open space programming, building design and site plan, and site circulation features. On February 2, 2017, we emailed a survey to our neighbors and representatives from local stakeholder groups. The survey included a draft site plan and invited community members to select their preference from a list of previously suggested outdoor recreational facilities. The recipients of the survey included, but were not limited to:

- Charles River Conservancy
- Charles River Watershed Association
- Charlestown Mothers Association
- Charlestown Waterfront Coalition
- East Cambridge Planning Team

- Esplanade Association
- New Charles River Basin Citizens Advisory Committee
- Regatta and Twenty/20 Residential Buildings
- Local and State Elected Officials

Between February 2nd and 16th, 2017, the survey received more than 200 responses. Overwhelmingly, the most popular selection was an outdoor fitness course, followed by a yoga/tai chi patio, a 5v5 small soccer field, and a lawn. EF used these selections to inform its open space programming and landscaping plans.

Additionally, EF held the following meetings prior to the FEIR and Chapter 91 filings and before appearing in front of the Cambridge Planning Board on April 25th for the pre-application conference:

- 3/15/17 – Regatta Riverview Condos (Board of Directors)
- 3/28/17 – DivcoWest/NorthPoint Project Development Team
- 3/29/17 – Regatta Riverview Condos (approx. 40 owners and tenants)
- 3/30/17 – Charles River Conservancy
- 4/4/17 – Charles River Watershed Association
- 4/12/17 – East Cambridge Planning Team
- 4/14/17 – Charles River Conservancy

Following EF's pre-application conference, EF has conducted the below stakeholder and public meetings:

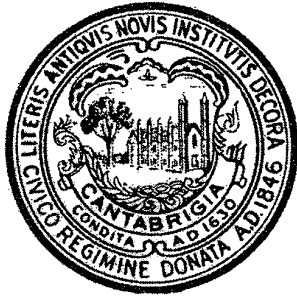
- 5/2/17 – East Cambridge Business Association
- 5/2/17- Charles River Transportation Management Association (CRTMA)
- 5/3/17 – Cambridge Transit Advisory Committee and Bike/Pedestrian Committee
- 5/5/17 – Conservation Law Foundation
- 5/10/17 – East Cambridge Planning Team
- 5/24/17 – Conservation Law Foundation
- 5/25/17 – Regatta Riverview Board of Directors
- 5/31/17 – EF III Community Meeting held at 2 Education Circle
- 6/1/17 – Conservation Law Foundation, Charles River Watershed Association and Charles River Conservancy
- 6/6/17 – Cambridge Planning Board Public Hearing
- 6/8/17 – Ch. 91/DEP Public Hearing

EF plans to continue to collaborate with and inform key stakeholders and neighbors throughout the remainder of the permitting and construction process.

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7. CERTIFICATE OF RECEIPT OF PLANS

SIGNATURES ARE BEING COLLECTED



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: 10 North Point Boulevard

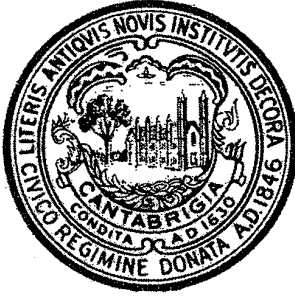
Applicant Name: EFEKTA Group, Inc.

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, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION



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: 10 North Point Boulevard

Applicant Name: EFEKTA Group, Inc.

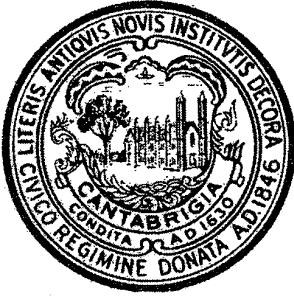
For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (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, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

EF EXPANSION AT NORTH POINT (EF III) - Final Development Plan Application / 24 July 2017



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:

Project Address: 10 North Point Boulevard

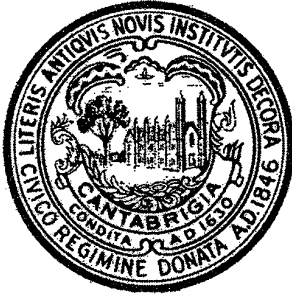
Applicant Name: EFEKTA Group, Inc.

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, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION



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: 10 North Point Boulevard

Applicant Name: EFEKTA Group, Inc.

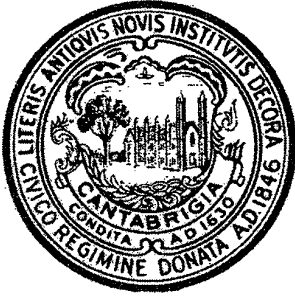
For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (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, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

EF EXPANSION AT NORTH POINT (EF III) - Final Development Plan Application / 24 July 2017



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: 10 North Point Boulevard

Applicant Name: EFEKTA Group, Inc.

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

CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION