NORTHPOINT

Notice of Project Change

September 1, 2017

Prepared for:
DW NP Property, LLC
c/o DivcoWest Real Estate Investments
200 State Street, 12th Floor
Boston, MA 02109

In collaboration with:
The HYM Investment Group, LLC
One Congress Street
10th Floor, Suite 101
Boston, MA 02114

Presented by:
Beals and Thomas, Inc.
Reservoir Corporate Center
144 Turnpike Road
Southborough, MA 01772

In collaboration with:
Perkins+Will
NBBJ
Galluccio & Watson, LLP
Goulston & Storrs PC
CBT Architects
VHB/ Vanasse Hangen Brustlin, Inc.

Submitted Pursuant to Article 80 of the City of Boston Zoning Code

DIVCOWEST

September 1, 2017

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Via: Hand Delivery

Reference: Notice of Project Change
NorthPoint DPIR
Boston, Massachusetts
B+T Project No. 2084.02

Dear Director Golden:

DivcoWest Real Estate Investments ("**DivcoWest**") is pleased to submit this Notice of Project Change ("**NPC**") for the portion of NorthPoint situated within the City of Boston. This filing is submitted in accordance with the City of Boston Zoning Code (the "**Code**") in order to change and update certain provisions of the following project documents:

- The Draft Project Impact Report, filed on November 6, 2002, as well as subsequent comment letters;
- The 2003 Preliminary Adequacy Determination (the "**2003 PAD**"), issued by the Boston Planning and Development Agency (the "**BPDA**") (formerly, the BRA) on September 29, 2003; and
- The Development Regulatory Agreement dated July 29, 2014.

Project Update

DivcoWest purchased the NorthPoint Project in 2015, and has sought to accelerate development of the Project Site. Since its acquisition of NorthPoint, DivcoWest has made the strategic decision to proceed with construction of an approximately 450,000 sf lab building (parcel JK located in Cambridge and Somerville) on speculation without a tenant for the space. DivcoWest has also had advanced discussions with other potential tenants, and wishes to undertake this NPC in order to ready this site for immediate development.

Changes to the Project

The only changes for which approval is sought by DivcoWest are the increases in height of the lab building planned for Parcel G in Boston from approximately 150' to approximately 248' and of the office building on Parcel H from approximately 150' to approximately 175'. While the number of stories in the Parcel G and Parcel H buildings have not increased since the BPDA's issuance of the 2003 PAD, the required floor-to-floor dimension and enclosed rooftop mechanical spaces of contemporary lab buildings and buildings that contain laboratory uses has increased in the intervening 15 years, resulting in the need for additional building height. In all other respects, the

proposed development in Boston is within the parameters defined in the approvals previously granted by the BPDA. The dimensions of the proposed development, with the sole exception of heights, have not increased, and, in comparison to the previously approved project, are less in proportion.

Public Benefit and Impacts

Notwithstanding that relief is only sought on one project parameter, DivcoWest is submitting a comprehensive NPC, addressing all of the topics required in the 2003 PAD. As this submission evidences, the development contemplated by this NPC will provide significant public benefits for Boston, chief among them:

- Bring additional lab and commercial office tenants to Boston;
- Increase the commercial tax base of Boston;
- Generate linkage payments to fund important Boston priorities;
- Provide pedestrian, bike and open space improvements; and
- Make important contributions to the Green Line Extension ("**GLX**") project.

All of this will be accomplished without negative impacts on the City of Boston. The Project Site is separated from the rest of Boston by a 650' wide active rail yard and the elevated Interstate 93 structure and ramps. All utilities will be provided from the City of Cambridge. As the entire NorthPoint development is only accessible by automobile from Cambridge, the traffic impacts in Boston will be negligible. Through an agreement between the City of Boston, City of Cambridge and DivcoWest, all city services for the Boston portion of NorthPoint will be provided by the City of Cambridge. Additionally, a pedestrian connection is proposed between Parcel H and the Gilmore Bridge, pending MassDOT approval.

Conclusion

DivcoWest looks forward to working with members of the public, City leadership, the BPDA Board members and BPDA staff to make this project a success for the residents of Boston.

Very truly yours,
DIVCOWEST REAL ESTATE INVESTMENTS



Mark Johnson, FAIA
Director of Development
Enclosures

cc:

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1-1

1.1 PROJECT OVERVIEW 1-1
1.2 DOCUMENT OVERVIEW 1-2

2.0 GENERAL INFORMATION 2-1

2.1 PROJECT SUMMARY 2-1
2.1.1 Master Plan 2-1
2.1.2 Boston Development 2-1
2.2 DEVELOPMENT TEAM 2-2
2.3 LEGAL INFORMATION 2-3
2.3.1 Legal Judgments Adverse to the Proposed Project 2-3
2.3.2 History of Tax Arrears on Property Owned in Boston by the Proponent 2-3
2.3.3 Site Control 2-3
2.3.4 Nature and Extent of Any and All Public Easements Into, Through, or Surrounding the Project Site 2-5
2.4 FINANCIAL INFORMATION 2-5
2.5 PLANNING COORDINATION AND CONSISTENCY 2-6
2.5.1 Tri-City Review and Coordination 2-6
2.5.1.1 Overview 2-6
2.5.1.2 City of Boston 2-6
2.5.1.3 City of Cambridge 2-6
2.5.1.4 City of Somerville 2-8
2.5.1.5 MEPA Review 2-8
2.5.2 Regulatory Controls and Permits 2-9
2.6 PUBLIC REVIEW/COMMUNITY GROUPS 2-10
2.6.1 Public Benefits 2-10
2.6.1.1 Introduction 2-10
2.6.1.2 Transit Improvements 2-10
2.6.1.3 Economic Benefits 2-11
2.6.1.4 Open Space and Public Realm Benefits 2-11
2.6.1.5 Environmental Benefits 2-12
2.6.2 Linkage Payments 2-12
2.6.3 Construction Employment 2-12
2.6.4 Permanent Employment 2-12
2.7 SUMMARY OF IMPACTS 2-12
2.7.1 Introduction 2-12
2.7.2 Transportation 2-13
2.7.3 Wind 2-13
2.7.4 Shadow 2-13
2.7.5 Daylight 2-14
2.7.6 Solar Glare 2-14
2.7.7 Air Quality 2-14
2.7.8 Water Quality/Stormwater Management 2-15
2.7.9 Geotechnical Impact 2-16
2.7.10 Solid Waste 2-16
2.7.11 Noise 2-16
2.7.12 Construction Impacts 2-16
2.7.13 Sustainable Design 2-17
2.7.14 Urban Design 2-17
2.7.15 Historic and Archaeological Resources 2-18
2.7.16 Infrastructure 2-19

2.7.17 Environmental Protection Component 2-20
2.7.17.1 Building Design Review Process 2-20
2.7.17.2 Stormwater 2-20
2.7.17.3 Flood Hazard 2-21
2.7.17.4 Noise 2-22
2.7.17.5 Geotechnical/Groundwater 2-22
2.7.17.6 Construction 2-25
2.7.17.7 Rodent Control Post-Construction 2-25
2.7.17.8 Construction Noise 2-26
2.7.17.9 Hazardous Materials 2-26

3.0 SITE CONTEXT AND EXISTING CONDITIONS 3-1

3.1 PROJECT DESCRIPTION 3-1
3.2 PROJECT SITE 3-2
3.2.1 Project Location 3-2
3.2.2 Existing Site Uses 3-2
3.3 MASTER PLAN AND SITE USES 3-2
3.3.1 Development in Boston 3-2
3.4 PROJECT DIMENSIONS 3-2
3.5 DEVELOPMENT PHASING AND INTERIM REVIEW PROCESS 3-4

4.0 TRANSIT INFRASTRUCTURE 4-1

4.1 INTRODUCTION 4-1
4.2 NEW LECHMERE STATION AND GREEN LINE RELOCATION/EXTENSION 4-1
4.2.1 New Lechmere Station — Conceptual Design 4-1
4.2.2 Green Line Extension beyond Lechmere 4-1
4.3 URBAN RING 4-1

5.0 PLANNING AND URBAN DESIGN 5-1

5.1 INTRODUCTION 5-1
5.2 PROCESS FOR ONGOING DESIGN REVIEW IN CAMBRIDGE, SOMERVILLE, AND BOSTON 5-3
5.3 BUILDING DESCRIPTION AND OPEN SPACE DESIGN 5-3
5.3.1 North Point Master Plan 5-3
5.3.2 Plan 5-4
5.3.3 Height and Massing 5-4
5.3.4 Character and Exterior Materials 5-5
5.3.5 Signage 5-6
5.3.6 Open Space and Open Space Plan 5-7
5.4 PUBLIC REALM IMPROVEMENTS 5-7
5.4.1 Bicycles and Pedestrians 5-7
5.4.2 Streetscape 5-7
5.4.3 Accessibility 5-8
5.4.4 Project Floorplans 5-8
5.4.5 Project Massing 5-8
5.4.6 Building Elevations 5-8
5.4.7 Building Sections 5-8
5.4.8 Project View Perspectives/Renderings 5-8
5.5 SUSTAINABILITY/GREEN BUILDING AND CLIMATE CHANGE RESILIENCY 5-8
5.5.1 Introduction 5-8
5.5.2 Regulatory Context 5-9
5.5.2.1 Article 37 5-9
5.5.2.2 BRA Climate Change Preparedness and Resiliency Policy 5-9
5.5.3 Sustainability/Green Building Design Approach 5-9
5.5.3.1 Overall Approach to Sustainability 5-9

5.5.3.2 LEED Introduction 5-11
5.5.3.3 LEED Credits – Parcel G 5-11
5.5.3.4 LEED Credits – Parcel H 5-23
5.5.3.5 Statement whether the Project will be USGBC Registered or Certified 5-28
5.5.4 Preliminary Energy Conservation/GHG Emissions Reduction Approach 5-29
5.5.4.1 Preliminary Energy Model/GHG emissions 5-29
5.5.4.2 Clean and Renewable Energy Analysis 5-29
5.5.4.3 Combined Heat and Power System (CHP) 5-29
5.5.4.4 Photovoltaic (Solar) systems 5-29
5.5.4.5 Architectural Wind 5-29
5.5.4.6 Energy Efficiency Utility Assistance 5-30
5.5.5 Climate Change Preparedness and Resiliency Preliminary Considerations 5-30
5.5.5.1 Sea Level Rise and Extreme Storms/Flooding 5-30
5.5.5.2 Extreme Weather Events 5-30
5.5.5.3 Describe potential resiliency measures/concepts 5-31
5.5.6 Complete the BRA Checklist 5-31
5.5.7 Preliminary LEED Scorecards 5-31

6.0 TRANSPORTATION 6-1

6.1 SUMMARY 6-1
6.2 INTRODUCTION 6-1
6.3 TRAFFIC 6-1
6.3.1 Trip Generation 6-1
6.3.2 Trip Distribution 6-2
6.3.3 Impact Assessment 6-3
6.3.4 Mitigation 6-5
6.4 TRANSIT, PEDESTRIAN, AND BICYCLE ACCESS 6-5

7.0 HISTORIC RESOURCES 7-1

7.1 HISTORIC RESOURCES 7-1
7.2 ARCHAEOLOGICAL RESOURCES 7-1

8.0 INFRASTRUCTURE 8-1

8.1 INTRODUCTION 8-1
8.2 AGENCY COORDINATION 8-1
8.3 SUMMARY OF IMPACTS 8-1
8.3.1 Water Supply 8-1
8.3.2 Wastewater 8-1
8.3.3 Stormwater 8-2
8.4 OTHER UTILITY SYSTEMS 8-3
8.4.1 Building Systems 8-3
8.5 SUSTAINABLE DESIGN 8-3
8.5.1 Approach to Design Approvals 8-3
8.5.2 Leadership in Energy and Environmental Design (LEED) Ratings Systems 8-3

Exhibits

Exhibit A Master Development Plan
Exhibit B Preliminary Adequacy Determination Waiving Further Review
Exhibit C Development Regulatory Agreement
Exhibit D Urban Designs Guidelines NorthPoint Property
Exhibit E Amendment No. 6 to Cambridge PUD Special Permit
Exhibit F Somerville Neighborhood Development Plan Approval

Exhibit G	FEIR Certificate and Advisory Opinions
Exhibit H	PTDM Decision
Exhibit I	VHB Memorandum
Exhibit J	Subdivision Plans
Exhibit K	GLX Plan
Exhibit L	Architectural Exhibits
Exhibit M	BRA Checklist
Exhibit N	LEED Scorecards
Exhibit O	Sea Level Rise and Flooding Exhibits

Appendices

Appendix A	Air Quality Study (Submitted under Separate Cover)
Appendix B	Pedestrian Wind Study (Submitted under Separate Cover)
Appendix C	Daylighting Study (Submitted under Separate Cover)
Appendix D	Solar Reflection Study (Submitted under Separate Cover)
Appendix E	Shadow Study

Section 1.0
Executive Summary

1.0 EXECUTIVE SUMMARY

1.1 Project Overview

The property is comprised of a total of approximately 45.37 acres (the "**NorthPoint Property"**), the majority of which is located in Cambridge (approximately 38.77 acres) and the remainder in Somerville (approximately 5.38 acres) and Boston (approximately 1.29 acres). The proposed project (the "**Project**") presents an exciting and continuing opportunity to develop a nearly abandoned approximately 46-acre industrial site into a thriving urban neighborhood. The proposed master development plan (the "**Master Development Plan**") for the Project will result in a dynamic, mixed-use, transit-oriented neighborhood with over eleven (11) acres of new green space, a variety of new utility and roadway infrastructure elements, and twenty (20) separate buildings.

DW NP Property, LLC (the "**Proponent**"), an affiliate of DivcoWest, as the developer of the NorthPoint Property, benefits from existing development approvals granted from Cambridge, Somerville and Boston, spread over several individual parcels (lettered A through N and Q through V), as shown on the Master Development Plan attached as **Exhibit A**, which will be developed over multiple phases.

Prior to acquisition of the NorthPoint Property by the Proponent, two residential condominium buildings were constructed on Parcels S and T in Cambridge with a total of 329 units, and one apartment building was constructed on Parcel N in Cambridge (Twenty|20) consisting of 355 apartment units and approximately 8,600 square feet of ground floor retail space. In conjunction with those buildings, Northpoint Common, a four-acre central open space area, and various internal road segments (East Street, Glassworks Avenue, Leighton Street, a portion of North Street and a significant portion of North Point Boulevard) were also constructed to help set the stage for future building development at the NorthPoint Property. In addition, construction of a commercial building on Parcel JK, which is located partially in Cambridge and partially in Somerville, commenced in June of 2017. This will be the first commercial building at the NorthPoint Property and is expected to contain primarily office, research, and development uses.

The portion of the NorthPoint Property located in Boston (the "**Project Site**"), on the northeast corner of the NorthPoint Property, comprises approximately three percent (3%) of the NorthPoint Property. The Project Site is bounded by MBTA rail facilities to the north and the Gilmore Bridge to the east. There is no direct access into the Project Site from City of Boston streets and no Boston city streets or sidewalks are located within the Project Site. Due to the location of the municipal boundaries, portions of two buildings (Buildings G and H) will be located partially in Boston. Development on the Project Site is expected to total approximately 270,178 square feet in the aggregate for Buildings G and H, and these buildings will primarily consist of office, research and development space (collectively, the "**Boston Project**").

1.2 Document Overview

The Boston Project is subject to Large Project Review by the BPDA (formerly the BRA) under Article 80B of the Code. A Project Notification Form ("**PNF**") was submitted to the BPDA on May 23, 2002, to initiate the public review process of the Boston Project. A scoping session was held on June 4, 2002, with the BPDA and other public agencies. The BPDA issued a Scoping Determination on July 29, 2002, requiring the Proponent to prepare a Development Project Impact Report ("**DPIR**"). The Proponent filed the DPIR on November 6, 2002, and subsequently filed a Response to Comments in June 2003, which responded to comment letters received on the DPIR. On September 29, 2003, the BPDA issued a Preliminary Adequacy Determination waiving further review (attached as **Exhibit B**). The Preliminary Adequacy Determination approved the development of approximately 325,000 square feet of office and/or lab space on the portions of Parcels G and H situated in the City of Boston. The Proponent also met with the Charlestown Neighborhood Council on numerous occasions. On June 3, 2003, the Boston Civic Design Commission ("**BCDC**") recommended approval of the Master Development Plan with the proviso that refined site and project designs for the Boston Project return to the BCDC for further review and approval.

On December 18, 2003, the Project Site was designated as an Urban Renewal Overlay District, which allowed for the terms of the Charlestown Urban Renewal Plan ("**URP**") and a Development Regulatory Agreement to control development of the Project Site, superseding certain otherwise applicable portions of the Code. On July 31, 2003, the BPDA adopted a Minor Modification to the URP to create Parcel C11, permit commercial use on Parcel C11 and establish specific land use controls for the Boston Project, with the final design of the Boston Project to remain subject to ongoing BPDA design review.

The BPDA and the Applicant entered into a Development Regulatory Agreement dated July 29, 2014 (the "**DRA**"), a copy of which is attached as **Exhibit C**. It provides for the development of two buildings (Buildings G and H), both of which will be partially located in Boston, and allows the portions of such buildings to be used for office and research uses, collectively comprising approximately 325,000 square feet (including a maximum of 25,000 square feet of retail) and 430 parking spaces. Pursuant to the DRA, both buildings comprising the Boston Project are subject to a maximum height of 15 stories/150 feet, measured per the Code, and a maximum combined floor area ratio of 5.41.

The Master Development Plan reflects optimum transit oriented development principles without treating the municipal boundaries of Cambridge, Somerville and Boston as a constraint. For Project elements that straddle municipal boundaries such as the Project Site, this requires coordination among multiple public agencies. The currently approved Cambridge PUD Special Permit allows the height of building on Parcel G to be up to 220 feet and Parcel H to be up to 150 feet, as height is measured per the City of Cambridge Zoning Code, to the top of the uppermost occupied floor (excluding enclosed rooftop mechanical space). Parcels G and H are proposed to be consistent with the use, dimensional, parking and other controls authorized in the City of Boston at the time of the

issuance of the Regulatory Agreement, Preliminary Adequacy Determination and the provisions of the DPIR, with the sole exception that the maximum permitted height for the portion of Parcel G located in Boston is proposed to increase from approximately 150 feet to approximately 248 feet and the maximum permitted height for the portion of Parcel H located in Boston is proposed to increase from approximately 150 feet to approximately 175 feet (measured under the Boston Zoning Code, which measures to the top of enclosed mechanical spaces) to be consistent with the Master Development Plan approved in Cambridge. While the number of stories in Boston will not increase, this will allow for floor-to-floor heights and enclosed rooftop mechanical spaces that are consistent with current market standards for research and development and office uses. In connection with Article 80 Large Project Review approval, the Proponent will seek to amend the DRA to permit this additional height.

Building G and Building H's overall building design and use will not change, except for the proposed height increase to a portion of Parcel G. All other Project elements within the Boston Project, will conform to the use, bulk and dimensional controls established in the City of Boston in the DRA, as more particularly set forth in Table 2-1 herein.

The information contained in this NPC includes information regarding the negligible impact of the changes in the Boston Project on the Charlestown neighborhood and surrounding neighborhoods, and contains certain impact studies that were not included as part of the DPIR that were required by the 2003 PAD.

Section 2.0
General Information

2.0 GENERAL INFORMATION

2.1 Project Summary

2.1.1 Master Plan

The Proponent acquired the NorthPoint Property (with the exception of the previously developed Parcels N, S, and T) in August 2015. For the past two years, the new ownership team has been evaluating the approved Master Development Plan, considering ways in which it can be improved and development can be accelerated. As set forth in greater detail below, the Project includes a mixed-use campus consisting of approximately 5,245,854 square feet of gross floor area (approximately 3,060,792 sf residential; approximately 2,185,062 sf commercial). The Boston Project is uniquely well served by transit, specifically, the MBTA's Orange Line Community College Station and Green Line Lechmere Station. The extensive Charles River Park system, including the four-acre North Point Park, is adjacent to the NorthPoint Property and features a convenient pedestrian/bicycle connection to Charlestown via the North Bank Bridge. Recent improvements to the area's public amenities include the Lynch Family Skatepark and an extensive multi-use path network, which will ultimately connect the Project to the Somerville Community Path.

The major components of the Master Development Plan include:

- New Open Space network;
- Retail Core;
- Mixed Use Development;
- Roadway Improvements;
- Connections to Transit;
- Sidewalks, Bicycle facilities and Multi-Use Trails;
- Infrastructure System Upgrades; and
- Affordable Housing.

The majority of the Project will be developed on the 43.7 acres north of Monsignor O'Brien Highway. The approximately 1.7 acre site of the current Lechmere MBTA south of Monsignor O'Brien Highway will also be redeveloped following the relocation of the MBTA station by the MBTA.

2.1.2 Boston Development

The Project Site consists of two (2) parcels measuring approximately 1.5 acres (or 3% of the NorthPoint Property) situated on the northeast corner of the overall NorthPoint Property. The Project Site is bounded by the MBTA railyards to the north and the Gilmore Bridge to the east. There is no direct access into the Project Site from City of Boston streets nor are there any City of Boston streets or sidewalks located within the Project Site. (The Gilmore Bridge is under the jurisdiction of the Massachusetts Department of Transportation.) Due to the location of the municipal boundaries, portions of two buildings

(Buildings G and H) will be located in Boston. Development on the Project Site is expected total approximately 270,178 square feet and will be primarily office and research and development space. In terms of phasing of the Project (refer to table in Section 3.5, herein), it is currently expected that the Boston Project will be constructed in Phase 1B.

The North Point planning team has developed a set of Urban Design Guidelines to guide the design of specific Project buildings within the context of the overall Master Development Plan. The Urban Design Guidelines for the Boston Project are included as **Exhibit D** to this NPC and supersede the Urban Design Guidelines contained in the previously submitted DPIR.

2.2 Development Team

Project Name:	North Point (Boston)
Address/Location:	The overall North Point Project will be located on a triangular-shaped, 47-acre parcel bounded by Monsignor O'Brien Highway in Cambridge, and/or private landowners to the south and west, Gilmore Bridge to the east, and MBTA commuter rails to the north. The Project Site is located on an approximately 1.5 acre parcel, with no vehicular access directly from Boston. Approximately 3% of the Project Site is in Boston, with 85% in Cambridge and 12% in Somerville.
Developer:	DW NP Property, LLC c/o DivcoWest Real Estate Investments 200 State Street, 12th Floor Boston, MA 02109
Master Plan Architects	CBT/Childs Bertman Tseckares, Inc. 110 Canal Street Boston, MA 02114 Kishore Varanasi
Building G Architects	Perkins+Will 225 Franklin Street, Suite 1100 Boston, MA 02110 Jeff Kim/Robert Brown
Building H Architects	NBBJ One Beacon Street, Suite 2500 Boston, MA 02108 William Voulgaris

Transportation Consultants	Vanasse Hangen Brustlin, Inc. 99 High Street, 10th Floor Boston, MA 02110 Susan Sloan-Rossiter
Civil Engineers	Beals and Thomas, Inc. 144 Turnpike Road Southborough, MA 01772 Richard Kosian
Landscape Architects	Michael Van Valkenburg Associates 231 Concord Avenue Cambridge, MA 02138 Chris Matthews
Legal Counsel	Goulston & Storrs PC 400 Atlantic Avenue Boston, MA 02110 Matthew Kiefer/Marvin Cine
Legal Counsel	Galluccio & Watson, LLP 1498 Cambridge Street Cambridge, MA 02139 Anthony Galluccio
Geotechnical Engineer	Haley & Aldrich, Inc. 465 Medford Street, Suite 2200 Boston, MA 02129 Kelvin Wong
Estimated Commencement:	2002
Estimated Completion:	2021
Approximate Development Cost in Boston:	Parcels G + H: $350 million
Status of Project Design:	G + H: Schematic Design

2.3 Legal Information

2.3.1 Legal Judgments Adverse to the Proposed Project

There are no legal judgments or actions pending with respect to the Project Site.

2.3.2 History of Tax Arrears on Property Owned in Boston by the Proponent

There is no history of tax arrears on property owned by the Proponent in the City of Boston.

2.3.3 Site Control

The Proponent, founded in 1993, is a privately owned real estate investment firm with offices in San Francisco and Boston. It owns more than 30 million square feet of

commercial space throughout the United States. The Proponent has made significant recent investments in Boston, including:

- 11 Beacon Street
  - 150,00 square feet
  - Built in 1920
  - DivcoWest invested significantly in deferred maintenance, aesthetic improvements, and re-tenanting including conversion of ground floor office space into a 10,000 square foot restaurant
  - Sold in 2013

- The Seaport Portfolio
  - 51 Sleeper Street, 300 A Street, 313 and 330 Congress
  - ~365,000 square feet
  - Portfolio of four office buildings totaling approximately 365,000 square feet located in the Fort Point Channel area of downtown Boston's Seaport submarket
  - Built in the late 1890s and early 1900s, the buildings were warehouses that were converted to Class-A brick-and-beam office
  - DivcoWest made significant improvements and sold the properties in 2013 and 2014

- Seaport Wharf Portfolio
  - 333 Summer Street, 319 A Street, and 10 Necco Street
  - Portfolio of two office buildings totaling 160,000 square feet and a 200,000 square foot parking structure
  - 319 A Street sold to a condo converter in 2014
  - 10 Necco Street sold in 2015
  - 333 Summer Street, initially two adjacent buildings, was vacated pursuant to renovation plans, damaged by fire during early renovation phase, ultimately redeveloped and fully leased to Log-Me-In before being sold in 2016

- One Winthrop Square
  - ~115,000 square feet
  - Originally constructed in 1873, the Property is listed on the Massachusetts Historic Commission
  - It is in the immediate vicinity of a large amenity base, including numerous restaurants, shopping centers and public transit options
  - The public park in front of the building, One Winthrop Square Park, serves as an attractive tenant amenity
  - DivcoWest is completing improvements to the Property

- Downtown Crossing Portfolio
  - 55 Summer Street, 38 Chauncy Street, 71-87 Summer Street
  - ~350,000 square feet
  - Portfolio of five-buildings totaling 350,000 square feet acquired over three transactions
  - Located directly across the street from the Downtown Crossing subway and within a five-minute walk of both the Park Street subway station and South Station
  - DivcoWest and Synergy are currently making improvements to the properties

Pursuant to that certain Deed recorded with the Suffolk County Registry of Deeds in Book 54949, Page 293, the NorthPoint Property was conveyed to the Proponent. In addition, the Proponent will purchase the 1.7-acre existing Lechmere station parcel on the south side of Monsignor O'Brien Highway from the MBTA following the MBTA's construction of the new Lechmere Station and extension of the Green Line service, pursuant to an Amended and Restated Development and Land Exchange Agreement dated as of February 4, 2011, most recently amended on October 31, 2014.

2.3.4 Nature and Extent of Any and All Public Easements Into, Through, or Surrounding the Project Site

There are no easements on Parcel G. The easements on Parcel H include:

- MDC (now MWRA) Sewer Force Main Easement, a perpetual easement for construction, repair, renew, replacement, and operation a sewer force main and its covered conduits, pipes and drains for surface water drainage and sewerage overflow;
- MBTA Encroachment Easements for Areas A-5-1 and A-5-2 for access for construction of drainage infrastructure on Parcel H (easements amended to expand in size on June 23, 2017); and
- MBTA Construction Easements for Areas A-3-1 and A-3-2 for access for construction of drainage infrastructure on Parcel H.

2.4 Financial Information

The required financial information, including the development pro forma and the disclosure of beneficial interests, will be submitted to the BPDA under separate cover.

2.5 Planning Coordination and Consistency

2.5.1 Tri-City Review and Coordination

2.5.1.1 Overview

As noted in the DPIR, successful redevelopment of this Project requires a high degree of coordination among multiple public agencies. The Proponent will continue to coordinate Project components with the cities of Cambridge and Boston as they relate to Parcels G and H.

2.5.1.2 City of Boston

The Boston Project is subject to Large Project Review by the BPDA (formerly the BRA) under Article 80B of the Code. A PNF was submitted to the BPDA on May 23, 2002, to initiate the public review process of the Boston Project. A scoping session was held on June 4, 2002, with the BPDA and other public agencies. The BPDA issued a Scoping Determination on July 29, 2002, requiring the Proponent to prepare a DPIR. The Proponent filed the DPIR on November 6, 2002, and subsequently filed a Response to Comments in June 2003, which responded to comment letters received on the DPIR. On September 29, 2003, the BPDA issued a Preliminary Adequacy Determination Waiving Further Review (attached as **Exhibit B**). The Preliminary Adequacy Determination approved the development of approximately 325,000 square feet of office and/or lab space on the portions of Parcels G and H situated in the City of Boston. The Proponent also met with the Charlestown Neighborhood Council on numerous occasions. On June 3, 2003, BCDC recommended approval of the Master Development Plan with the proviso that refined site and project designs for the Boston Project return to the BCDC for further review and approval.

On December 18, 2003, the Project Site was designated as an Urban Renewal Overlay District, which allowed for the terms of the URP and a Development Regulatory Agreement to control development of the Project Site, superseding certain otherwise applicable portions of the Code. On July 31, 2003, the BPDA adopted a Minor Modification to the URP to create Parcel C11, permit commercial use on Parcel C11 and establish specific land use controls for the Boston Project, with further controls to be addressed through the review and design approval process.

2.5.1.3 City of Cambridge

On October 29, 2002, the Cambridge Planning Board approved the preliminary Development Proposal for the Project subject to conditions. The NorthPoint Property is subject to that certain Master Plan Special Permit first issued by the Cambridge Planning Board on March 11, 2003, which has been subsequently amended as follows (as so amended from time to time, the "**PUD Special Permit**"):

1. Minor Amendment #1 approved by the Planning Board on March 6, 2007 and filed with the City Clerk on October 2, 2007 addressed phasing, land use and retail locations. Minor Amendment #1 allowed an additional 75,000 sf of retail to be located on Parcels I, J, C and D (beyond the 75,000 sf allowed on Parcels H, N, M, R, Q and V) for a total of 150,000 sf of retail space.

2. Minor Amendment #2 approved by the Planning Board on November 18, 2008 and filed with the City Clerk on January 2, 2009 modified the requirement for a fourteen-foot paved dimension for the portion of the multi-use path within Northpoint Common.

3. Major Amendment #3 approved by the Planning Board on October 16, 2012 and filed with the City Clerk on November 16, 2012 updated and improved the Development Plan by, among other things, providing additional open space, creating a retail square adjacent to the location for the new MBTA Lechmere Station, allowing increased height for certain buildings, adding a Hubway Station, and improving the pedestrian connection to the Gilmore Bridge.

4. Major Amendment #4 approved by the Planning Board on January 20, 2015 and filed with the City Clerk on February 13, 2015 approved parking revisions, including creating a shared parking district for NorthPoint, reducing parking ratios based on actual need and allowing retail parking at a ratio of 0.5 spaces per 1,000 sf. Major Amendment #4 also permitted increasing the amount of retail that the Applicant may build from a maximum of 150,000 sf to a maximum of 300,000 sf, including a grocery store of up to 50,000 sf. The increased retail square footage was offset by a corresponding reduction in other commercial square footage.

5. Minor Amendment #5 approved by the Planning Board on July 28, 2015 and filed with the City Clerk on July 30, 2015 revised the phasing for specified parcels. It also allowed construction on Phase lB parcels to be commenced prior to the completion of all Phase 1A parcels, provided that all other requirements applicable to Phase lB development are met. The timing of some of the mitigation requirements was also modified to align with the updated phasing.

6. Major Amendment #6 approved by the Planning Board on September 2, 2016 and filed with the City Clerk on September 22, 2016 provided for adjustments to the Master Development Plan, including: a redistribution of open space resulting in a new, approximately 30,000 square-foot active use open space on Water Street (Parcel I); the creation of a grouping of small-scale retail buildings in the center of the Project (Parcels I, Q and a new Parcel W); addition and relocation of open space to align with and extend view corridors; reparcelization of building

sites resulting in a reduction in length of some sites (Parcels A, B/C/D, E/F, G/H and Q, which is separated into two sites Q1 and Q2); realignment of some streets including North First Street (the extension of First Street north of Monsignor O'Brien Highway), North Point Boulevard, and some side streets, along with the elimination of some minor side streets; modest redistribution of the approved use and scale of development on various building sites, including a shift in the parcels eligible for 220' tall buildings (within zoning limitations); revised Project phasing. Major Amendment #6 did not propose any changes to the total Gross Floor Area ("**GFA**"), minimum residential GFA, maximum commercial GFA, maximum retail GFA, traffic generation, number of parking spaces, total open space area, height zones or number of 220' tall buildings. Before a building permit may be obtained for any particular development parcel within the NorthPoint Property, the PUD Special Permit requires Design Review of the proposed building(s) that is the subject of such building permit.

7. Minor Amendment #7 approved by the Planning Board on July 11, 2017, which permitted the changing of certain parcel boundaries for Parcels Q and R, and permitted the shifting of a small amount of retail GFA to Parcel Q1.

A copy of Major Amendment #6 is attached hereto as **Exhibit E**.

2.5.1.4 City of Somerville

On November 26, 2013, the Board of Alderman for the City of Somerville unanimously amended the Somerville Zoning Ordinance to establish a zoning district, the "North Point Special District", consisting solely of the portion of the NorthPoint Property in Somerville. The Somerville Planning Board approved the master plan (the "**Neighborhood Plan Approval**") for the development of the Somerville portion of the NorthPoint Property on November 17, 2016, by issuing the North Point Neighborhood Development Plan in Planning Board Case # PB 2014-29-MA-0916, a copy of which is attached hereto as **Exhibit F**. The Somerville portion of the NorthPoint Property also remains subject to additional requirements of the Somerville Zoning Ordinance, including, without limitation, inclusionary housing requirements and linkage mitigation.

2.5.1.5 MEPA Review

Following the filing of the DPIR, the Secretary of Energy and Environmental Affairs issued a Certificate on the Final Environmental Impact Report ("**FEIR**") finding that the FEIR adequately and properly complies with Massachusetts Environmental Policy Act ("**MEPA**") on December 16, 2002 (the "**FEIR Certificate**"). The MEPA Office subsequently issued four Advisory Opinions in connection with the Project. The first Advisory Opinion, dated August 20, 2010, confirmed that the lapse of time in starting construction of the Project would not

require a Notice of Project Change or new Environmental Notification Form. The second Advisory Opinion, dated June 22, 2011, confirmed that the reassignment of certain mitigation responsibilities, including, most significantly, the MBTA's assumption of responsibility for construction of the new MBTA Lechmere Station, did not require additional MEPA review. The third Advisory Opinion, dated January 9, 2013, determined that no further MEPA review was required in response to certain modifications to the Project's Master Development Plan. Those changes resulted in the Project being slightly modified to include approximately 5,245,854 square feet of gross floor area (approximately 3,060,792 square feet of residential space comprising approximately 3,100 residential units and approximately 2,185,062 square feet of commercial space), and two additional acres of open space. The fourth and most recent Advisory Opinion, dated January 18, 2017, determined that no further MEPA review was required in connection with additional State agency action relating to the Project, namely financing under the I-Cubed program (authorized under Chapter 293 of the Acts of 2006, as most recently amended by Chapter 219 of the Acts of 2016), because MEPA review had already been subject to broad scope jurisdiction.

Copies of the FEIR Certificate and the four previously issued Advisory Opinions are included in this NPC as **Exhibit G**.

2.5.2 Regulatory Controls and Permits

The Boston Project will likely require the following permits listed below.

Agency Name	Permit/Approval
Federal	
Federal Aviation Administration	No Hazard Determination
Environmental Protection Agency	Construction and Stormwater Discharge Permit (NPDES Permit)
State	
Department of Environmental Protection/Bureau of Stormwater Management	Dewatering Permit
Department of Environmental Protection/Bureau of Waste Site Cleanup	Approvals pursuant to the Massachusetts Contingency Plan in context of remediation (as necessary)
Massachusetts Department of Transportation	Consent to build on a railroad right-of-way or land appurtenant thereto; and Indirect Access Permit
Massachusetts Water Resources Authority	Sewer Use Discharge Permit
Department of Conservation and Recreation	Access Permit (as necessary)
City of Boston (Agency)	

Boston Planning and Development Agency	Article 80 Large Project Review
Boston Civic Design Commission	Design Review
Boston Water and Sewer Commission	Site Plan Approval; Site Stormwater and Groundwater Management Plan; and Other coordination as necessary
Boston Public Safety Commission, Committee on Licenses	Inflammables Storage Permit/Garage License
Inspectional Services Department	Building Permit

2.6 Public Review/Community Groups

As noted previously in Section 1.5, the Proponent has continued to meet with interested state and local officials, neighborhood groups, advocacy organizations, and adjacent property owners regarding the Project. At the time of the original filing, the proponent met with the Charlestown Neighborhood Council and the Charlestown Waterfront Coalition and looks forward to continuing these discussions during the review of this NPC. The Proponent intends to hold a public meeting for members of the Charlestown neighborhood on September 6, 2017, at Bunker Hill Community College.

In addition, the Proponent and its predecessors have met with:

- Cities of Cambridge, Boston, and Somerville;
- MBTA;
- DCR;
- MWRA;
- DEP;
- MassDOT;
- East Cambridge Planning Team;
- Advocacy groups in Cambridge and Somerville; and
- Abutters.

2.6.1 Public Benefits

2.6.1.1 Introduction

In addition to the public benefits referenced in Section 1.7 of the DPIR, to the extent the same have not been modified expressly in this NPC, the Project will provide the following public benefits to the City of Boston:

2.6.1.2 Transit Improvements

- Predecessors to the Proponent entered into a Land Exchange Agreement with the MBTA that provided the rail rights required for the GLX; rights the Commonwealth could not have otherwise procured from the railroad since it is a superior sovereign;

- As part of the overall Project, DivcoWest committed $12.5 million, subject to the
  GLX Agreement, in support of the Green Line Extension project (GLX), which will extend Boston's commute shed to Cambridge, Somerville and Medford; and
- The master plan does not preclude future development of the Urban Ring, should that project proceed in the future. Such accommodation would provide transportation benefits to the City of Boston and the greater Boston region.

2.6.1.3 Economic Benefits

- Development of unused former rail yard, transforming a blighted area of Boston into an attractive, new Transit-oriented, mixed-use development serving residents, businesses, retailers, and visitors;
- With a total development square footage in Boston of 270,178 sf, approximately $1,466,934 in linkage fees;
- An increase in annual property taxes in Boston;
- With 270,178 sf in Boston, approximately $966,000 in building permit fees for Boston;
- Bring permanent jobs to the City of Boston;
- With over $5.0 billion in development, providing approximately 20,000 construction jobs ($55/hr x 2200 hours/year = 1 construction job); and
- Creation of approximately 365 units of affordable housing within Boston commute-shed.

2.6.1.4 Open Space and Public Realm Benefits

- New approximately 7,100 linear feet road network in Cambridge and Somerville;
- Expand the width of the sidewalk on the Gilmore Bridge, pending Mass DOT approval, thereby shortening perceived length of the Gilmore Bridge as pedestrians walk to and from Charlestown to East Cambridge;
- Re-stripe the MassDOT Gilmore Bridge to provide improved bicycle accommodation;
- Eleven (11) acres of open space added to the Greater Boston regional open space network;
- Approximately 11,000 linear feet of bicycle lanes, adding to the existing Greater Boston bicycle network;
- Approximately 2,500 linear feet of multi-use path, connecting the existing Greater Boston pedestrian path network starting at the existing foot bridge from NorthPoint to Charlestown, and extending through NorthPoint to Cambridge and, ultimately, Somerville and Medford; and
- Reconstruction of Monsignor O'Brien Highway, resulting in a multi-modal arterial with new protected bicycle lanes, pedestrian sidewalks and

landscaping, providing important regional multi-modal artery serving the City of Boston and neighboring towns.

2.6.1.5 Environmental Benefits

- State-of-the-art stormwater management system that will improve the environment in NorthPoint and Boston Harbor by reducing stormwater in the MWRA system, thereby reducing storm event combined sanitary and stormwater discharges (CSOs) into Boston Harbor;
- Further improvement to water quality in the Charles River Basin and Boston Harbor by removing phosphorus from stormwater, improving the water quality of Boston Harbor; and
- Removal of Infiltration/Inflow that will create more capacity in the regional MWRA system serving Boston.

2.6.2 Linkage Payments

With respect to linkage payments for the Boston Project as required by Article 80B-7 of the Code, there has been no change to the rates of housing linkage ($7.18 per square foot) or the jobs exaction ($1.44/sf) for the Project. However, based upon the schematic drawings for the Boston Project, the gross floor area devoted to Development Impact Uses will be approximately 270,178 square feet; therefore, the total amount of housing linkage will be decreased from approximately $1,615,500 to approximately $1,466,934.

2.6.3 Construction Employment

With respect to construction employment for the Boston Project, there has been no change since the filing and approval of the DPIR. Refer to Section 1.7.3 of the DPIR for additional details.

2.6.4 Permanent Employment

With respect to permanent employment for the Boston Project, there has been no change since the filing and approval of the DPIR. Refer to Section 1.7.4 of the DPIR for additional details.

2.7 Summary of Impacts

2.7.1 Introduction

Within the context of the BPDA design review process, the Proponent will work with the BPDA staff and other City officials on the proposed design of the two buildings located partially in Boston.

As described previously, this NPC presents an overview of the entire Project in order to provide the appropriate context for discussion of the two buildings that are located partially in Boston. As was discussed in the DPIR and this NPC, the two buildings in Boston will have very limited impacts on the surrounding area. The following sections describe those

impacts and discuss either mitigation proposed to address those impacts or the process by which the impacts will be studied further.

The Boston Project is separated from the rest of Boston by an approximately 650-foot wide active railyard and the elevated Interstate 93 and its on-ramps. It has no public streets, sidewalks, or public ways within the City of Boston. The Boston Project is approximately 1,450 feet from the closest Boston park.

2.7.2 Transportation

The DPIR contained a substantial analysis of transportation and traffic associated with the Master Development Plan. The changes to the Project after the issuance of the Preliminary Adequacy Determination and DPIR have decreased the daily vehicle trips by nearly over 20 percent and accordingly decreased the traffic impacts of the Project. Since the filing of the DPIR, the City of Cambridge has issued a Parking and Transportation Demand Management (PTDM) Decision for the NorthPoint Property dated as of February 21, 2003, as amended on January 15, 2015; copies of which are attached as **Exhibit H**. The Proponent's traffic engineer for the Project, Vanasse Hangen Brustlin, Inc. ("**VHB**"), prepared a memorandum comparing the projected traffic impacts of the Project as currently designed to the projected traffic impacts studied in the DPIR, a copy of which is attached hereto as **Exhibit I** (the "**VHB Memorandum**"). The VHB Memorandum concludes that the projected traffic impacts of the current Master Development Plan are less than the projected traffic impacts of the Project studied in the DPIR and the FEIR and have a negligible impact on traffic operations at the intersection of Charlestown Avenue (Gilmore Bridge)/Austin Street and Rutherford Avenue (See Section 6.0 and **Exhibit H** for additional information).

2.7.3 Wind

A pedestrian level wind study is in the process of being conducted for Buildings G and H. The objective of the Study is to assess the effect of Buildings G and H on local wind conditions in the pedestrian areas around the Project Site. The study, which is being conducted by Rowan Williams Davies & Irwin, Inc. ("**RWDI**"), involves wind simulations on a 1:3000 scale model for each of Buildings G and H and their respective surroundings. These simulations have been conducted in RWDI's boundary-layer wind tunnel at Guelph, Ontario, for the purpose of quantifying local wind speed conditions and comparing to appropriate criteria for gauging wind comfort in pedestrian areas. The Proponent expects to receive the results of the pedestrian wind study within a couple of weeks of the filing of this NPC and will supplement this filing accordingly upon receipt.

2.7.4 Shadow

A shadow impact study was conducted to assess potential shadow impacts from the Project. The study looked at the following times of the year:

1. Spring Equinox (March 21) at 9:00 A.M., 12:00 noon, and 3:00 P.M.
2. Summer Solstice (June 21) at 9:00 A.M., 12:00 noon, 3:00 P.M., and 6:00 P.M.

3. Autumnal Equinox (September 21) at 9:00 A.M., 12:00 noon, 3:00 P.M., and 6:00 P.M.
4. Winter Solstice (December 21) at 9:00 A.M., 12:00 noon, 3:00 P.M., and Detailed 15 Minute Increments From 2:00 p.m. to 4:00 P.M.

As illustrated in Appendix E, Buildings G and H have little shadow impact on occupied parcels and public spaces in the City of Boston. This is due in large part to the MBTA and commuter rail beds that extend for over approximately 350' to the north of the building. In addition to the rail bed buffer the elevated highway decks of I-93 and its associated off ramps occupy the nearest space to the north of the rail tracks. These elevated structures cast their own shadows to the north making the added shadow impact from the proposed buildings minimal.

The only added shadow impact can be seen in the late afternoon from roughly 3:00 P.M. to 4:00 P.M. in the month of December when a small additional shadow from Building G is cast on the fields and parking lots of the Bunker Hill Community College. This impact is brief and occurs at a time of year when the green space will likely be unoccupied.

2.7.5 Daylight

The purpose of a daylight analysis is to estimate the extent to which a proposed project will affect the amount of daylight reaching the streets and sidewalks in its immediate area. A daylight analysis considers the existing and proposed conditions on the Project Site and daylight obstruction values of the surrounding areas. Because the Project Site is currently a vacant lot, the Project will necessarily increase daylight obstruction; however, the Proponent expects that the resulting conditions will be typical of an urban public realm. A full daylight study is in the process of being conducted for Buildings G and H by RWDI, utilizing the Boston Redevelopment Authority Daylight Analysis ("**BRADA**") computer program. The BRADA program measures the percentage of sky that is obstructed by a project and is a useful tool in evaluating the net change in obstruction from existing to build conditions at a specific site. The Proponent expects to receive the results of the daylight study within a couple of weeks of the filing of this NPC and will supplement this filing accordingly upon receipt.

2.7.6 Solar Glare

RWDI is currently completing a Solar Reflection Study based of the exterior materials and window glazing proposed for each of Buildings G and H. The Proponent expects to receive the results of the Solar Reflection Study within a couple of weeks of the filing of the NPC and will supplement this filing accordingly upon receipt.

2.7.7 Air Quality

As indicated by Section 1.8.7 of the DPIR, the DEIR and the PNF, included an air quality analysis for the entire NorthPoint Project. The substantial decrease in the number of parking spaces and resulting substantial reduction in the number of average daily vehicle trips will serve to lessen the impact for the overall NorthPoint Project from a mesoscale

and microscale standpoint as they relate to air quality impacts around the area of the NorthPoint Project resulting from traffic flow.

As it relates to the proposed Buildings G and H, RWDI has conducted an air quality analysis to determine the impact of stationary pollutant emissions associated with said Buildings. The assessment will be accomplished by performing a combination of numerical screening calculations and detailed tracer gas wind tunnel dispersion modeling on a 1:3000 scale model of Buildings G and H and their surroundings. Screening-level numerical modeling will be used to focus the wind tunnel tests on the exhausts which have the most signification potential impacts to building air quality. Wind tunnel modeling is considered the most accurate method of replicating airflow patterns around buildings and quantifying the effects these patterns have on exhaust dispersion. Wind tunnel tests for the identified sources will be conducted by releasing a tracer gas of known concentration from each exhaust source and taking measurements at selected receptors representing air intakes under the influence of approaching wind. Tests will be completed for a range of wind directions and speeds in order to characterize dispersion of the exhaust in the context of the local aerodynamic conditions, including upwind terrain and building effects. Building effects will be captured by constructing scale models of all buildings and structures with a 1,200-ft. radius of Parcels G and H, while upwind terrain conditions will be simulated by means of roughness elements and spires.

The Proponent expects to receive the results of the wind tunnel tests and the final study from RWDI within a couple of weeks of submitting this NPC and will supplement this NPC accordingly upon receipt.

2.7.8 Water Quality/Stormwater Management

As part of the Roadway and Infrastructure project, stormwater controls have been designed to provide water quality treatment, total suspended solids removal and promote groundwater recharge. The Lot G and H development will drain to these newly installed stormwater controls, which have been designed to comply to the maximum extent practicable with The 2008 Massachusetts Department of Environmental Protection (DEP) Stormwater Management Handbook, and the City of Cambridge Wastewater and Stormwater Management Guidelines as all stormwater will drain to the City of Cambridge municipal storm sewer.

In accordance with the stormwater masterplan for NorthPoint, stormwater from Parcels G and H will be directed south to Northpoint Common, and will ultimately be conveyed to the Lechmere Canal. The proposed drainage system consists of an irrigation cistern, deep sump hooded catch basins, proprietary water quality inlets, and subsurface infiltration system. All stormwater BMPs were designed to treat a minimum of the first 1.0 inch of runoff generated by the on-site impervious areas. The BMPs have been designed to provide sediment and total phosphorus removal and promote groundwater infiltration.

The stormwater master plan for NorthPoint was permitted through the City of Cambridge,

and largely constructed in 2007 along with Archstone North Point Phase I and NorthPoint buildings Sierra and Tango. The system is designed to convey flow from the Archstone North Point and NorthPoint properties to a newly constructed outfall at the Lechmere Canal. It utilizes the centrally located Northpoint Common for stormwater treatment. The Common includes a series of sediment forebays, swales, and Miller's Pond (a wet pond that provides sediment removal and nutrient removal).

Under proposed conditions, roof runoff from Buildings G and H will be directed to cisterns located on the lots where it will be reused to irrigate green roof areas, terraces, and the landscaped areas on-site. Overflow from the cisterns will drain to a subsurface infiltration system within Child Street Park, where it can recharge groundwater and nutrient removal can occur. Overflow from the subsurface infiltration system will drain to Miller's Pond and then be directed to the Cambridge municipal storm sewer and then to the Lechmere Canal.

2.7.9 Geotechnical Impact

Geotechnical impacts of each of Parcels G and H are more specifically set forth in Section 2.7.17.6 of this NPC, as well as the construction means and methods that will likely be employed in constructing Buildings G and H, including, without limitation, types of foundation systems and the need for dewatering during construction.

2.7.10 Solid Waste

Construction Solid Waste

Since the filing and approval of the DPIR, there has been no material change to the Project. See Section 1.8.10 of the DPIR.

Operational Solid Waste

Since the filing and approval of the DPIR, there has been no material change to the Project. See Section 1.8.10 of the DPIR.

2.7.11 Noise

Construction Period Noise

Since the filing and approval of the DPIR, there has been no material change to the Project. See Section 1.8.11 of the DPIR.

Operational Period Noise

Since the filing and approval of the DPIR, there has been no material change to the Project. See Section 1.8.11 of the DPIR.

2.7.12 Construction Impacts

Since the filing and approval of the DPIR, there has been no material change to the Project. See Section 1.8.12 of the DPIR.

2.7.13 Sustainable Design

Sustainability is an integral aspect of the entire Project and is undertaking an all-encompassing approach that will focus on reducing energy and emissions, water and waste management and optimizing controllability and will create an environmentally conscious and healthy working environment for occupants, visitors and the surrounding community. As described in greater detail in Section 5.5 below, the Buildings on Parcels G and H will be high-performance green buildings that are committed to meeting the minimum requirements to be Leadership in Energy and Environmental Design ("**LEED**")-CS v4 Silver certifiable. In addition, the Applicant is committed to designing the Project to be Envision and SITES certified, as described in greater detail in Section 5.5.5 below.

2.7.14 Urban Design

The Project Site is a small portion of the overall master plan development and design for the NorthPoint Property. The Boston Project is an integral part of the overarching design context. The direction behind the design of the Project is to create buildings that will fit into the context of the newly developing neighborhood, which will complement the surrounding Cambridge neighborhood and have little to no impact on Somerville or Boston.

The master plan concept for the overall design of the NorthPoint Property is described below.

The layout of the Northpoint neighborhood is driven in large part by the desire to structure a contiguous public realm that is also well integrated into the surrounding neighborhood. The streets, sidewalks, Northpoint Common, and open space are designed to hold together as a single network, while providing formal and programmatic variety. The urban block structure sets up an urban streetscape to create a hierarchy of mixed-uses, clarity of circulation, human scale and an animated public and pedestrian realm. Buildings exhibiting a diversity of architectural expression, establish a comfortable pedestrian scale common to all building types, framing streets and enlivening the sidewalks with entrances, life and activity.

The design principles used to create the Master Development Plan emphasize variety in scale and form to reflect a diversity of experience throughout the 45-acre Project Site. Building heights have been strategically positioned to frame open space and squares and to contribute to an interesting and varied skyline. A variety of housing types will be offered including lofts, townhouses, and apartments, and open space will take on different characteristics throughout the Project Site to accommodate both active and passive recreational uses. The overarching design goal of the Project is to take advantage of its unique location and unparalleled access to transit in order to create a place that is inviting to residents, workers, and visitors to the Project Site.

The unifying elements of this Project, as with most projects, are the public spaces—the streets, sidewalks, open space, and trails—which all woven together make up the public

realm. Of the 45 acres included in the NorthPoint Property, over twenty percent (20%) of the land area is devoted to open space. By placing such importance on the public realm, the Project begins to encourage both current and future residents of Cambridge, Somerville, and Boston to experience all that NorthPoint will offer.

Specific to the parcels associated with City of Boston (Parcels G and H), the relationship to the Gilmore Bridge and views from Charlestown will be highly critical aspects of the master plan and the building design. Parcel H sits at the nexus of the Gilmore Bridge and the Brian P. Murphy Memorial Staircase that link NorthPoint to the Community College Orange Line Station and Charlestown. The design of the building is intended to engage the Bridge and the Stairway with appropriate sidewalk treatment and ground floor animation. The scale and visual appearance from Charlestown and the City of Boston are carefully considered in design of the buildings and public realm.

The design of each of Buildings G and H incorporate a number of sustainable design measures. Section 5.5 contains an overview of the approaches to Sustainability/Green Building Design, Energy Conservation/GHG Emissions Reduction and Climate Change Preparedness and Resiliency taken with regard to Buildings G and H and their surroundings. This NPC also includes Completed BPDA Sustainability Checklists as well as Preliminary LEED Scorecards for each of the buildings at Sections 5.5.6 and 5.5.7, respectively.

2.7.15 Historic and Archaeological Resources

Historic Resources

As stated in the DPIR, the NorthPoint Property does not contain any buildings or sites that are included in the Inventory of Historic and Archaeological Assets of the Commonwealth or considered significant by the Massachusetts Historical Commission ("**MHC**") or the Cambridge Historical Commission ("**CHC**").

Archaeological Resources

Since the filing and approval of the DPIR, there has been no change to the NorthPoint Property. Refer to Section 1.8.15 of the DPIR for additional details. A survey for historical resources was completed in satisfaction of a MEPA certificate requirement by the filing of that certain a Management Memorandum for the NorthPoint Project (MHC #RC.29928; EOEA# 12650) as well as the Lechmere Station Relocation Project (MHC #RC.3250), dated November 21, 2006, prepared by PAL, Inc., which concluded that which concluded that "no significant belowground resources were identified during the intensive survey". MHC concurred with this finding by letter dated December 15, 2006. A final document entitled "Archaeological Investigations, NorthPoint Project Including the Lechmere Station Relocation Project Area of Effect, Cambridge, Somerville, Boston, Massachusetts", prepared by PAL, Inc., was later filed with the MHC as evidenced by that certain letter dated May 12, 2008 (the "**Archaeological Survey**"), in compliance with MHC requirements.

2.7.16 Infrastructure

Although portions of the NorthPoint Property are located in Boston and Somerville, the NorthPoint Property is isolated from the infrastructure of these cities by the MBTA facilities that are located to the north of the NorthPoint Property (the Boston Engine Terminal, the Fitchburg, New Hampshire and Eastern Maine Line commuter rail tracks). The Project will not connect to the Boston Water and Sewer Commission system. The Project will connect to the City of Cambridge infrastructure systems that are available to the south of the NorthPoint Property either on Msgr. O'Brien Highway or within East Cambridge.

Water Supply

The City of Cambridge Water Department supplies water to the Project area through a network of water lines located in the adjacent East Cambridge streets. The Project has constructed connections to the City of Cambridge water supply though the construction of East Street, Water Street, North Point Boulevard, and North Street.

The projected water demand for the proposed Project is approximately 852,000 gallons per day on average, with peak flows of approximately 2.5 million gallons per day ("**MGD**").

The City of Cambridge has confirmed through testing and modelling that the existing water distribution system servicing the Project area has adequate capacity to meet the proposed Project's needs. The 12-inch water mains throughout Project roadways are designed to meet the demands of the Project.

Wastewater

The projected sanitary sewage generation by the proposed Project is approximately 711,000 gallons per day on average with peak flows of approximately 2.1 MGD.

Sanitary sewage generated by the Project will be collected in a network of sanitary sewer lines within Project roadways and conveyed to a sewage pumping station located at the westerly boundary of the property. It is anticipated that this system of sanitary sewer lines located within the roadways and the sewage pumping station will be turned over to the City of Cambridge for ownership and operation.

The sewage pumping station will convey sewage through a force main to be constructed within Water Street and Gore Street to a proposed gravity sewer in Gore Street, Cambridge and Medford Street, Somerville to the MWRA Cambridge Branch Sewer. The Project has been working with Cambridge, Somerville and MWRA on the details of this construction and connection and has a filed an Application for a Direct Connect Permit with the MWRA.

Stormwater

A stormwater management system has been developed for the proposed development site that meets the goal of improving the quality of discharge now being released from the wastewater systems serving the NorthPoint Property. As elements of the proposed

development are constructed, the existing storm drainage system(s) will be abandoned or removed and the new stormwater management system will be extended to collect and treat stormwater runoff. This stormwater management system will discharge flows to the Charles River Basin through an outfall constructed at the Lechmere Canal.

2.7.17 Environmental Protection Component

2.7.17.1 Building Design Review Process

The updated Urban Design Guidelines are being submitted to each of the three cities of Cambridge, Somerville, and Boston, and more detailed designs for individual areas of the plan, buildings and landscapes will be brought forward to the BPDA and other City of Boston agencies as appropriate for review as the Project proceeds. This will allow approval of the Master Development Plan as presented in this NPC with the condition that building design and the public realm details be brought back to local reviewers for development consultation as the Project goes through the implementation process.

2.7.17.2 Stormwater

Although portions of the NorthPoint Property are located in Boston and Somerville, the NorthPoint Property is isolated from the infrastructure of these cities by the MBTA facilities that are located to the north of the NorthPoint Property (the Boston Engine Terminal, the Fitchburg, New Hampshire and Eastern Maine Line commuter rail tracks). The Project has not been designed to connect to the Boston Water and Sewer Commission system, and the Project team has concentrated its evaluations on the City of Cambridge infrastructure systems that are available to the south of the NorthPoint Property either on Msgr. O'Brien Highway or within East Cambridge.

A stormwater management system has been developed for the proposed development site that meets the goal of improving the quality of discharge now being released from the wastewater systems serving the NorthPoint Property. As elements of the proposed development are constructed, the existing storm drainage system(s) will be abandoned or removed and the new stormwater management system will be extended to collect and treat stormwater runoff. This stormwater management system will discharge flows to the Charles River Basin through an outfall constructed at the Lechmere Canal.

The North Point Stormwater Management Master Plan includes the following features:

- Utilizing Miller's pond within Northpoint Common (a wet pond that provides sediment removal and nutrient removal) to allow the open space areas to provide natural treatment of stormwater.
- Separating site storm drainage from the Combined Sewer System.

- A closed storm drainage system consisting of deep sump hooded catch basins (6-foot sumps) to collect and convey runoff via closed drain pipes located within the Project roadways to the Lechmere Canal. This system was sized to manage stormwater flows from the Project Site plus contiguous areas including the Charles E. Smith Development and parcels located between the NorthPoint Property and the Monsignor O'Brien Highway which previously discharged to the combined sewer system in Monsignor O'Brien Highway. The Project storm drainage system will be sized to manage peak flows from the 25-Year 1-hour storm and to manage flood flows from the 25-year 24-hour storm design as required by the City of Cambridge DPW standards.
- Proprietary water quality inlets (oil/sediment separators) that are designed to treat the first 0.5 inch of runoff from the 25-year, 24-hour design storm and remove 80% Total Suspended Solids ("**TSS**") prior to discharge to the Lechmere Canal.
- Subsurface infiltration systems within Child Street Park, Baldwin Park, and Northpoint Common to recharge groundwater and provide phosphorus removal in accordance with the TMDL for the Charles River.
- A Site Owner's Manual identifying measures for the long-term operation and maintenance of the stormwater management system as well as a long-term pollution prevention plan including:
    - Street sweeping twice per year on all Project roadways.
    - Cleaning Project catch basins twice per year — just before the onset of winter and immediately following the spring snowmelt.
    - Inspecting and maintaining proprietary water quality inlets in accordance with manufacturer's recommendations.
    - Inspecting, cleaning, and maintaining sediment forebays and grass swales to prevent sediment accumulation and erosion.
    - Removing accumulated sediment and invasive species in Miller's pond, inspecting embankments and outlet controls annually
    - Inspecting subsurface infiltration systems annually to prevent clogging.
    - Non-structural good housekeeping such as source control and pollution prevention measures.

In compliance with the Total Maximum Daily Load (TMDL) issued by the Massachusetts Department of Environmental Protection for the Charles River, fertilizers, herbicides, and pesticides that contain phosphorus are prohibited and cannot be used on-site.

2.7.17.3 Flood Hazard

As shown on the FIRM Maps for both Middlesex County and Suffolk County, the Project Site is located within a Zone X (areas determined to be outside the 0.2% annual chance flood).

The City of Cambridge has provided a study indicating the 2070 Sea Level Rise/Storm Surge for a 1% probability storm indicating that flood elevations on the Project Site could rise as high as elevation 24.0' (Cambridge City Base).

To reduce the risk of future flooding, the Project Site has been designed with approximately 8 to 10 feet of fill to raise site grades from the existing elevations of about 22' (Cambridge City Base) to 30' – 32' (Cambridge City Base). Proposed roadways and building first floor elevations are proposed to be higher than the 2070 1% probability flood elevation.

Exhibit O shows the both the predicted flood elevation in 2070 with sea level rise and storm surge factored in with the proposed final grade of the Project Site and if the Project Site were to remain in the existing condition.

2.7.17.4 Noise

The Project will be designed to meet the requirements of the applicable Boston community noise regulations which are to meet fixed decibel levels at the key receiver locations near the building. The noise emitting equipment is either in the mechanical penthouse or on the roof of the building within an area enclosed by noise control screening to block sound propagation to the nearby community to meet the regulation requirements. The cooling tower will be provided with a suitably "low noise" fan to be consistent with the requirements for peak cooling demand and the tower will be operated with VFD control so that at all times the tower noise emissions will be as low as is consistent with the cooling duty. During evening and nighttime hours (the most critical for community noise concerns) the cooling load will be well below the peak load and the tower will operate at especially low noise emission levels. There is a generator on the roof and this will be provided with a noise control/weatherproof enclosure to meet the community noise requirements. The generator will only be tested during daytime hours. The air handling units in the penthouse will have their outdoor noise emissions specified to be in compliance with the community noise requirements and the manufacturer of the equipment will be providing integral attenuation treatments as may be required to meet the noise emission requirements. With these provisions, combined with the existing MBTA Service Yard buffer, the community noise requirements are expected to be achieved.

2.7.17.5 Geotechnical/Groundwater

Geotechnical (Parcel G)

Based on available test boring information obtained at the Project Site, subsurface soil conditions underlying the proposed building are characterized by the following general soil profile:

STRATUM	THICKNESS (ft)
Miscellaneous Fill	14 ft to 25 ft
Organic Deposits	3 to 30 ft
Marine Clay and Sand Deposits	6 to 50 ft
Glaciomarine Clay and Sand	1.5 to 66.5 ft
Glaciofluvial/Glacial Till	2.5 to 4 ft
Bedrock (Argillite)	Top of Bedrock at 60.5 to 105 ft depth below current Project Site grades

Groundwater (Parcel G)
Based on explorations and test pit excavations throughout the NorthPoint Property, average groundwater has been observed to be approximately El. 15 in the general area of Parcel G.

Foundation Support and Below Grade Construction (Parcel G)
We have evaluated the Project Site with respect to the subsurface conditions and our local experience in similar ground conditions. We developed our foundation design recommendations and also the temporary lateral support recommendations considering the Project Site and surrounding infrastructure.

The proposed Parcel G building is planned to be supported on a soil-supported structural mat slab as the lowest basement level. The proposed building is currently planned to contain three below-grade levels. An underslab drainage system is planned to operate as a means for hydrostatic relief (uplift). The foundation walls will extend below the groundwater level and these walls will be waterproofed and designed to resist lateral hydrostatic pressures. Temporary excavation support in the form of interlocking steel sheetpiles would be extended deeper to reduce permanent dewatering entering the underdrain system.

In the unlikely event the Parcel G design reduces below-grade parking levels and the bottom of excavation elevation is raised significantly, it may be more cost-effective to install a pile-supported foundation system in lieu of over-excavation

down to suitable bearing soils. In this case, the lowest level slab would be designed structurally to resist hydrostatic uplift (in lieu of an underdrain).

Geotechnical (Parcel H)
Based on available test boring information obtained at the Project Site, subsurface soil conditions underlying the proposed building are characterized by the following general soil profile:

STRATUM	THICKNESS (ft)
Miscellaneous Fill	9 to 29 ft
Organic Deposits	2 to 30 ft
Marine Clay and Sand Deposits	12 to 50 ft
Glaciomarine Clay and Sand	1.5 to 11 ft
Glaciofluvial/Glacial Till	1.5 to 16.5 ft
Bedrock (Argillite)	Top of Bedrock at 60 to 94 ft below current grade

Groundwater (Parcel H)
Based on explorations and test pit excavations throughout the NorthPoint Property, average groundwater has been observed to be approximately El. 15 in the general area of Parcel H.

Foundation Support and Below-Grade Construction (Parcel H)
We have evaluated the Project Site with respect to the subsurface conditions and our local experience in similar ground conditions. We developed our foundation design recommendations and also the temporary lateral support recommendations considering the Project Site and surrounding infrastructure.

The proposed Parcel H building is planned to be a pile supported foundation, with the lowest basement level structurally designed to resist hydrostatic uplift. The proposed building is currently planned to contain below-grade space that extends below groundwater levels. The basement and foundation walls will be waterproofed and designed to resist hydrostatic pressures.

As the Parcel H team continues to evaluate various below-grade options, increases in below-grade parking levels (i.e. deepening the bottom of excavation elevation) may convert the foundation system to a soil-supported structural mat slab as the lowest basement level, if determined to be more cost-effective. The proposed building would use the building deadweight to counteract hydrostatic pressures. In the unlikely event the building weight is exceeded by hydrostatic pressures, an underdrain system would be utilized to relieve minimum pressures necessary.

2.7.17.6 Construction

Excavation for Below-Grade Construction (Parcel G)

A temporary lateral earth support system designed by a licensed professional engineer will be required to complete the excavation for the basement. This lateral support system will consist of continuous interlocking steel sheet piles. The temporary sheet piles will also be embedded into deeper, low permeability soils to reduce temporary construction dewatering as well as permanent dewatering flow entering the underslab drainage system. The excavation will not affect the existing buildings in the area.

Temporary construction dewatering will be required inside the limits of the excavation support wall to enable foundation construction. A permit for temporary construction dewatering will be obtained for discharge of dewatering effluent.

An engineer's representative will be on-site during foundation excavation to observe the suitable subgrade is achieved, in accordance with Building Code requirements.

Pile Installation and Excavation for Below-Grade Construction (Parcel H)

A temporary lateral earth support system designed by a licensed professional engineer will be required to complete the excavation for the basement. This lateral support system will consist of continuous interlocking steel sheet piles. The excavation will not affect the existing buildings in the area.

Temporary construction dewatering will be required inside the limits of the excavation support wall to enable foundation construction. A permit for temporary construction dewatering will be obtained for discharge of dewatering effluent.

Foundation piles would be driven to end bearing to provide resistance for the required structure compression and tension loads. An engineer's representative will be on-site during pile installation and foundation excavations, in accordance with Building Code requirements.

2.7.17.7 Rodent Control Post-Construction

Prior to the filing of the two building permit applications to be submitted in Boston, the Proponent will provide the Inspectional Services Department with evidence that the premises have been treated for, or are free of rodents in compliance with all applicable codes pursuant to City Ordinance Article 16, Section 31. Compliance with Boston requirements pursuant to rodent control will be achieved through a combination of rodent inspection monitoring and treatment prior to, during, and after construction work has been completed, as necessary.

2.7.17.8 Construction Noise

The Proponent is committed to mitigating noise impacts from the construction of the Project. Increased community sound levels, however, are an inherent consequence of construction activities. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities.

Mitigation measures are expected to include:

- Instituting a proactive program to ensure compliance with the City of Boston noise limitation policy;
- Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
- Replacing specific construction operations and techniques by less noisy ones where feasible;
- Selecting the quietest of alternative items of equipment where feasible;
- Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment; and
- Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

2.7.17.9 Hazardous Materials

Based on environmental site assessment work completed to date and historic information, there are known subsurface impacts from identified "urban fill," which is typical of filled land in the Boston area such as in the Back Bay and the Seaport District, as well as specific areas of petroleum impacts on Parcels G and H from a historic storm water structure. The impacts are identified by the Massachusetts Department of Environmental Protection Release Tracking Number (RTN) 3-11533, which applies to Parcels G and H as well as most other parcels of the NorthPoint Property. A Temporary Solution Statement was filed for RTN 3-11533 to maintain regulatory compliance until final regulatory closure is achieved through redevelopment activities and the filing of "Permanent Solutions" in connection with redevelopment. More specifically, it is anticipated that remediation as part of redevelopment efforts, including soil removal and appropriate off-site disposal and the "capping" of remaining impacts with pavement, building foundation or landscaping, will allow for permanent regulatory closure of parcels as they are developed. A Licensed Site Professional will direct the management, treatment and/or disposal of subsurface impacts and make appropriate filings to the Massachusetts Department of Environmental Protection documenting the same consistent with applicable law.

Section 3.0
Site Context and Existing Conditions

3.0 SITE CONTEXT AND EXISTING CONDITIONS

3.1 Project Description

The Proponent acquired the NorthPoint Property (with the exception of the previously developed Parcels N, S, and T) in August 2015. For the past two years, the new ownership team has been evaluating the approved development plan and considering ways in which it can be improved and development can be accelerated. This NPC presents new opportunities to bring development jobs and other public benefits to Boston.

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

Since acquiring the NorthPoint Property in August 2015, the Proponent has made significant capital investments in the NorthPoint Property in order to improve current conditions and to prepare the NorthPoint Property for additional development starting on multiple parcels as of 2017. This work includes the following:

- Commencement of construction of JK lab building "on spec";
- Design and preparation to start construction of retail buildings on Parcels W and Q1;
- Advancement of design of commercial buildings on Parcels EF, G and H;
- Advancement of design of residential buildings on Parcels I and LM;
- Design, permitting and construction of the entire on-site road and utility network;
- Site-wide clean up to remove debris, railroad ties, and above-ground storage tanks from the undeveloped portion of the Project Site;
- Environmental characterization of all undeveloped portions of the Project Site;
- Installation of a new 23-dock Hubway station to be located at the base of the Brian P. Murphy Memorial Staircase;
- Surcharging of multiple road segments in 2016 for the construction of the balance of the on-site road network currently underway;
- Preparation of a Gilmore Bridge study to determine the feasibility of re-striping the Gilmore Bridge, pending Mass DOT approval, in order to improve bicycle and pedestrian improvements;

- Acceleration of design documents for Monsignor O'Brien Highway along the length of the NorthPoint Property, including new pedestrian crossings, cycle tracks and medians;
- Identification and design on an accelerated basis of key I&I mitigation projects to improve stormwater drainage; and
- Proactive management of common areas and open space, including repairs to pedestrian paths and increased roving security patrols.

3.2 Project Site

3.2.1 Project Location

Since the filing and approval of the DPIR, there has been no change to the Boston Project's location within the NorthPoint Property. Refer to Section 2.2.1 of the DPIR for additional details.

3.2.2 Existing Site Uses

Since the filing and approval of the DPIR, there has been no change to the Project's existing site uses. Refer to Section 2.2.2 of the DPIR for additional details.

3.3 Master Plan and Site Uses

The Master Plan governs the development of the 45-acre parcel, of which a small portion (approximately 3%) is located in the City of Boston. The following sections describe the Master Development Plan components. Project components which are specific to the Boston portions of the development are described in Section 2.3.1, Boston Development. As indicated in Table 3-1, the Boston Project as described in this NPC represents an approximately 54,822 sf reduction in the GFA approved previously by the BPDA and described in the DPIR.

3.3.1 Development in Boston

Approximately 1.5 acres, or approximately 3%, of the NorthPoint Property is located in Boston. Development on the Project Site is expected to total approximately 270,178 square feet and will be primarily office (Building H) and office/research and development (Building G) space.

3.4 Project Dimensions

Table 3-1 presents the approximate Project dimensions for the Project Site and overall master plan Project dimensions, as the same have been amended since the filing of the DPIR. As indicated by the chart below, the Project's dimensions, with the sole exception of height on Parcel G, have not increased, and, in comparison to the previously approved project under the DPIR, are less in proportion.

Table 3-1: Approximate Project Dimensions

	Overall North Point Project (2002)	Overall North Point Project (2017)	Boston Project Site (2002 DPIR)	Boston Project Site (2017 NPC)
Site Area	Approximately 45 acres	No Change	1.29 acres	No Change
Development (Total)	5.3 million SF	No Change	325,000 SF	270,178 SF
Residential	3,000,000 SF (2,300-2,700 units)	No Change	N/A	No Change
Office/Lab	2,025,000 SF	No Change	325,000 SF* *less any retail uses	237,122 SF on G 33,056 SF on H
Retail	75,000 SF	No Change	<25,000 SF	0 SF
Floor Area Ratio	2.66	No Change	5.76	4.81
Open Space	11 acres	No Change	0 SF	0 SF
Lot Line Setbacks (Boston)	0’	20’-40’	0’	20’-40’
Number of Stories	3 to 20 stories	1 to 18 stories	15 stories	14 stories on G 15 stories on H
Building Height	60’ – 220’	30’ to 245’	150’	±248’ on G* ±175’ on H* *includes 2 mechanical floors
Number of Buildings	20	No Change	Portions of 2	No Change
# of Parking Spaces (Total)	4,900 spaces	3,807 spaces	430 spaces	339 spaces
Commercial Parking Ratio	0.95/1000 SF	0.85-0.90/1,000 SF	1.32/1,000 SF	1.21/1,000 SF

3.5 Development Phasing and Interim Review Process

Overall, the Project has not changed since the filing of the DPIR and issuance of the Preliminary Adequacy Determination in terms of the total amount of development planned, the number of building parcels, the permitted uses and mix of uses, the open space commitments and the projected infrastructure that will be needed to support the Project. The proposed interior roadway network has been slightly modified to improve connectivity, resulting in the subdivision of the NorthPoint Property into the same number of parcels (i.e., 20), but they are configured somewhat differently, as more specifically set forth on the Master Development Plan attached hereto as **Exhibit A** as well as the Subdivision Plans attached hereto as **Exhibit J**. This modified street layout and site plan have been approved by the cities of Cambridge and Somerville. The Project is still divided into three phases (1A, 1B, and 2). Although the phasing of buildings and associated mitigation has changed to reflect the re-parcelization noted above and market demands, the traffic-related impacts resulting from those changes in phasing remain less than the impacts reviewed and analyzed previously.

Table 3-2: Project Phasing

Parcel	Phase	
	2002 Project	2017 Project
S	1A	1A (Completed)
T	1A	1A (Completed)
U	1A	1B
L	1A	1A
M	1A	1A
N	1A	1A (Completed)
Northpoint Common	1A	1A
D	1B	2
E	1B	1B (as Parcel EF)
F	1B	1B (as Parcel EF)
G	1B	1B
H	1B	1A/1B
J	1B	1A (as Parcel JK)
K	1B	1A (as Parcel JK)
C	2	1B
I	2	1A
A	2	2
B	2	2
Q1	2 (as Parcel Q)	1A
Q2	2 (as Parcel Q)	2
R	2	2
V	2	2
W	N/A	1A

Section 4.0
Transit Infrastructure

4.0 TRANSIT INFRASTRUCTURE

4.1 Introduction

This NPC includes a description of the Project's relationship to the Green Line Extension and Urban Ring projects, and provides an update on certain transit matters since the filing of the DPIR.

4.2 New Lechmere Station and Green Line Relocation/Extension

4.2.1 New Lechmere Station — Conceptual Design

The MBTA's GLX Project will extend Green Line service from Lechmere to Union Square in Somerville and College Avenue in Medford. The Conceptual Design of the GLX and the new Lechmere Station is currently being advanced through the MBTA's design-build contractor selection process, which commenced on May 23, 2017, by the MBTA's issuance of a Request for Proposal for design-build services ("**RFP**"). A public meeting with regard to the RFP was held in Medford on June 21, 2017. Submissions of proposals from competing teams are due on September 28, 2017. The MBTA currently intends to issue a notice to proceed to the selected design-build team on December 11, 2017, in order to allow the commencement of construction of the GLX project during the 2018 construction season.

4.2.2 Green Line Extension beyond Lechmere

The GLX project will extend Green Line service to Union Square in Somerville and College Avenue in Medford, as shown on that certain plan attached hereto as **Exhibit K**. Construction is expected to commence in 2018, with the completion date to be determined by the above-referenced Design-Building Procurement Process.

4.3 Urban Ring

As part of the FEIR, the Proponent committed to preserving potential right-of-way and granting public highway easements within the Project Site for portions of Phase 2 and Phase 3 of the Urban Ring Project. The FEIR Certificate called for such legal arrangements to be put in place during Phase IA of the Project. In addition, a collaborative public/private study process on alternative designs for the Urban Ring was to be undertaken with the presumption that any such design would not decrease the overall density of the Project, or redistribute the location of development to the detriment of the cities of Cambridge, Somerville or Boston. However, subsequently, as documented in the January 22, 2010 comment letter from the MassDOT Secretary to EOEA on EOEEA # 12565 and confirmed in the February 11, 2015 comment letter from MassDOT and the MBTA to the Massachusetts Department of Environmental Protection on the State Implementation Plan under the federal Clean Air Act, MassDOT is no longer advancing the Urban Ring project, including review of the project under MEPA. In addition, the Urban Ring Project is not included in the most recent Boston-area Regional Transportation Plan (Charting Progress 2040), which includes all transportation projects that can be built with anticipated MassDOT revenues between now and 2040. Therefore, no legal arrangements can be put

in place at this time with respect to the Urban Ring Project, and the Proponent has requested that MEPA Office recognition of this fact.

Nonetheless, the Proponent has continued to plan and develop the NorthPoint Project in such a way that a potential Urban Ring Bus Rapid Transit connection (Phase 2 of the Urban Ring) could be accommodated if the Urban Ring Project were to be advanced in the future. In particular, West Boulevard has been designed to accommodate the potential Urban Ring buses and an urban bicycle/pedestrian network connection. In addition, the current design of the Project would not preclude the granting of public highway easements for the construction of Phases 2 and 3 of the Urban Ring Project, should it progress in the future.

Section 5.0
Planning and Urban Design

5.0 PLANNING AND URBAN DESIGN

5.1 Introduction

As contemplated in the Preliminary Adequacy Determination, the Proponent is requesting approval of specific building designs for Buildings G and H with this NPC.

Parcel G

Parcel G is an approximately 798,542 GSF commercial lab and office building that is sited on the north side of Dawes Street between Child Street and open space within the mixed-use NorthPoint development. The 14-story building includes flexible lab and office space from levels 1-12 and four stories of below grade structured parking. The height of the top of the highest occupied floor is approximately 186 feet. A two-story mechanical penthouse completes the program to accommodate base building and tenant equipment. The Project forms the edge between the growing NorthPoint neighborhood to its south and the commuter and freight rail tracks to the north and sits on a parcel within both the City of Cambridge as well as the City of Boston.

The building's primary entry is accessed from a lobby located at the south west corner of the Project Site on Dawes Street. The four-level garage is accessed by a ramp which extends down the north side of the building and is accessed from a private drive that can be entered from the intersection of Child and Dawes Street. Elevators from the garage will give access to the public lobby. Bicycles have abundant indoor parking with direct access to the building lobby. A separate entry for bicycles is located off of the open space within visibility of the building security desk, this area has access to shower facilities and a bicycle repair area. The building's fully enclosed loading dock is accessed via a truck ramp from the Child Street entry drive at grade and connects directly to the buildings elevator core.

The Project will reinforce the scale and character of Dawes Street as described in the approved NorthPoint Design Guidelines. The new building is to have a two story base expressed by larger floor sizes that allow for visible and active high-bay research space. These floors extend to the parcel's Build-To line at the parcel's southern edge to form a continuous streetscape experience along Dawes Street and align loosely with the two-story expression that is planned for the surrounding buildings. This pedestrian scaled base expression wraps around the edge of the tower to make an appropriately scaled pedestrian experience at the adjacent open space and connects the scale of the building with the height of the adjacent Gilmore Bridge. Entry into the building is located under a protective overhang at the south-west corner of the building's base making it visible from pedestrians approaching from Lechmere station as well as the Brian P. Murphy Memorial Staircase.

Parcel H

Parcel H is an approximately 644,015 GSF office building that is sited on the north side of Child Street Park and the end of Dawes Street.

The Project is located in the growing NorthPoint neighborhood. The site is bounded by the Brian P. Murphy Memorial Staircase on the South, the Gilmore Bridge to the East, the MBTA Commuter Rail Maintenance Facility on the North, and a proposed lab/office building on the West. The building sits on a parcel within both the City of Cambridge as well as the City of Boston.

The 11-story building includes office space from Floors 2-10, two levels of above grade structured parking and three levels of below grade structured parking. The height of the highest occupied office floor is approximately 150', a two-story mechanical floor tops the building at an elevation of approximately 175'.

A clear and welcoming entrance lobby to the building is located at the northern end of Child Street Park, as this is one of the principal approaches to the entire NorthPoint district from the east. The double height lobby gives access to a ground floor drop-off and the main elevator lobby at the Gilmore Bridge Level which is accessed through escalators and a grand stair. A separate public lobby for the Garage elevators gives access to all the garage levels and the Gilmore Bridge Level.

The entrance to the five-level parking garage and the truck dock is located on a private road on the West side of the building, it is located north of the intersection of Child and Dawes Street.

The building's fully enclosed loading dock connects directly to the buildings service elevator core. Long term and short term bicycle parking is located at the garage entrance level, as well as lockers and showers. The two levels of above grade parking are masked with a decorative screen, so that they are not visible from any public areas as pedestrians approach and move through the Project Site.

Given the visibility of Parcel H from the highway system, additional geometric and detailing articulation will be dedicated to the northeast corner of the building including raising the corner by extending the fabric of the façade upward to screen the mechanical penthouse. For anyone driving north on I-93 and Route 1 North, this will be the most prominent part of NorthPoint, and so deserves this special architectural expression.

A new sidewalk is proposed at the Gilmore Bridge along the length of Parcel H. This will be achieved by widening the sidewalk, by removing one side of the Jersey barriers, by adding landscaping, and creating an arcade. The result will enable the pedestrians approaching from Charlestown and the Orange Line to enjoy a far better urban experience. In addition the widening of the Brian P. Murphy Memorial Staircase by adding an additional area of landscape will open up a broader view corridor towards Boston at the end of Dawes Street; increase the space between Parcel H and the adjoining housing tower; and creates a much more pleasant way for pedestrians to move from the Gilmore Bridge into the environments of NorthPoint.

5.2 Process for Ongoing Design Review in Cambridge, Somerville, and Boston

The Proponent will prepare and submit Parcel G and H for design review with the City of Cambridge Planning Board simultaneously with the process in Boston.

5.3 Building Description and Open Space Design

5.3.1 North Point Master Plan

The Project Site is a small portion of the overall master plan development and design for the NorthPoint Property. The Boston Project is an integral part of the overarching design context. The direction behind the design of the Project is to create buildings that will fit into the context of the newly developing neighborhood, which will complement the surrounding Cambridge neighborhood and have little to no impact on Somerville or Boston.

The master plan concept for the overall design of the NorthPoint Property is described below.

The layout of the Northpoint neighborhood is driven in large part by the desire to structure a contiguous public realm that is also well integrated into the surrounding neighborhoods. The streets, sidewalks, Northpoint Common, and open space are designed to hold together as a single network, while providing formal and programmatic variety. The urban block structure sets up an urban Streetscape to create a hierarchy of mixed-uses, clarity of circulation, human scale and an animated public and pedestrian realm. Buildings exhibiting a diversity of architectural expression, establish a comfortable pedestrian scale common to all building types, framing streets and enlivening the sidewalks with entrances, life and activity.

The design principles used to create the Master Development Plan emphasize variety in scale and form to reflect a diversity of experience throughout the 45-acre site. Building heights have been strategically positioned to frame parks and squares and to contribute to an interesting and varied skyline. A variety of housing types will be offered including lofts, townhouses, and apartments, and open space will take-on different characteristics throughout the Project Site to accommodate both active and passive recreational uses. The overarching design goal of the Project is to take advantage of its unique location and unparalleled access to transit in order to create a place that is inviting to residents, workers, and visitors to the Project Site.

The unifying elements of this Project, as with most projects, are the public spaces—the streets, sidewalks, open space, and trails—which all woven together make up the public realm. Of the approximately 45 acres included in the NorthPoint Property, over twenty percent (20%) of the land area is devoted to parks and trails. By placing such importance on the public realm, the Project begins to encourage both current and future residents of Cambridge, Somerville, and Boston to experience all that NorthPoint will offer.

Specific to the parcels associated with City of Boston (Parcels G and H), the relationship to the Gilmore Bridge and views from Charlestown will be highly critical aspects of the master plan and the building design. Parcel H sits at the nexus of Gilmore Bridge and Brian P. Murphy Memorial Staircase that link NorthPoint to Community College Orange Line Station and Charlestown. The design of the building is intended to engage the Bridge and the Staircase with appropriate sidewalk treatment and ground floor animation. Both buildings will have a significant visual presence from Charlestown and City of Boston. The scale and visual appearance are carefully considered in design of the buildings and public realm.

5.3.2 Plan

See Revised Master Plan included as **Exhibit A**.

5.3.3 Height and Massing

Parcel G

There are two primary strategies that form the logic for the building tower, both are rooted in the goal of forming an appropriately scaled public realm.

The first strategy is one that governs the shape of the building in plan. The form of the building is inflected inward on its narrowest sides such that it loosely describes the shape of a bowtie when viewed from above. This bowtie form allows the larger floorplates that are optimized for laboratory tenancy, to appear more slender and elegant when viewed from the side. This allows the wider laboratory building to fit with the scale of more narrow residential and office buildings to the south and east.

The second strategy governs the section of the building and helps to form an open, vibrant landscape along Dawes Street. The tower mass of the building is pushed as far north on the property as possible allowing direct light and sky-dome visibility to benefit the landscape and public spaces along Dawes Street. In addition to this stepping the mechanical penthouse is configured such that it only exists on the northern most half of the bowtie form. The resulting terracing of the building scale maximizes daylight on Dawes Street and gives the building a lower perceived height from the pedestrian side of the building. The upper ten stories facing south on Dawes Street are lifted from the two-story base and allow for a new private landscape terrace to be accessed from the third level tenant space. This roof terrace, executed by the tenant, would be visible from the Gilmore Bridge and surrounding residential developments to the south. This Southern lower volume of the building is further inflected at its corners to allow for more daylight access to the adjacent parks. The new building volume adds little impact to distant views of Cambridge when viewed from the Charlestown neighborhood. Views of the building from Rutherford Avenue, Bunker Hill Community College and Austin St. are obscured largely by the upper and lower deck of I-93. The Project Site is not visible from the Bunker Hill Monument green.

The height of Building G in Boston to the top of the highest occupied floor is approximately 186 feet. The total height of the building in Boston, including the mechanical penthouses is approximately 248 feet.

Parcel H

The massing of the Parcel H office building is informed by an overall gesture to open the northeastern edge of Northpoint to the city, bring daylight into the Project Site and create a gracious pedestrian access point to the Project. The mass of the building tower is angled at the south, creating a wide opening into Northpoint for pedestrian access from the Gilmore Bridge. An inflection point to the building at the northeast corner, as well as an angled parapet, help distinguish the mass of the building upon view from the Gilmore Bridge and the nearby highway ramps, further distinguishing the building as an entry point to Northpoint. At grade along the Gilmore Bridge and the Brian P. Murphy Memorial Staircase, the building perimeter cuts back approximately eight feet, to create a small colonnade that makes for a pedestrian friendly approach to the Project Site and reduces the perceived volume of the building above.

The tower of the building sits atop a base parking garage, which is mostly concealed by grading along the edges of the Project Site. At the lower levels of the tower to the northwest, office space spills on to the garage base, creating terraces that help soften the edge of the building as it meets the ground. Between the terraces and the plantings, the mass of the larger base becomes concealed.

The height of Building H in Boston to the top of the highest occupied floor is approximately 150 feet. The total height of the building in Boston, including the mechanical penthouse is approximately 175 feet.

5.3.4 Character and Exterior Materials

Parcel G

The exterior of Building G on the north, east and west sides will receive a horizontal cladding system with a variety of textures and depths to give interest and composition when seen from the highway and the Gilmore Bridge. The building's volume will be articulated to reflect the contrast between the rail-beds to the north and the pedestrian streetscape to the south. From the south the building language will be primarily a curtainwall glazing system. The glazing will be shaded with the appropriate amount of horizontal exterior sun shades. The two languages will use material differences to give hierarchy to the pedestrian facing facades and break down the scale of the building. The use of a dominantly horizontal language will unify the building. The lower two floors of the building as well as the landscape design will be articulated in a way to give interest and scale at the pedestrian level.

Parcel H

The exterior of Parcel H will be clad in a metal and glass skin organized by a vertical proportioning system in order for the building to achieve a sense of height, given that it

occupies such a prominent site while being shorter than its immediate neighbors. A system of six panels with varying ratios of metal-to-glass areas will be arranged on the four facades in relationship to solar orientation, to partially control heat gain. The result will be yield a more 'kinetic' façade expression, as each of facades will be composed of all six panels but in different amounts of each.

An important urban design aspect of this Project Site is that the building has to properly meets two 'grounds' that are 26 feet apart in elevation. While the main entrance is at the level of Dawes Street, the building meets the Gilmore Bridge on its east end. Along the Gilmore an arcade and a landscaped and widened sidewalk will create a far more pleasant pedestrian experience. And this continues around to the south along a widened area of the Brian P. Murphy Memorial Staircase, enabling people to enter the building at this level. This means that the main lobby extends in height, creating a gracious space that connects the two levels.

The northeast corner of Parcel H will be one of the more prominent icons of NorthPoint due to its proximity to commuters travelling northward on the adjacent highways or the commute train system. Raising the skin of the façade upwards unto a taller parapet at this corner will further enhance the building's distinction.

5.3.5 Signage

Parcel G

Building signage will be organized in such a way as to clearly provide the following, consistent with the NorthPoint Design Guidelines:

- Appropriate wayfinding signage for bicycles, pedestrians and vehicles will be integrated into the building and Project Site design.
- Signage will indicating walking distances to major destinations such as Lechmere Station, Community College Station and North Point Park.
- Building identity signage will scaled appropriately to the pedestrian and vehicular passages on the South side and be located on the lower two floors of the podium. Identity signage of the building will be scaled for visibility from afar on the north east corners and south west of the building so as to be visible from I-93. Additional building signage facing south towards Cambridge will be located on the south east corner of the upper penthouse within the Boston portion of the massing.

Parcel H

The design of the Parcel H building will include exterior wayfinding and informational signage for pedestrians, bicycles and drivers entering the building and circulating the Project Site. Signage identifying the building will be located to the south and the point of entry to the building and will be scaled and designed consistent with the masterplan guidelines. Identity signage will also be located on the building's north façade, oriented to Route 93. The signage will comply with applicable City of Boston regulations as well as masterplan guidelines.

5.3.6 Open Space and Open Space Plan

Parcel G

The open space on all four sides of Parcel G will be designed to create seamless connections between the building and the wider open space network at NorthPoint. These connections will be particularly strong on the west side, where the adjacent open space in Cambridge and Somerville will abut the entrance plaza and planted base of the building. In this area landscape materials, planting and site furniture and outdoor exercise equipment will be chosen to extend the open space of the park to the building. On the south side of the building on Dawes Street the sidewalk materials will be extended towards the building and a plaza for food trucks and picnic tables is established as part of the streetscape, framed with shade planting running along the southern edge of the building to create a comfortable microclimate in this area. On the building's east side the service road, shared with Building H will be planted with shade trees and groundcover, protecting and defining the sidewalk. On the north side of the building the service road will descend to parking at the building's lower level, with a planted buffer running along the northern edge of the Project Site screening the rail yards.

Parcel H

At the north eastern corner of NorthPoint, Parcel H will be a major entrance for pedestrians approaching from the Gilmore Bridge. The open space on the south side of the building will be an extension of the existing Brian P. Murphy Memorial Staircase, and will bring pedestrians down from the Gilmore Bridge sidewalk to ground level at the intersection of Dawes and Child Streets, where the building lobby entrance plaza will be also located. A public elevator in the building will provide an accessible connection between the bridge and ground level. On the east side of the building a plant bed with street trees and groundcover will enhance the existing sidewalk of the Gilmore Bridge, and a secondary path will be provided along the east face of the building. On the north side of the building a series of landscaped slopes and retaining walls will mediate between the level of the rail yards and two private landscaped terraces on the second and fourth floors of the building. On the west side, the service road will be planted with street trees.

5.4 Public Realm Improvements

5.4.1 Bicycles and Pedestrians

Since the filing and approval of the DPIR, there have been no changes to the existing and proposed conditions for pedestrians and bicycles. Refer to Section 4.4 of the DPIR for additional details.

5.4.2 Streetscape

Dawes Street will be an important east-west connector running between Water Street and the Brian P. Murphy Memorial Staircase to the Gilmore Bridge. Street trees will be planted on both sides of the street, and an additional landscape area will be provided on the north side of Dawes in front of Building G to improve the pedestrian experience on this sunnier

side of the street. The widened sidewalk area will provide opportunities for seating, food trucks and a community table to be incorporated into the public realm. At Building H, a large sloped plant bed at the base of the building will expand the landscape at the existing Brian P. Murphy Staircase and strengthen the connection between Dawes Street and the Gilmore Bridge. On the east side of Building H, the existing sidewalk level at the bridge will be extended to the building to establish a new streetscape along the bridge with a large plant bed with street trees.

The major entrances for Buildings G and H will be located at the building corners on Dawes Street to be clearly visible from the adjacent open spaces and to provide clear lines of pedestrian circulation from the Dawes Street crosswalks. Views have been preserved to highlight important civic landmarks such as the Brian P. Murphy Memorial Staircase and Child Street Park adjacent to Building H as well as Baldwin Park South and North adjacent to Building G.

5.4.3 Accessibility

The Parcel G and H buildings and Project Site will be designed to meet all applicable MA and ADA accessibility requirements. The Parcel H Project will demolish the existing elevator that provides an accessible route at the Brian P. Murphy Memorial Staircase and replace it with a new publicly accessible elevator that is within the perimeter of the office building.

5.4.4 Project Floorplans

Refer to **Exhibit L** for architectural exhibits.

5.4.5 Project Massing

Refer to **Exhibit L** for architectural exhibits.

5.4.6 Building Elevations

Refer to **Exhibit L** for architectural exhibits.

5.4.7 Building Sections

Refer to **Exhibit L** for architectural exhibits.

5.4.8 Project View Perspectives/Renderings

Refer to **Exhibit L** for architectural exhibits.

5.5 Sustainability/Green Building and Climate Change Resiliency

5.5.1 Introduction

The DEIR and the PUD Special Permit include a list of sustainable design measures that the Proponent will pursue. In addition, the Project will be certified through the LEED rating system.

5.5.2 Regulatory Context

5.5.2.1 Article 37

The buildings for Parcels G and H will incorporate sustainable design strategies, systems, and materials sensitive to the health and well-being of its users and the environment and compliant with the requirements of Article 37. The Project Teams will focus on design solutions that promote decreases in energy and water use, improve the efficiency and useful life of building systems and infrastructure, and reduce the burdens imposed by buildings on city services, the environment, and public health. Using an integrated design approach, the buildings at Parcels G and H will be certifiable under LEED for Core and Shell v4.

5.5.2.2 BRA Climate Change Preparedness and Resiliency Policy

In 2013 the City of Boston enacted the Climate Change Preparedness and Resiliency Policy. The policy focuses on the environmental impacts of projects with consideration of current climate conditions and the future effects of climate change. Areas of consideration include project longevity, passive survivability, and safety of occupants/residents in an unusual storm event and mitigation of the Project impact on the environment. During the detailed Project planning process the design team reviews how natural occurrences such as extreme heat events, extreme water events and sea level rise could be addressed within the building design.

As part of the current proposed design, both parcels will be raised above projected floodplains and committed to be Envision and SITES certified. In addition, an integrated stormwater management system and material re-use have been incorporated into the open space design.

5.5.3 Sustainability/Green Building Design Approach

5.5.3.1 Overall Approach to Sustainability

Sustainability is an integral aspect of the entire NorthPoint development Project including priority items such as stormwater management infrastructure through to water conserving plumbing fixtures. Parcel G has established a minimum commitment to demonstrate LEED version 4 Silver certifiable compliance under the v4 Core and Shell rating system. To meet the Project's sustainability goals, an all-encompassing approach will focus on reducing energy and emissions, water and waste management, optimizing controllability, and creating an environmentally conscious and healthy work environment for occupants, visitors and the surrounding community. The Project will promote the design and construction of a high-performance, green building through an integrated design approach that ensures all Project disciplines are engaged often throughout the design process in order to meet project sustainability and energy efficiency goals. Recent new energy standards and sustainable design approaches for materials such as building product

disclosure, are designed to encourage transparency across the building materials industry. The Project will work to incorporate compliant materials and products in the design.

Open Space and Vegetated Areas
Large plant beds and street trees will maximize vegetation, and minimize the extent of paving within both the Parcel G and H landscapes. The plant beds will create a welcoming, comfortable, human-scaled environment at the base of the buildings to encourage social interaction and use of the public realm. The vegetation and its soil will contribute to localized carbon sequestration and enhanced air quality. Imported horticultural planting soil specifically designed to support this urban landscape condition will have continuous, shared volumes in the beds and under pavements to encourage self-sustaining root growth that will produce health, mature trees at a goal of 1,000 cf per tree.

Site Materials
The Parcel G and H landscapes will use granite block salvaged from the Project Site for plant bed edging and permanent site seating. Porous pavements will be used at the street trees pits and an innovative stormwater collection system will collect and divert stormwater run-off at the sidewalk to an integrated aeration and irrigation system feeding the structural soil under the sidewalk pavement to support healthy plant growth.

Heat Island Reduction
Light-colored concrete pavement materials with high albedo values will reduce the heat island effect. Richly planted beds with canopy and understory trees will create shade on the adjacent pavements and provide ambient cooling. Street trees lining Dawes Street and the Gilmore Bridge will reach out with their high canopies and shade the adjacent streets. The paved entry plaza at Building G will be the shade of the building overhangs to reduce direct sunlight and heat gain.

Water Efficient Landscape
Strategies to reduce the amount of potable water used for irrigation will include using native or adapted plant species and efficient irrigation systems with soil moisture sensors for both Parcels G and H.

Open Space and Vegetated Areas
Large, densely-planted plant beds and street trees will maximize vegetation, and minimize the extent of hardscape within both Parcel G and H landscapes. The plant beds will be a welcoming environment at the base of the buildings creating human-scaled, comfortable spaces within the public realm that encourage social interaction. The vegetation and its soil will contribute to localized carbon sequestration and enhanced air quality. Imported horticultural planting soil specifically designed to support this urban landscape condition will have

continuous, shared volumes in the beds and under pavements to encourage self-sustaining root growth that will produce health, mature trees at a goal of 1,000 cf per tree.

Site Materials
The Parcel G and H landscapes will use granite block salvaged from the Project Site for plant bed edging and permanent site seating. Porous pavements will be used at the street trees pits and an innovative stormwater collection system will collect and divert stormwater run-off at the sidewalk to an integrated aeration and irrigation system feeding the structural soil under the sidewalk pavement.

Heat Island Reduction
Light-colored concrete pavements will have high albedo values to reduce the heat island effect. Densely planted beds with canopy and understory trees will create shade on the adjacent pavements and provide ambient cooling. Street trees lining Dawes Street and the Gilmore Bridge will reach out with their high canopies and produce shadows on the surrounding streets. The paved entry plazas at Building G will be the shade of the building overhangs to reduce direct sunlight.

Water Efficiency Landscape
Strategies to reduce the amount of potable water used for irrigation will include using native or adapted plant species and efficient irrigation systems with soil moisture sensors for both Parcels G and H.

5.5.3.2 LEED Introduction

The buildings for Parcels G and H will incorporate sustainable design strategies, systems, and materials sensitive to the health and well-being of its users and the environment and compliant with the requirements of Article 37. The Project Teams will focus on design solutions that promote decreases in energy and water use, improve the efficiency and useful life of building systems and infrastructure, and reduce the burdens imposed by buildings on city services, the environment, and public health. Using an integrated design approach, the buildings at Parcels G and H will be certifiable under LEED for Core and Shell v4.

5.5.3.3 LEED Credits – Parcel G

Integrative Process (IP)
IP Credit 1 Integrative Process
The Boston Project will meet the intent of this credit through identification of cross discipline opportunities to design a sustainable building project. Sustainable design focused meetings will be ongoing throughout the design process to assist the team in establishing shared sustainable design and energy efficiency goals for the Project. Early design phase energy modeling will be been conducted to review systems synergies and assess areas where energy loads may be significantly

reduced. A water use analysis will be conducted to aid in establishing water use reduction targets.

Location and Transportation (LT)

LT Credit 2 Sensitive Land Protection

The Boston Project meets the credit requirements; it is located on land that has been previously developed.

LT Credit 3 High Priority Site

The development area contains contaminated soils and/or groundwater; it will be appropriately remediated in accordance with MassDEP regulations.

LT Credit 4 Surrounding Density and Diverse Uses

The Boston Project will meet Option 1 for Surrounding Density by being located in an area with an average density greater than 35,000 sf/acre. Additionally, the Boston Project will meet Option 2 for Diverse Uses by being located within one-half mile walking distance of at least eight publically available diverse uses in at least three separate use categories.

LT Credit 5 Access to Quality Transit

The Boston Project is located within one half mile walking distance to Lechmere Station which provides access to various bus routes and MBTA Green Line E service and the Community College MBTA Station, with access to MBTA Orange Line service. In combination, employees of the tenants at Parcel G will have access to more than 483 weekday rides and 348 weekend transit rides.

LT Credit 6 Bicycle Facilities

Exterior short-term and covered long-term bicycle storage is planned for visitors and regular occupants of the Boston Project. The immediate neighborhood provides a direct connection to a local bicycle network that links to a variety of services with pedestrian and cyclist access.

Based on the current design, the Boston Project is planning to 128 provide long-term bike spaces for >5% of regular building occupants on the first floor and short-term bike spaces for 2.5% of all peak visitors throughout the Project Site within 100 feet of the main building entrance. In addition to the bike racks, showers with changing facilities will be provided for 0.5% of regular building occupants on the first floor adjacent to the long-term bicycle storage.

LT Credit 7 Reduced Parking Footprint

Approximately 746 parking spaces will be provided within the underground parking structure, resulting in more than a 40% reduction in base-ratios as recommended by the Parking Consultants Council. Additionally, carpool spaces

will be provided for at least 38 vehicles (5% of the total parking capacity) in preferred locations throughout the garage.

LT Credit 8 Green Vehicles

Approximately 746 parking spaces will be provided for tenants and visitors to the building within the underground parking structure. The two compliance paths will be followed in support of the credit requirements:

1. 64 LEFE spaces (38 required to meet 5% of total parking capacity) will be allocated within the parking garage and will be placed in preferred locations.
2. 20 electric vehicle charging stations (15 required to meet 2% of total parking capacity) will be provided and be made available to Project occupants.

Sustainable Sites (SS)

SS Prerequisite 1: Construction Activity Pollution Prevention

The construction manager will be required to submit and implement an appropriate SWPPP/Erosion and Sedimentation Control (ESC) Plan for construction activities related to the construction of the Boston Project. The ESC Plan will conform to the erosion and sedimentation requirements of the applicable NPDES regulations and specific municipal requirements for the City of Cambridge. Additionally, the ESC Plan will address management and containment of dust and particulate matter generated by on-site demolition and construction activities. Civil design drawings will include measures for the implementation of the ESC plan.

SS Credit 1: Site Assessment

A comprehensive site assessment was completed as part of the development master plan effort and the Northpoint Development Concept Plan. The design team will continue to study topography, hydrology, climate, vegetation, soils, human use, and human health effects specific to Parcel G to inform the design.

SS Credit 3 Open Space

The open space on all four sides of Parcel G will be designed to create seamless connections between the building and the wider open space network at NorthPoint. These connections will be particularly strong on the west side, where the adjacent open space of Park 4 in Cambridge and Somerville will abut the entrance plaza and planted base of the building. In this area landscape materials, planting and site furniture and outdoor exercise equipment will be chosen to extend the open space of the park to the building. On the south side of the building on Dawes Street the sidewalk materials will be extended towards the building and a plaza for food trucks and picnic tables is established as part of the streetscape, framed with shade planting running along the southern edge of the building to create a comfortable microclimate in this area. On the building's east side the service road, shared with Building H will be planted with shade trees and groundcover, protecting and

defining the sidewalk. On the north side of the building the service road will descend to parking at the building's lower level, with a planted buffer running along the northern edge of the site screening the rail yards.

Large plant beds and street trees will maximize vegetation, and minimize the extent of paving within both the Parcel G landscape. The plant beds will create a welcoming, comfortable, human-scaled environment at the base of the buildings to encourage social interaction and use of the public realm. The vegetation and its soil will contribute to localized carbon sequestration and enhanced air quality. Imported horticultural planting soil specifically designed to support this urban landscape condition will have continuous, shared volumes in the beds and under pavements to encourage self-sustaining root growth that will produce health, mature trees at a goal of 1,000 cf per tree.

Through the inclusion of the landscaped spaces and pedestrian friendly streetscape improvements explained above, it is anticipated the Boston Project will incorporate enough vegetated and pedestrian-friendly open space to meet the credit requirements.

SS Credit 4 Rainwater Management

In a manner best replicating natural site hydrology processes, on-site the runoff from the developed site shall be managed to target the 95th – 98th percentile of regional or local rainfall events using low-impact development (LID) and green infrastructure.

Rainwater control measures will continue to be investigated, engineered and refined as the Boston Project continues the design process. Measures that will be considered include, but are not limited to, the following:

- Subsurface infiltration systems/recharge wells
- Green roof(s)
- Permeable paving
- Rain gardens
- Rainwater harvesting

A stormwater management system has been developed for the proposed development site that meets the goal of improving the quality of discharge now being released from the wastewater systems serving the NorthPoint Property. As elements of the proposed development are constructed, the existing storm drainage system(s) will be abandoned or removed and the new stormwater management system will be extended to collect and treat stormwater runoff. This stormwater management system will discharge flows to the Charles River Basin through an outfall constructed at the Lechmere Canal.

The North Point Stormwater Management Master Plan includes the following features:

- Utilizing Miller's pond within Northpoint Common (a wet pond that provides sediment removal and nutrient removal) to allow the open space areas to provide natural treatment of stormwater.
- Separating site storm drainage from the Combined Sewer System.
- A closed storm drainage system consisting of deep sump hooded catch basins (6-foot sumps) to collect and convey runoff via closed drain pipes located within the Project roadways to the Lechmere Canal. This system was sized to manage stormwater flows from the Project Site plus contiguous areas including the Charles E. Smith Development and parcels located between the NorthPoint Property and the Monsignor O'Brien Highway which previously discharged to the combined sewer system in Monsignor O'Brien Highway. The Project storm drainage system will be sized to manage peak flows from the 25-Year 1-hour storm and to manage flood flows from the 25-year 24-hour storm design as required by the City of Cambridge DPW standards.
- Proprietary water quality inlets (oil/sediment separators) that are designed to treat the first 0.5 inch of runoff from the 25-year, 24-hour design storm and remove 80% TSS prior to discharge to the Lechmere Canal.
- Subsurface infiltration systems within Child Street Park, Baldwin Park, and Northpoint Common to recharge groundwater and provide phosphorus removal in accordance with the TMDL for the Charles River.
- A Site Owner's Manual identifying measures for the long-term operation and maintenance of the stormwater management system as well as a long-term pollution prevention plan including:
    - Street sweeping twice per year on all Project roadways.
    - Cleaning Project catch basins twice per year — just before the onset of winter and immediately following the spring snowmelt.
    - Inspecting and maintaining proprietary water quality inlets in accordance with manufacturer's recommendations.
    - Inspecting, cleaning, and maintaining sediment forebays and grass swales to prevent sediment accumulation and erosion.
    - Removing accumulated sediment and invasive species in Miller's pond, inspecting embankments and outlet controls annually
    - Inspecting subsurface infiltration systems annually to prevent clogging.
    - Non-structural good housekeeping such as source control and pollution prevention measures

In compliance with the Total Maximum Daily Load ("**TMDL**") issued by the Massachusetts Department of Environmental Protection for the Charles River, fertilizers, herbicides, and pesticides that contain phosphorus are prohibited and cannot be used on-site.

SS Credit 5 Heat Island Reduction
Light-colored concrete pavements will have high albedo values to reduce the heat island effect. Densely planted beds with canopy and understory trees will create shade on the adjacent pavements and provide ambient cooling. Street trees lining Dawes Street and the Gilmore Bridge will reach out with their high canopies and produce shadows on the surrounding streets. The paved entry plazas be shaded by the building overhangs to reduce direct sunlight. The roof membrane will be a high albedo roof material with an initial SRI value of 82 minimum.

SS Credit 6 Light Pollution Reduction
The Boston Project plans to meet the uplight and light trespass requirements by complying with the LEED v4 BUG Rating method. The Project Site is classified under Lighting Zone 3 as per the Illuminating Engineering Society and International Darky Sky Association (IES/IDA) Model Lighting Ordinance User Guide. To meet the credit requirements, the site lighting will not exceed the LEED v4 allowable luminaire backlight, uplight and glare ratings for this lighting zone.

SS Credit 7 Tenant Design and Construction Guidelines
The Boston Project will provide Tenant Design and Construction Guidelines for distribution and review will potential building tenants. The guidelines will outline the sustainable design and energy efficiency measures implemented in the core and shell building and provide detailed guidance for the Tenants to design and build in alignment with the Project sustainability goals.

Water Efficiency (WE)
WE Prerequisite 1 Outdoor Water Use Reduction, 30%
Strategies to reduce the amount of potable water used for irrigation will include using native or adapted plant species and efficient irrigation systems with soil moisture sensors. Porous pavements will be used at the street trees pits and an innovative stormwater collection system will collect and divert stormwater run-off at the sidewalk to an integrated aeration and irrigation system feeding the structural soil under the sidewalk pavement to support healthy plant growth. Through the implementation of these measures, the Boston Project will use 30% less potable water for irrigation (as calculated using the EPA WaterSense Water Budget Tool) when compared to the calculated baseline for the Project Site's peak watering month.

WE Prerequisite 1 Water Use Reduction, 20% Reduction
Through the specification of low flush and flow and high efficiency plumbing fixtures, the Boston Project will reduce potable water consumption by a minimum of 20% over the baseline calculated for the building (not including irrigation) after meeting Energy Policy Act of 1992 fixture performance requirements. Preliminary water use calculations were run; the Boston Project is currently targeting a 30% water use reduction over the baseline, with aspirations for additional savings.

WE Prerequisite 3 Building Level Water Metering
The Boston Project will meet the requirements of this prerequisite by installing permanent water meters that measure the total potable water use for the building and associated grounds. In addition to installing the meters, the Boston Project will commit to sharing water usage data with the USGBC for a five-year period beginning on the date the Boston Project accepts LEED certification or typical occupancy, whichever comes first.

WE Credit 1 Outdoor Water Use Reduction 50%
The landscape design will incorporate native and adaptive plantings, and the design of the irrigation system will target a 50% reduction, minimum, in potable water use when compared to a mid-summer baseline. The systems will incorporate high controller efficiency and moisture sensors.

WE Credit 2 Indoor Water Use Reduction
Through the specification of low flow and high efficiency plumbing fixtures, the Boston Project will implement water use reduction strategies that target 30% less potable water use annually when compared to EPA baseline fixtures for the building (not including irrigation) after meeting Energy Policy Act of 1992 fixture performance requirements. Toilet fixtures planned for use include 1.1 GPF water closets, 0.125 GPF urinals, 0.35 GPM sensor faucet lavatories, and 1.5 GPM showers. As the design progresses, the team will continue to identify ways to further reduce potable water use.

WE Credit 3 Cooling Tower Water Use
The Boston Project will conduct a one-time potable water analysis for the cooling tower water and calculate the cycles of concentration. Through increasing the level of treatment in the make-up and/or condenser water, the Boston Project will achieve the maximum cycles of concentration calculated before any of the parameters analyzed exceed their maximum allowable levels of concentration. A minimum, the following five control parameters will be assessed: Ca, Total alkalinity, SiO2, Ci, and Conductivity.

WE Credit 4 Water Metering
The Boston Project is planning to install permanent water meters for at least two of the following water subsystems: irrigation, indoor plumbing fixtures and fittings, domestic hot water boilers with a projected annual use of 100,000 gallons or more than 500,000 BtuH, reclaimed water, or other process water.

Energy and Atmosphere (EA)
EA Prerequisite 1 Fundamental Commissioning and Verification
A third party Commissioning Agent (CxA) will be engaged by the owner for purposes of providing fundamental commissioning services for the building energy

related systems including HVAC, lighting, domestic hot water systems and potentially the building envelope. The CxA will be required to perform the scope of work required to comply with the prerequisite in accordance with ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1-2007 for HVAC & R systems. Owner's Project Requirements (OPR) and Basis of Design (BOD) documents will be developed.

EA Prerequisite 2 Minimum Energy Performance

To meet the prerequisite, the building performance rating will demonstrate, at a minimum, a 2% improvement in energy use by cost when compared to a baseline building performance as calculated using the rating method in Appendix G of ANSI/ASHRAE/IESNA Standard 90.1-2010. A whole building energy model will estimate the expected performance rating of the designed building systems. The Boston Project will also meet the 9th Edition of the MA Energy Code and stretch code requirements.

These requirements are met by the selection of efficient building mechanical systems and a high performance envelope. The proposed design incorporates a large number of energy efficiency measures including high efficiency HVAC equipment, low lighting power density, low flow water fixtures, and an improved building envelope. Lighting power density requirements will be included in the tenant lease agreement.

Other energy conservation measures (ECMs) that are being considered and evaluated as the design progresses include but are not limited to the following:

- Greater interior lighting power density reductions
- Energy efficient exterior lighting
- CO2 based demand control ventilation for applicable spaces
- High performance variable speed chillers
- High-efficiency Condensing gas-fired hot water boilers
- Variable flow HW and CHW pumping
- High-efficiency heat recovery with evaporative cooled exhaust

EA Prerequisite 3 Building Level Energy Metering

To meet the requirements of this prerequisite, the Boston Project will install whole building energy meters for gas and electricity use by the core and shell project. In addition to installing the meters, the Boston Project will commit to sharing energy use data with the USGBC for a five-year period beginning on the date the Boston Project accepts LEED certification or typical occupancy, whichever comes first.

EA Prerequisite 4 Fundamental Refrigerant Management
CFC based refrigerants will not be used in the building HVAC & R systems. Additionally, depending on use of leasable space, equipment such as walk in freezers and coolers installed by future tenants will be required to meet prerequisite requirements.

EA Credit 1 Enhanced Commissioning
A Commissioning Agent, (CxA), will be engaged by the Project Owner and the commissioning scope of work will include the enhanced commissioning requirements for the building systems. The CxA's role will include reviewing the owner's project requirements (OPR), and the basis of design (BoD), creating, distributing and implementing a commissioning plan, performing a design review of the Project documents to confirm the building systems will be installed and function as intended and desired., witnessing on-site installations and testing and performing commissioning of installed HVAC, lighting, lighting controls and domestic hot water systems.

EA Credit 2 Optimize Energy Performance
The Boston Project will be designed to meet IECC 2015/ASHRAE 90.1-2013 energy efficiency requirements to comply with the requirements of the Massachusetts "Stretch" Energy Code. It is expected that the Boston Project will achieve at least a 13% annual energy cost savings (6 points) when compared to the LEED-CS v4 ASHARE 90.1-2010 Appendix G baseline.

This Boston Project is planning to achieve these savings by investing in high efficiency mechanical, electrical, and plumbing systems while also optimizing the building envelope performance.

The building geometry, materials, and HVAC systems included in the design model will be based on the design documents for this Boston Project.

EA Credit 6 Enhanced Refrigerant Management
The HVAC equipment installed in the base building will use refrigerants that have low global warming and ozone depletion potential. Additionally, equipment installed by future tenants will be required to meet the credit requirements. Once the systems design has advanced and the equipment has been identified, calculations will be run to confirm if the credit requirements will be met. The HVAC chillers will be designed to meet the requirements of this credit.

EA Credit 7 Green Power and Carbon Offsets
The Owner is considering the option to purchase green power, RECs or carbon offsets through a 5-year contract to offset 100% of the building's energy use with renewable sources.

Materials and Resources (MR)

MR Prerequisite 1 Storage and Collection of Recyclables

Storage of collected recyclables will be accommodated on the ground floor of the Boston Project in a designated recycling area. Recyclable materials collected will include mixed paper, corrugated cardboard, glass, plastics, and metals, and the safe disposal of two of the following: batteries, mercury-containing lamps, and/or electronic waste. The building maintenance staff and/or the lease tenants will bring recyclables to a central storage room. A contracted waste management company will collect the recyclables on a regular basis.

MR Prerequisite 2 Construction and Demolition Waste Management Planning

The Boston Project will meet the requirements of this prerequisite by including a Construction Waste Management section in Division 1 of the Project manual. The specification will include direction for the construction manager to submit and implement a compliant waste management plan for the duration of construction. Waste diversion goals for the Boston Project will include at least five materials (both structural and nonstructural) targeted for diversion.

MR Credit 1 Building Life Cycle Impact Reduction

The Project team is considering pursing a whole-building life-cycle assessment of the Project's structure and enclosure to demonstrate a minimum of a 10% reduction, compared with a baseline building, in at least three of the six impact categories, one of which must be global warming potential. The six impact categories are: global warming potential, depletion of the stratospheric ozone layer, acidification, eutrophication, formation of tropospheric ozone and depletion of nonrenewable energy resources.

MR Credit 2 Building Product Disclosure and Optimization: Environmental Product Declarations

The Boston Project will pursue this credit via Option 1. The technical specifications will include direction for the construction manager and their sub-contractors to provide and submit materials and products Environmental Product Declarations that conform to ISO 14025, 14040, 14044, and EN 15804 or ISO 21930, and have at least a cradle to gate scope. The Boston Project will work to provide documentation for 20 different permanently installed products sourced from at least five different manufacturers.

MR Credit 3 Building Product Disclosure and Optimization: Sourcing of Raw Materials

The Boston Project will pursue this credit via Option 2. The technical specification will include information for applicable products and materials to meet at least one of the following extraction criteria: Extended producer responsibility, Bio-Based materials, FSC wood, Materials reuse, Recycled Content, or regionally extracted and manufactured (within 100 miles of the Project Site).

MR Credit 4 Building Product Disclosure and Optimization: Material Ingredients

The Boston Project will pursue this credit via Option 1. The project manual will include the information and direction for the construction manager and their sub-contractors to provide and submit materials and products documentation identifying the chemical make-up. The documentation may be the manufacturer's inventory, Health Product Declarations or Cradle-to-Cradle certification. The Project team will work to provide documentation for 20 different permanently installed products sourced from at least five different manufacturers.

MR Credit 5 Construction and Demolition Waste Management

The Boston Project will meet the requirements of this credit by including a Construction Waste Management section in Division 1 of the Project manual. The specification will include direction for the construction manager to divert a minimum of 75% of the demolition and construction waste generated on-site from area landfills. Diverted material must include and separately track at least four different material streams.

Indoor Environmental Quality (IEQ)

IEQ Prerequisite 1 Minimum IAQ Performance

The building mechanical systems will be designed to meet or exceed the requirements of ASHRAE Standard 62.1-2010 sections 4 through 7 and/or applicable building codes. The mechanical engineer will complete a ventilation rate procedure (VRP) calculator to verify compliance. Outdoor airflow monitors will be included in the Boston Project. The main building HVAC system will deliver heated and cooled 100% outside air to the tenant areas using a VAV system.

IEQ Prerequisite 2 Environmental Tobacco Smoke (ETS) Control

Smoking is prohibited inside the building and within 25' of building entrances, operable windows, and outdoor air intakes. Signage will be posted within 10' of all building entrances to indicate exterior no-smoking policy.

IEQ Credit 1 Enhanced Indoor Air Quality Strategies

The Boston Project will attempt this credit through compliance with Option 1 for mechanical ventilation. The Boston Project will incorporate permanent entryway systems, properly enclosed and ventilated chemical use/storage areas and compliant filtration media.

Additionally, the Boston Project will implement one or more of the following indoor air quality measures: exterior contamination prevention, increased ventilation, carbon dioxide monitoring or additional source control and monitoring.

IEQ Credit 2 Low Emitting Materials
The Boston Project will pursue this credit through meeting the compliance criteria for a minimum of two of the possible six compliant categories: interior paints and coatings; interior adhesives and sealants; flooring; composite wood; ceilings, walls, thermal and acoustic insulation; furniture.

IEQ Credit 3 Construction Indoor Air Quality Management Plan
The Project manual will include direction for the construction manager to develop and implement an Indoor Air Quality Management plan in compliance with applicable control measures as stated in the SMACNA IAQ Guidelines for Occupied Buildings under construction 2nd Edition, 2007 ANSI/SMACNA 008-2008 Chapter 3. Additional measures will be implemented to ensure absorptive materials will be protected from moisture damage.

IEQ Credit 5 Daylight
The Boston Project is considering performing daylight modeling to optimize the introduction of daylight into the occupied floor area in order to further connect building occupants with the outdoors, reinforce circadian rhythms, and reduce the demand for electrical lighting.

IEQ Credit 6 Quality Views
A direct line of sight to the outdoors will be provided for 75% of the regularly occupied floor area. 75% of the regularly occupied floor area will have quality views to the outdoors which may include multiple lines of sight; unobstructed views; views to landscaped areas, sky, pedestrian walkways, and streetscapes. The Boston Project will use a test-fit tenant layout plan to demonstrate compliance.

Innovation (IN)
IN Credit 1 Innovation: O&M Starter Kit
The Owner will implement a green cleaning policy that utilizes green cleaning products and equipment in the common areas. Tenants will be required to comply with the requirements outlined in the base-building green cleaning program.

The Owner will also develop and implement an indoor integrated pest management (IPM) program. The plan will require routine inspection and monitoring, along with the incorporation of integrated methods, specification of emergency application measures for pesticides, and communication strategies to building occupants. All cleaning products included in the IPM plan will adhere to the requirements listed in the green cleaning plan for the Boston Project. Tenants will be required to comply with the requirements outlined in the base-building IPM program.

IN Credit 2 Innovation: Organic Landscape Maintenance
The Owner will develop and implement a low impact exterior maintenance policy to meet the requirements of this credit

IN Credit 6 LEED Accredited Professional
Many members of the team are LEED Accredited Professionals (APs).

Regional Priority (RP)
Regional Priority Credits (RPCs) are established by the USGBC to have priority for a particular area of the country. When a Project team achieves one of the designated RPCs and additional credit is awarded to the Boston Project. LEED v4 RPCs applicable to the Cambridge area include: EAc Renewable Energy Production (3%/2 points), EAc Optimize Energy Performance (17%/8 points), LTc High Priority Site (2 points), MRc Building Life Cycle Impact Reduction (2 points), SSc Rainwater Management (2 points), and WEc Indoor Water Use Reduction (4 points). This Boston Project is tracking the following RPCs:

RP Credit 1 MR Credit 1 Building Life-Cycle Impact Reduction (2 points)
RP Credit 2 EA Credit 2 Optimize Energy Performance (17%/8 points)
RP Credit 3 LT Credit 3 High Priority Site (2 points)
RP Credit 3 SS Credit 4 Rainwater Management (2 points)

5.5.3.4 LEED Credits – Parcel H

Integrative Process
Integrative Process (Credit)
Beginning in pre-design and continuing throughout the design phases, the design team will identify and use opportunities to achieve synergies across disciplines and building systems. Opportunities for energy and water savings will be assessed at each stage of the design. The design team will also develop the owner's project requirements (OPR) and basis of design (BOD) based on assessments of energy and water saving opportunities.

Location and Transportation
Sensitive Land Protection (Credit)
The Boston Project is located on a previously developed site.

High Priority Site (Credit)
The Project team expects to follow option 3 – Brownfield Remediation. The site will be assessed for pollutants and by following phases 1 and 2 of ASTM E1527-05 and measures will be taken for remediation, abatement and removal in accordance with regulations, and makes the Boston Project comply with the requirements of this credit. This credit is also a Regional priority credit.

Surrounding Density and Diverse Uses (Credit)
The Boston Project is a new building on a previously developed site; therefore, it meets the "Previously Developed" requirements. The Project team will identify building sites and buildable land within required radius of the Project Site, collect

information on density, and perform separate residential and non-residential density calculations, if applicable.

Access to Quality Transit (Credit)
Public transportation access is included in the Boston Project. The Boston Project is located within ¼ mile of several MBTA bus lines and two (2) subway lines at Lechmere and Community College.

Bicycle Facilities (Credit)
The Boston Project will meet the credit requirements by providing short-term bicycle storage for at least 2.5% of all peak visitors, and long-term bicycle storage for at least 30% of all regular building occupants.

Green Vehicles (Credit)
The Boston Project will designate 5% of all parking spaces used by the Boston Project as preferred parking for green vehicles. These spaces will be clearly identified and enforced for sole use by green vehicles.

Sustainable Sites
The Boston Project will meet prerequisites for Construction Activity Pollution Prevention and Environmental Site Assessment. Additionally, it will seek the following Sustainable Sites credits:

Site Assessment (Credit)
The Boston Project will complete and document a site survey or assessment that includes topography, hydrology, climate, vegetation, soils, human use, and human health effects.

Open Space (Credit)
The Boston Project will provide outdoor space greater than or equal to 30% of the total site area (including building footprint). A minimum of 25% of that outdoor space will be vegetated.

Rainwater Management (Credits)
The Boston Project will manage runoff from the developed site for the 95th percentile of regional or local rainfall events using low-impact development (LID) and green infrastructure. The Project team will obtain rainfall data for Boston Project location using the methodology in the U.S. Environmental Protection Agency (EPA) Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act to determine the 95th percentile amount. The Project team will then calculate runoff volume to be managed on-site and design strategies to manage runoff on-site. This is also a Regional Priority Credit.

Heat Island Reduction (Credit)
The Boston Project will meet option 1 by using a white roof membrane over the entire roof surface. The Boston Project will meet option 2 by placing 100% of parking area under a green-roof.

Tenant Design and Construction Guidelines (Credit)
The proponent and the design team are in the process of developing a Tenant Design and Construction Guidelines for this C&S development. The document explains the sustainable aspects of the Core and Shell building design and construction, and also explains what steps are needed for tenants to achieve LEED CI Certification for their space fit-out design and construction.

Water Efficiency
The Boston Project will meet prerequisites for Outdoor Water Use Reduction, Indoor Water Use Reduction and Building-Level Water Metering. Additionally, it will seek the following Water Efficiency credits:

Outdoor Water Use Reduction (Credit)
The Boston Project will reduce the Boston Project's landscape water requirement by at least 50% from the calculated baseline for the site's peak watering month. Reductions will be achieved through plant species selection and irrigation system efficiency, as calculated by the Environmental Protection Agency (EPA) WaterSense Water Budget Tool.

Indoor Water Use Reduction (Credit)
Low Flush (1.28 GPF) toilets, 0.125 GPF Urinals, 0.35 GPM Metering lavatory faucets, 1.5 GPM tenant kitchenette faucets, and 1.5 GPM showerheads are specified and are calculated to achieve a reduction in water usage of at least 39% over the baseline. This is also a Regional Priority Credit.

Cooling Tower Water Use (Credit)
The Boston Project will conduct a one-time potable water analysis, measuring Ca (as CaCO3), total alkalinity, SiO2, Cl-, and Conductivity. The Boston Project will achieve a minimum 10 cycles by increasing the level of treatment in condenser or make-up water, and will study the potential for using a minimum 20% recycled nonpotable water through rainwater capture and reuse.

Water Metering (Credit)
The Boston Project will install permanent water meters to monitor water use for at least two water subsystems, including irrigation and cooling tower water use. The Project team will prepare a narrative describing the subsystems metered, including the location and model of each installed submeter.

Energy and Atmosphere
The Boston Project will meet prerequisites for Fundamental Commissioning, Minimum Energy Performance, Building-Level Energy Metering and Refrigerant Management. Additionally, it will seek the following Energy and Atmosphere credits:

Enhanced Commissioning (Credit)
An independent commissioning authority will be contracted to perform on-board design reviews and re- commission the building systems after occupancy in accordance with ASHRAE Guideline 0–2005 and ASHRAE Guideline 1.1–2007 for HVAC&R systems. This credit is expected to be achieved.

Optimize Energy Performance (Credit)
This development is planning to achieve at least 3 points under the Optimize Energy Performance credit. The Energy modeling team is performing the energy analysis in accordance with the ASHRAE 90.1-2010, Appendix G protocols using eQuest v3.64 software. This is also a Regional Priority Credit.

Advanced Energy Metering (Credit)
The Boston Project will install meters for future tenant spaces so that tenants will be capable of independently metering energy consumption (electricity, chilled water, etc.) for all systems dedicated to their space. A sufficient number of meters will be provided to capture total tenant energy use with a minimum of one meter per energy source per floor.

Demand Response (Credit)
The Project team will investigate what demand response programs are available and examine the feasibility of enrolling in a demand response program.

Enhanced Refrigerant Management (Credit)
The Project team will conduct a refrigerant impact calculation to examine the global warming potential and ozone depletion potential of refrigerants used within the Project scope. The refrigeration devices and cooling equipment installed within this building will have total impact per ton of less than 100.

Materials and Resources
The Boston Project will meet prerequisites for Storage and Collection of Recyclables and Construction and Demolition Waste Management Planning. Additionally, it will seek the following Materials and Resource credits:

Building Life-Cycle Impact Reduction (Credit)
The Boston Project will examine the feasibility of conducting a life-cycle assessment of the Boston Project's structure and enclosure that demonstrates a

minimum of 10% reduction compared with a baseline building, in at least three of the six impact categories listed associated with this credit.

Building Product Disclosure and Optimization— Environmental Product Declarations (Credit)
The Boston Project will specify at least 20 different products sourced from at least 5 manufacturers that either have industry-wide EPD's available or products that comply with 3rd party certifications for global warming potential for 50% by cost for the Boston Project.

Building Product Disclosure and Optimization—Sourcing of Raw Materials (Credit)
The Boston Project will use at least 20 different permanently installed products from at least five different manufacturers that have publicly released a report from their raw material suppliers which include raw material supplier extraction locations, a commitment to long-term ecologically responsible land use, a commitment to reducing environmental harms from extraction and/or manufacturing processes, and a commitment to meeting applicable standards or programs voluntarily that address responsible sourcing criteria.

Building Product Disclosure and Optimization— Material Ingredients (Credit)
The Boston Project will use at least 20 different permanently installed products from at least five different manufacturers that have either a manufacturer inventory, a health product declaration, cradle to cradle certification, or a USGC approved program.

Construction and Demolition Waste Management (Credit)
The Project team will develop and implement a construction and demolition waste management plan to maximize diversion and reuse of material and identify at least five materials targeted for diversion.

Indoor Environmental Quality
The Boston Project will meet prerequisites for Minimum IAQ Performance and Environmental Tobacco Smoke Control. Additionally, it will seek the following Indoor Environmental Quality credits:

Enhanced Indoor Air Quality Strategies (Credit)
Permanent entryway systems will be provided at least 10 feet long in the primary direction of travel at all regularly used exterior entrances. Spaces where hazardous gases or chemicals may be present will be exhausted at a minimum of 0.50 cfm per square foot, to create negative pressure with respect to adjacent spaces when the doors to the room are closed. All ventilation systems will be provided with MERV 13 filters or higher. Carbon dioxide will be monitored in all densely occupied spaces. CO2 monitors will have an audible or visual indicator or alert the building

automation system if the sensed CO2 concentration exceeds the setpoint by more than 10%. CO2 setpoints will be calculated using methods in ASHRAE 62.1–2010, Appendix C.

Low-Emitting Materials (Credit)
All categories of materials will be in compliance with emissions and contents standards, and will be specified with low-VOC content limits as prescribed by the respective applicable standards.

Construction IAQ Management Plan (Credit)
An Indoor Air Quality Management plans will be implemented during the construction phase in accordance with the SMACNA Indoor Air Quality for Buildings under Construction Guideline. This document defines procedures for maintaining good indoor air quality inside the building during construction and also addresses construction practices to allow the best possible indoor environment after occupancy. These practices include cleaning during construction, interrupting paths of odor and dust travel within the building, segregating odor and dust producing activities from absorbent materials, and scheduling similar odor or duct producing activities to occur at the same time. This will be done in accordance with Sheet Metal and Air Conditioning National Contractors Association (SMACNA) IAQ Guidelines for Occupied Buildings under Construction, 2nd edition, 2007, ANSI/SMACNA 008–2008, Chapter 3.

Daylight (Credit)
The Boston Project will provide manual or automatic glare-control devices for all regularly occupied spaces. At least 75% of the regularly occupied spaces will achieve illuminance levels between 300 lux and 3,000 lux.

Quality Views (Credit)
The Project team with study the feasibility of achieving a direct line of sight to the outdoors via vision glazing for 75% of all regularly occupied floor area. View glazing in the contributing area will provide a clear image of the exterior, not obstructed by frits, fibers, patterned glazing, or added tints that distort color balance. Additionally, 75% of all regularly occupied floor area must have at least two of the four kinds of views associated with this credit.

5.5.3.5 Statement whether the Project will be USGBC Registered or Certified

The buildings on Parcels G and H are committed to meeting the minimum requirements to be LEED-CS v4 Silver certifiable.

The final design and construction of the buildings will create a sustainable building to promote the internal building environmental quality for the occupants, enhance the surrounding neighborhood locally, and reduce environmental impacts globally.

5.5.4 Preliminary Energy Conservation/GHG Emissions Reduction Approach

Strategies to reduce the amount of energy used on-site, and the subsequent GHG emissions will include: high-efficiency variable speed water chillers; specialty chilled water plant optimization control system; condensing gas-fired hot water boilers; variable speed HW and CHW pumping; high-efficiency heat recovery between the exhaust and supply air stream, including evaporative exhaust air cooling; a high-performance building thermal envelope; low power usage LED lighting in common and garage areas with occupancy sensor switching and networked lighting controls; low-flow hot water usage plumbing fixtures; and carbon monoxide sensing garage ventilation VAV controls.

5.5.4.1 Preliminary Energy Model/GHG emissions

The preliminary energy model shows a reduction in energy usage of 23% and a reduction in energy cost of 4.7% when compared to the Massachusetts Stretch Energy Code compliant - ASHRAE 90.1-2013 Appendix baseline.

5.5.4.2 Clean and Renewable Energy Analysis

The building will be studied during design to determine what opportunities exist for installing clean and renewable energy. This may include on-site renewable energy equipment and it may also include off-site purchased renewable energy.

5.5.4.3 Combined Heat and Power System (CHP)

The use of CHP will be reviewed during design, although past experience with CHP systems at lab building indicates that there will be limited opportunity to capture and reuse the heat rejected from a CHP system of any appreciable size during summer operation, when the highest electric demands are placed on the building.

5.5.4.4 Photovoltaic (Solar) systems

The opportunity to utilize solar PV on the building will be reviewed during design. It is expected that limited roof area will be available due to the large quantity of MEP equipment that will be located on the roof.

5.5.4.5 Architectural Wind

A pedestrian level wind study is in the process of being conducted for Buildings G and H. The objective of the Study is to assess the effect of Buildings G and H on local wind conditions in the pedestrian areas around the Project Site. The study, which is being conducted by RWDI, involves wind simulations on a 1:3000 scale model for each of Buildings G and H and their respective surroundings. These simulations have been conducted in RWDI's boundary-layer wind tunnel at Guelph, Ontario, for the purpose of quantifying local wind speed conditions and comparing to appropriate criteria for gauging wind comfort in pedestrian areas. The Proponent expects to receive the results of the pedestrian wind study within a

couple of weeks of the filing of this NPC and will supplement this filing accordingly upon receipt.

5.5.4.6 Energy Efficiency Utility Assistance

The local utility companies have already been contacted and informed of the Project, and will be involved in the exploration of system opportunities and decisions in order to utilize the most efficient systems and to take advantage of any incentives available.

5.5.5 Climate Change Preparedness and Resiliency Preliminary Considerations

5.5.5.1 Sea Level Rise and Extreme Storms/Flooding

The Charles River Dam is at an elevation to withstand the worst case scenario of Boston Mean Higher High Water ("**MHHW**") + 7.5' during a high tide at an elevation of 23.96' assuming no wave action present at the dam. However, the Mystic River appears to be the greater flooding threat to the NorthPoint area. The critical path for stormwater flooding appears to be along the Route 99 corridor through Charlestown with elevations of approximately 20' running back into the abutting MBTA property.

All proposed finished floor elevations are sufficiently above the approximate flood stage elevation of 24 MHHW + 7.5' during a high tide at an elevation of approximately 23.96' assuming no wave action present at the dam. However, it does not appear likely that the garages would be subject to overland flood waters. However, an inundation of this level could cause potential utility service outages or the utilities would likely become surcharged and there is the potential for backup into the building facilities.

As part of the proposed design of the Project Site, the Proponent will raise the grade of the Project Site above projected floodplains.

5.5.5.2 Extreme Weather Events

The Applicant has committed to designing the NorthPoint Project to be Envision and SITES certified, two programs focused on encouraging sustainability integrated into development, specifically development in the public realm. Strategies from these programs proposed for NorthPoint addressing extreme weather events include rainwater retention systems such as below-ground cisterns, bio-swales, or ponds. Overflow infrastructure will utilize on-site retention systems to address additional runoff during extreme weather events. Coordination with individual parcel teams will allow for site-wide integration of these systems.

5.5.5.3 Describe potential resiliency measures/concepts

The overall Project is based upon remediating a contaminated Brownfield and revitalizing a degraded, under-utilized area located at a key junction point of Cambridge, Somerville and Boston. It is designed with a contiguous public realm that creates new open space for the public, and enables the development to seamlessly integrate into the surrounding neighborhood providing a sense of connectivity. Other sustainable practices such as an integrated stormwater management system, and material re-use have been incorporated into the open space design.

The public realm has a goal of achieving Net-Zero energy use, and the Overall Project will be designed so that solar panels included on key buildings within the development will offset the energy demands of the public realm.

5.5.6 Complete the BRA Checklist

The completed BRA checklist is attached to this NPC as **Exhibit M**. Please note, as part of the proposed design of the Project Site, the Proponent will raise the grade of the Project Site above projected floodplains.

5.5.7 Preliminary LEED Scorecards

LEED scorecards are attached as **Exhibit N**.

Section 6.0
Transportation

6.0 TRANSPORTATION

6.1 Summary

Since the filing of the DPIR and issuance of the Preliminary Adequacy Determination, the internal street layout and site plan for the Project has been modified, as approved by the cities of Cambridge and Somerville, to improve connectivity within the NorthPoint Property and between the NorthPoint Property and surrounding neighborhoods and public amenities. These street network changes resulted in a modified subdivision of the NorthPoint Property. There is no direct access into the Project Site from City of Boston streets. As noted previously, the VHB memorandum concludes that the projected traffic impacts of the current Master Development Plan are slightly less than the projected traffic impacts of the Project studied in the DPIR and the FEIR.

6.2 Introduction

Since the initial DPIR filing, the overall Master Development Plan has been reduced in terms of building square footage and the expected vehicle trip generation. However, as described elsewhere in this document, the proponent remains committed to supporting a multi-modal transportation system to serve NorthPoint and providing a balanced mixed-use development that reduces dependency on private automobiles. To that end, all previous transportation-related mitigation commitments are still planned (or have already been implemented). This chapter updates the analysis at the intersection of Charlestown Avenue (Gilmore Bridge)/Austin Street and Rutherford Avenue and evaluates current operations at that location (which have changed since 2003) and potential impacts from the NorthPoint Project.

6.3 Traffic

6.3.1 Trip Generation

The NorthPoint Project consists of 5.25 million square feet of residential, office, research and development, and retail space in the Full Build. Table 6-1 presents the current anticipated vehicle trip generation as compared to the expected trip generation in the previous filing.

Table 6-1: Vehicle Trip Generation

			Total Vehicle Trip Generation			
			Morning Peak Hour		**Evening Peak Hour**	
	Square Footage	**Daily Trips**	**In**	**Out**	**In**	**Out**
2002 DPIR	5.54 million square feet	16,015	945	750	735	1,105
Current	5.25 million square feet	13,259	891	539	569	998

As shown in Table 6-1, the currently proposed Master Development Plan is reduced in size by about 5.5 percent. Daily trips are reduced by over 20 percent and peak hour peak direction trips are reduced by six to 10 percent. This is reflective of a reduction in the overall program size and changes in land use to better suit current needs.

6.3.2 Trip Distribution

The Project team reviewed the previous trip distribution assumptions for the NorthPoint Project, specific to Charlestown and access to the Project Site via the Gilmore Bridge, against the most recently available American Community Survey data from the US Census Bureau. The previous data was summarized from the 1990 United States Census long form. The most recent data is a summary of origin and destination commuting patterns from survey responses between 2006 and 2010. Despite the changes in methodology over time, both sets of data show the same overall travel patterns for workers and residents in Cambridge (NorthPoint) to/from the north via I-93, Route 1 (Tobin Bridge), Route 1A, and Charlestown.

Using these data, proximity of regional highway connections, and local travel patterns it is anticipated that nine percent of the total Project Site vehicular traffic generated to/from the NorthPoint development would access the Project Site area via the Gilmore Bridge. Three percent of these trips originate to/from I-93 north, one percent to/from Somerville via Sullivan Square, four percent to/from U.S. 1 north (Tobin Bridge) and one percent from Charlestown. Table 5-2 identifies the number of peak hour NorthPoint trips expected to use the intersection of Charlestown Avenue (Gilmore Bridge)/Austin Street and Rutherford Avenue to access NorthPoint and compares them to the previous DPIR filing. As shown in Table 5-2, the number of vehicle trips generated by the current NorthPoint program and using the Gilmore Bridge to access the Project Site area is less than projected in the 2002 DPIR in both the AM and PM peak hours.

Table 6-2: Trip Distribution to/from Boston via Gilmore Bridge

	Morning Peak Hour		**Evening Peak Hour**	
	In via Gilmore Bridge	**Out via Gilmore Bridge**	**In via Gilmore Bridge**	**Out via Gilmore Bridge**
2002 DPIR	83	65	64	96
Current	80	45	50	90

6.3.3 Impact Assessment

The vehicle trips presented in Table 6-2 were distributed to the roadway network and capacity analyses were performed at the intersections of Charlestown Avenue (Gilmore Bridge)/Austin Street and Rutherford Avenue. Publicly available traffic count data from the Rutherford Avenue/Sullivan Square Design Project were used as the baseline for this analysis. These counts were compared to data collected previously (2001) by the NorthPoint Project team. The comparison showed little change in overall traffic volume through the intersection between 2001 and 2016, with the exception of southbound Rutherford Avenue traffic destined to the Gilmore Bridge, which declined substantially once the Central Artery/Tunnel Project was complete. Despite the stagnant growth in vehicle volumes, the Project team developed a 2026 future No Build condition assuming traffic volume through the intersection would increase over time. A one-half percent annual traffic growth rate was applied for 10 years to establish a 2026 No Build condition. The results of the intersection capacity analyses are presented by approach in Table 6-3 for the full build out of NorthPoint. The Project is expected to have a negligible impact on traffic operations.

Table 6-3: Future Conditions Capacity Analysis: Full Build NorthPoint

		2026 No-Build Conditions				2026 Build Conditions				2026 Build Conditions with Mitigation			
Location	**Movement**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**
Rutherford Avenue at Charlestown Avenue													
Weekday	EB T	0.46	38	D	202	0.49	39	D	213	-	-	-	-
Morning	EB R	0.21	35	C	63	0.23	35	D	66	-	-	-	-
	WB L/T	0.46	1	A	4	0.50	1	A	4	-	-	-	-
	SB L/T	0.24	51	D	73	0.23	51	D	73	-	-	-	-
	SB R	0.55	25	C	255	0.58	26	C	274	-	-	-	-
	Overall	**0.51**	**22**	**C**		**0.54**	**22**	**C**		**-**	**-**	**-**	
Weekday	EB T	0.76	43	D	465	0.79	45	D	496	0.88	49	D	#470
Evening	EB R	0.36	34	C	98	0.41	35	D	129	0.38	33	C	92
	WB L/T	0.45	3	A	19	0.48	3	A	20	0.49	2	A	12
	SB L/T	0.96	101	F	#421	0.96	101	F	#421	0.78	58	E	#321
	SB R	0.25	15	B	119	0.26	15	B	127	0.26	13	B	109
	Overall	**0.67**	**36**	**D**		**0.70**	**36**	**D**		**0.71**	**32**	**C**	
Austin Street at Rutherford Avenue													
Weekday	EB L	0.32	1	A	16	0.34	1	A	17	-	-	-	-
Morning	EB L/T	0.32	1	A	16	0.34	1	A	16	-	-	-	-
	WB T/R	0.59	51	D	166	0.61	52	D	167	-	-	-	-
	NB L	0.69	49	D	268	0.74	50	D	294	-	-	-	-
	NB L/T/R	0.66	47	D	249	0.71	49	D	274	-	-	-	-
	Overall	**0.48**	**33**	**C**		**0.51**	**34**	**C**		**-**	**-**	**-**	
Weekday	EB L	0.62	2	A	m10	0.65	2	A	m10	0.64	2	A	m14
Evening	EB L/T	0.63	2	A	m10	0.66	2	A	m10	0.65	2	A	m20
	WB T/R	0.79	72	E	198	0.80	74	E	199	0.86	73	E	#190
	NB L	0.72	65	E	246	0.77	69	E	266	0.79	64	E	233
	NB L/T/R	0.64	61	E	203	0.72	65	E	233	0.74	61	E	209
	Overall	**0.67**	**29**	**C**		**0.70**	**30**	**C**		**0.71**	**29**	**C**	

Source: VHB, Inc. using Synchro 9 software
1 volume to capacity ratio
2 average delay in seconds per vehicle
3 level of service
4 queue length, feet
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left; #=95th percentile volume exceeds capacity, queue may be longer.

The intersection, with or without NorthPoint, operates at an overall acceptable level of service during the peak hours. The Charlestown Avenue (Gilmore Bridge) approach operates poorly today and would continue to do so during the afternoon peak hour. With small modifications to traffic signal timings, operations can be improved or maintained at projected No Build conditions (or better).

6.3.4 Mitigation

To maintain traffic operations at the study area intersection, the following signal timing modifications are recommended:

- Reducing the cycle length
- Optimizing splits

These changes may improve levels of service and reduce pedestrian wait times crossing the intersection. The effectiveness of the proposed mitigation can be seen by comparing the no-build, build and build with mitigation scenarios in the table above. With the proposed changes made, the NorthPoint Project is expected to have a negligible impact on traffic operations at the study area intersection.

6.4 Transit, Pedestrian, and Bicycle Access

As discussed in the DPIR, the desirability of NorthPoint as a development site is enhanced by its proximity to the regional transit system and its central location to a number of regional recreational and commuting bicycle paths. To maximize access to transit and non-motorized transportation modes, the entirety of the NorthPoint Project Site is being developed with the public pedestrian realm in mind. The proponent continues to support the following design elements:

- Narrowing, raising, and emphasizing pedestrian crossings using pedestrian-friendly materials and pavement markings.
- Reducing the connecting distance to transit and improving connectivity to Charlestown with the construction of a staircase/elevator between the Gilmore Bridge, improving access to the Orange Line and Charlestown, and North Point Park (already constructed and in use).
- Providing additional plaza space along the Gilmore Bridge at the Twenty|20 building (already constructed and in use).
- Maintaining minimal walk times between commercial blocks within NorthPoint and either the Orange Line at Community College Station or the Green Line and local bus routes at Lechmere Station.
- Providing a multi-use path through the Project Site that connects with the North Bank Bridge to the south and the proposed Somerville Community path to the north.

- Providing sidewalk-level separated bike lanes along O'Brien Highway and future North First Street, with anticipated northerly connections via reconstructed (by others) McGrath Highway.

These improvements are planned to improve mobility within NorthPoint and between East Cambridge, Charlestown, and the Project Site.

Section 7.0
Historic Resources

7.0 HISTORIC RESOURCES

7.1 Historic Resources

As stated in the DPIR, the NorthPoint Property does not contain any buildings or sites that are included in the Inventory of Historic and Archaeological Assets of the Commonwealth or considered significant by the MHC or the CHC.

7.2 Archaeological Resources

Since the filing and approval of the DPIR, there has been no change to the NorthPoint Property. Refer to Section 1.8.15 of the DPIR for additional details. A survey for historical resources was completed in satisfaction of a MEPA certificate requirement by the filing of that certain a Management Memorandum for the NorthPoint Project (MHC #RC.29928; EOEA# 12650) as well as the Lechmere Station Relocation Project (MHC #RC.3250), dated November 21, 2006, prepared by PAL, Inc., which concluded that which concluded that "no significant belowground resources were identified during the intensive survey". MHC concurred with this finding by letter dated December 15, 2006. A final document entitled "Archaeological Investigations, NorthPoint Project Including the Lechmere Station Relocation Project Area of Effect, Cambridge, Somerville, Boston, Massachusetts", prepared by PAL, Inc., was later filed with the MHC as evidenced by that certain letter dated May 12, 2008, in compliance with MHC requirements, and CHC.

Section 8.0
Infrastructure

8.0 INFRASTRUCTURE

8.1 Introduction

Although portions of the NorthPoint Property are located in Boston, the NorthPoint is isolated from the infrastructure of these cities by the MBTA facilities that are located to the north of the Project Site (the Boston Engine Terminal, the Fitchburg, New Hampshire and Eastern Maine Line commuter rail tracks) and the elevated Interstate Highway 93. The Project will not connect to the Boston Water and Sewer Commission ("**BWSC**") system. The Project will connect to City of Cambridge infrastructure systems that are available to the south.

8.2 Agency Coordination

Construction of an extensive network of streets and utilities is underway which will ultimately be turned-over to the City of Cambridge. Construction is proceeding in accordance with City of Cambridge Department of Public Works ("**DPW**") Standards. Utility construction within the Project's streets is being done by a combination of open cut methods and sheeting when required due the depth of excavation and proximity to existing structures or utilities. Hazardous materials and underground obstructions encountered are being addressed as required.

8.3 Summary of Impacts

8.3.1 Water Supply

The City of Cambridge Water Department supplies water to the Project area through a network of water lines located in the adjacent East Cambridge streets.

The BWSC will not supply water to the Project.

The projected water demand for the proposed North Point Project is approximately 868,000 gallons per day on average, with peak flows of approximately 2.9 MGD.

Discussions with Cambridge Water Department staff indicate that the existing water transmission and distribution system servicing the Project area has adequate capacity to meet the proposed Project's needs. As permitted by the Department of Environmental Protection, the City of Cambridge has a registered water withdrawal of 16.16 MGD. The City's current daily water consumption averages approximately 14 MGD. According to City officials, adding NorthPoint's projected water demand of approximately 0.7 MGD should not adversely impact the City's permitted water withdrawal.

8.3.2 Wastewater

The projected sanitary sewage generation by the proposed Project is approximately 765,000 gallons per day on average with peak flows of approximately 1.9 MGD.

Sanitary sewage generated by the Project elements will be collected in a network of sanitary sewer lines is being constructed. This system of sanitary sewer lines will be located within the roadways developed to access the Project Site and will be turned over to the City of Cambridge for ownership and operation.

The Project will not discharge sewage to the BWSC system.

The Project sanitary sewage collection system will discharge into the Massachusetts Water Resources Authority ("**MWRA**") system in Somerville.

8.3.3 Stormwater

The Project will not discharge stormwater to the BWSC system.

The NorthPoint Storm Drainage Master Plan proposes the following features:

- At a minimum utilize the site landscape design to allow the open space areas to provide natural recharge of storm water to ground water.
- Separate site storm drainage from the current Combined Sewer System.
- Install a closed storm drainage system consisting of hooded deep sump catch basins to collect and convey runoff via closed drain pipes located within the Project roadways to a submerged outlet in the Charles River. This system will be sized to manage storm water flows from the Project Site plus contiguous areas including the proposed Charles E. Smith Development and parcels located between the NorthPoint Property and the Monsignor O'Brien Highway which currently discharge to the 8-foot by 8-foot combined sewer system in the Monsignor O'Brien Highway. The Project storm drainage system will be sized to manage peak flows from the 25-Year 1-hour storm and to manage flood flows from the 25-year 24-hour storm design as required by the City of Cambridge DPW standards.
- Install off line advanced oil/sediment separators that will collect the first 0.5 inch of runoff from the 25-year, 24-hour design storm and remove 80% TSS prior to discharge to the Charles River.
- Install hooded catch basins with deep (4 to 6 foot) sumps.
- Sweep Project roadways at the beginning of the winter and then again following the snowmelt period.
- Clean out Project catch basins twice per year — just before the onset of winter and immediately following the spring snowmelt.
- Clean out advanced oil/sediment separators twice per year during the same time periods noted for maintaining the Project catch basins.

8.4 Other Utility Systems

8.4.1 Building Systems

Energy Sources/Requirements

The building systems under consideration will require an electrical primary service (13.8 kV) and gas. Eversource will provide both services. Eversource has assured the proponent that the systems in that area have sufficient capacity to service the Project. Since at present there is no infrastructure in place on the Project Site, a new distribution system of gas and electrical will be constructed within the new grid work of streets as required to service buildings as they are brought on line. In addition, it is anticipated that cable television and telephone service would also be brought onto the Project Site to service the buildings.

8.5 Sustainable Design

8.5.1 Approach to Design Approvals

The Urban Design Framework (as outlined in the FEIR) for the North Point neighborhood is designed to provide necessary and desirable certainty about the overall components and large scale relationships that will characterize this new neighborhood. At the same time it acknowledges the need for the flexibility that will be required to successfully create this neighborhood over a period of ten to twenty years. Within the context established by the Urban Design Framework, more detailed designs for individual areas of the plan, buildings and landscapes, will be brought forward to design staff in each city as appropriate for review as the Project proceeds. This would allow the Project as a whole to proceed with the proviso that building and the master plan be brought back to local reviewers for development consultation as the Project goes through the implementation process.

The cities of Cambridge, Somerville, and Boston will each determine the details of their review process for each development stage as part of the local master plan approval process. The proponent recognizes the importance of sustainable building design and also acknowledges that it is an issue that has been raised by many of the reviewing agencies. While it is premature to list specific sustainable design measures that will be incorporated into each building once they are designed, the proponent is committed to ensuring that sustainable design measures are an integral part of the building design process.

8.5.2 Leadership in Energy and Environmental Design (LEED) Ratings Systems

Refer to Section 5.5 of this NPC for the Project's approach to sustainability.

Exhibits

Exhibit A	Master Development Plan
Exhibit B	Preliminary Adequacy Determination Waiving Further Review
Exhibit C	Development Regulatory Agreement
Exhibit D	Urban Designs Guidelines NorthPoint Property
Exhibit E	Amendment No. 6 to Cambridge PUD Special Permit
Exhibit F	Somerville Neighborhood Development Plan Approval
Exhibit G	FEIR Certificate and Advisory Opinions
Exhibit H	PTDM Decision
Exhibit I	VHB Memorandum
Exhibit J	Subdivision Plans
Exhibit K	GLX Plan
Exhibit L	Architectural Exhibits
Exhibit M	BRA Checklist
Exhibit N	LEED Scorecards
Exhibit O	Sea Level Rise and Flooding Exhibits

Exhibit A Master Development Plan

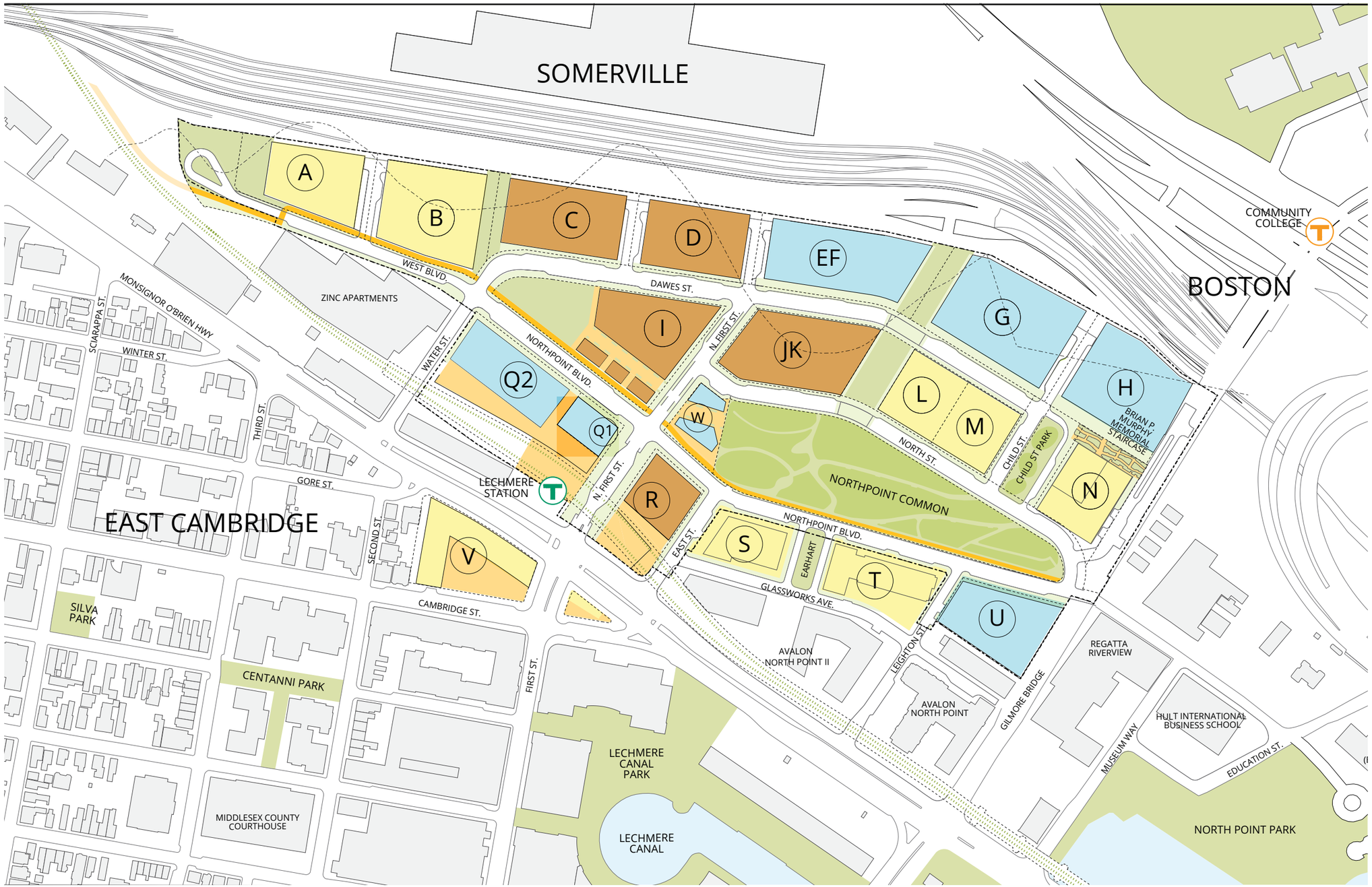

SOMERVILLE
A
B
C
D
EF
G
H
I
JK
L
M
N
Q1
Q2
R
S
T
U
V
W
WEST BLVD.
DAWES ST.
NORTHPOINT BLVD.
WATER ST.
N. FIRST ST.
NORTH ST.
CHILD ST.
CHILD ST PARK
BRIAN P. MURPHY MEMORIAL STAIRCASE
NORTHPOINT COMMON
EAST ST.
EARHART
GLASSWORKS AVE.
LEIGHTON ST.
GILMORE BRIDGE
MUSEUM WAY
EDUCATION ST.
COMMUNITY COLLEGE
BOSTON
ZINC APARTMENTS
MONSIGNOR O'BRIEN HWY
SCIARAPPA ST.
WINTER ST.
THIRD ST.
GORE ST.
LECHMERE STATION
EAST CAMBRIDGE
SECOND ST.
SILVA PARK
CENTANNI PARK
CAMBRIDGE ST.
FIRST ST.
MIDDLESEX COUNTY COURTHOUSE
AVALON NORTH POINT II
AVALON NORTH POINT
REGATTA RIVERVIEW
HULT INTERNATIONAL BUSINESS SCHOOL
LECHMERE CANAL PARK
LECHMERE CANAL
NORTH POINT PARK

Exhibit B Preliminary Adequacy Determination Waiving Further Review

Boston Redevelopment Authority

Boston's Planning & Economic Development Office

Thomas M. Menino, *Mayor*
Clarence J. Jones, *Chairman*
Mark Maloney, *Director*

One City Hall Square
Boston, MA 02201-1007
Tel 617-722-4300
Fax 617-248-1937

RECEIVED
OCT 07 2003
S+SC

September 29, 2003

Mr. Ralph Cox
Senior Vice President
Spaulding & Slye/Colliers
255 State Street
Boston, MA 02201

Re: Preliminary Adequacy Determination Waiving Further Review
North Point Project
Charlestown, Massachusetts

Dear Mr. Cox:

Please be advised that on September 11, 2003, the Boston Redevelopment Authority ("BRA") Board voted its authorization for the Director to issue a Preliminary Adequacy Determination under Section 80B-5.4(c)(iv) of the Boston Zoning Code (the "Code") which (i) finds that the Draft Project Impact Report ("DPIR") adequately describes the potential impacts arising from the proposed North Point project and provides sufficient mitigation measures to minimize these impacts and (ii) waives further review of the project under subsection 4 of Section 80B-5 of the Code, subject to continuing design review by the BRA, final design approval by the Boston Civic Design Commission ("BCDC"), continual appearances before the Charlestown Neighborhood Council at all appropriate stages of design review and construction, compliance with all three phases of the Urban Ring, including the submission of an alternative site plan to the BRA with regard to Phase II, the provision of safety agreements with Boston, Cambridge, and Somerville, and the filing and approval of additional materials by the Proponent when the design of buildings located within Boston, identified in the DPIR as "G" and "H," is substantial enough to warrant detailed review and comment by the BRA and appropriate City agencies. The scope of work at this stage will include detailed analysis with regard to wind, shadow, daylight, solar glare, noise, sustainable design, and geotechnical impact/groudwater.

North Point Cambridge Land Company, LLC c/o Spaulding & Slye/Colliers (the "Proponent") is proposing to redevelop the site, located in Cambridge, Somerville and Charlestown, into a 5.3 million square foot mixed-use project including approximately 2,500 units of housing, 2,025,000 square feet of office/lab space, 75,000 square feet of retail space, 4,980 parking spaces and 10 acres of open space. A total of 20 buildings will be constructed and will range in height from 3 to 20 stories. The Boston portion of the site will include portions of two buildings, containing research and office uses, and totaling approximately 325,000 square feet. Approximately 25,000 square feet of retail space will also be located within Boston, along with 430 parking spaces (the "Proposed Project").

Pursuant to the September 11, 2003 vote by the BRA, I hereby issue to you, this Preliminary Adequacy Determination waiving further review under Section 80B-5.4(c)(iv) of the Code in connection with the Proposed Project which (i) finds that the DPIR adequately describes the potential impacts arising from the Proposed Project and provides sufficient mitigation measures to minimize the impacts and (ii) waives further review of the Proposed Project under subsections 4 of Section 80B-5 of the Code, subject to continuing design review by the BRA, final design approval by the BCDC continual appearances before the Charlestown Neighborhood Council at all appropriate stages of design review and construction, compliance with all three phases of the Urban Ring, including the submission of an alternative site plan to the BRA with regard to Phase II, the provision of safety agreements with Boston, Cambridge, and Somerville, and the filing and approval of additional materials by the Proponent when the design of buildings located within Boston, identified in the DPIR as "G" and "H," is substantial enough to warrant detailed review and comment by the BRA and appropriate City agencies. The scope of work at this stage will include detailed analysis with regard to wind, shadow, daylight, solar glare, noise, sustainable design, and geotechnical impact/groudwater.

With respect to the afore-mentioned Phase II of the Urban Ring, prior to further BRA review and approval, the Proponent shall prepare and submit, for the BRA's review and comment, an alternative site plan reflecting a realigned B Street between North Street and the Massachusetts Bay Transportation Authority ("MBTA") property in such a manner that allows for the connection of the Urban Ring Phase II viaduct to B Street as it traverses from the Bunker Hill Community College station to the new Lechmere station. Such an alternative site plan shall include appropriate supportive technical analysis of the alternative, including, but not limited to, its accommodation of MBTA operations, general circulation, development, and land uses.

This Preliminary Adequacy Determination waiving further review shall not become final until nineteen (19) days after the date hereof. I hereby invite the public to comment on the conditions the BRA requires in this Preliminary Adequacy Determination for the mitigation of the Proposed Project's impacts. Such comments must be submitted in writing to the BRA within fourteen (14) days hereof and must be based on significant new information not submitted during the public comment period or scoping session required by Section 80B-5.4(b) and (c) of the Code. The BRA shall consider any comments received and may modify this Preliminary Adequacy Determination to add, delete, or modify the conditions set forth therein, provided that any such changes shall be made no later than the date on which the Preliminary Adequacy Determination becomes final.

Sincerely,

Mark Maloney
Director

Exhibit C Development Regulatory Agreement

DEVELOPMENT REGULATORY AGREEMENT

THIS AGREEMENT is made and entered into this 29th day of July 2014, by and between the **BOSTON REDEVELOPMENT AUTHORITY** and **CJUF III NORTHPOINT LLC.**

The parties hereto do hereby agree as follows:

2014 00063235
Bk: 53319 Pg: 90 Page: 1 of 31
Recorded: 08/05/2014 12:19 PM
ATTEST:Francis M. Roache, Register
Suffolk County Registry of Deeds

ARTICLE I
DEFINITIONS

Section 101: Defined Terms

For the purpose of this Agreement, the following terms shall have the meanings, respectively, ascribed to them below:

a. "Architect" shall mean the architectural firm selected by the Redeveloper to design the Improvements, or a portion thereof, on the Property.

b. "Authority" shall mean the Boston Redevelopment Authority, a public body, politic and corporate, organized and existing pursuant to Chapter 121B of the Massachusetts General Laws (Ter. Ed.), as amended, and shall include any successor in interest, whether by act of a party to this Agreement or by operation of law or otherwise.

c. "City" shall mean the City of Boston, Massachusetts.

d. "Contractor" shall mean the general contractor selected by the Redeveloper to construct the Improvements, or a portion thereof.

e. "Design Proposal" shall mean the drawings, sketches and Plan submitted to the Authority for its approval, showing the general plan, elevations, dimensions and character of the Improvements to be erected including any construction and rehabilitation on the Property by the Redeveloper, including type, amount, distribution and area of the various uses on the Property.

f. "Director" shall mean the Director of the Boston Redevelopment Authority, or any person designated by him to act in his behalf.

h. "Final Working Drawings and Specifications" shall mean complete working drawings and specifications, suitable for bidding, including such drawings and specifications for facade treatment and samples of materials, which shall be approved by the Authority.

i. "HUD" shall mean the United States Department of Housing and Urban Development or any duly authorized representative thereof.

PLEASE RETURN TO:
LAWYERS TITLE/COMMONWEALTH LAND TITLE
COMMERCIAL SERVICES OFFICE
265 FRANKLIN STREET, 8TH FLOOR
BOSTON, MA 02110
ATTN: SS FILE NO: 2948

j. "Improvements" shall mean the construction of two buildings located partially in Boston on the Property and partially in Cambridge, having a total square footage in Boston of approximately 325,000 square feet intended for office, research and development, laboratory and/or other uses of which up to, but no more than, 25,000 square feet of retail space, together with parking, landscaping and site improvements related to the foregoing, all of which shall be constructed pursuant to the Final Working Drawings and Specifications.

k. "Plan" shall mean the Charlestown Urban Renewal Plan, adopted by the Authority on March 25, 1965 and approved by the City Council of the City on June 7, 1965 and as it has been or may be amended in accordance with the provisions therein contained. The "term of the Plan" shall mean the term of the Charlestown Urban Renewal Plan, as has been extended to April 30, 2015 and as said Plan may be further extended from time to time. "Plan Area" shall mean the area in the City to which the said Plan pertains, as indicated by the boundary descriptions and maps therein.

l. "Preliminary Working Drawings and Outline Specifications" shall mean site plans, floor plans, elevations and sections, outline specifications, and models which have been developed to show the detailed architectural character of the improvements to be erected on the Property and their relationship to the approved Design Proposal which shall be submitted to the Authority for its approval.

m. The "Property" refers to Parcel C11, consisting of approximately 60,117 square feet of land, located adjacent to Charlestown Avenue (Gilmore Bridge) and the municipal boundary separating the City of Boston from the City of Cambridge in the Charlestown Urban Renewal Project Area as more fully described in the Plans attached hereto as Exhibit A and made a part hereof.

n. "Redeveloper" shall mean CJUF III Northpoint LLC, a Delaware limited liability company having a principal place of business c/o HYM Investment Group, LLC, One Congress Street, Boston, MA 02114 and shall include any successor in interest or assign, whether by act of a party to this Agreement or by operation of law or otherwise, but shall not mean mortgagees or holders of building loan agreements.

ARTICLE II
FINAL APPROVALS

Section 201: Conditions Precedent to Building Permit Issuance

Prior to obtaining the initial building permit for the construction of the Improvements on the Property, the following events have all occurred with respect to the Improvements:

a. The Redeveloper shall prepare and submit, for the Authority's review and approval, an alternative site plan that reflects a realigned B Street between North Street and the

MBTA property in such a manner that allows for the connection of the Urban Ring Phase II viaduct to B Street as it traverses from the Bunker Hill College station to the New Lechmere station. Such an alternative site plan shall include appropriate supportive technical analysis of the alternative, including, but not limited to, its accommodation of MBTA operations, general circulation, development and land uses;

b. Final Working Drawings and Specifications for the Improvements to be constructed on the Property have been submitted by the Redeveloper and approved by the Authority as provided in Section 302 hereof;

c. The Redeveloper has entered into a contract, satisfactory in form to the Authority, with a construction or building company under which contract such construction or building company shall have full and complete continuing responsibility to the Redeveloper for the construction of the Improvements as required herein, and a copy of this contract has been approved by and deposited with the Authority, which contract shall not be changed without prior written consent of the Authority;

d. The Redeveloper has furnished evidence satisfactory to the Authority that the Redeveloper has the equity capital and commitments for mortgage financing adequate for the construction of the Improvements in accordance with said approved Final Working Drawings and Specifications and the construction contract; and

e. The Redeveloper has executed a Boston Residents Construction Employment Plan consistent with the requirements of the Boston Residents Jobs Policy established by Chapter 30 of the Ordinances of 1983 and the Mayor's Executive Order Extending the Boston Residents Jobs Policy dated July 12, 1985, and consistent with Chapter 12 of the Ordinances of 1986, as amended by Chapter 17 of said ordinances.

ARTICLE III
RESTRICTIONS AND CONTROLS UPON REDEVELOPMENT

Section 301: Restrictions on Use

a. The Redeveloper agrees for itself, and its successors and assigns, and every successor in interest to the Property, or any part thereof, that the Redeveloper, its successors and assigns shall:

1. Devote the Property only to and in accordance with the uses specified in the Plan and as further set forth herein; and

2. Not discriminate upon the basis of race, color, sex, religion or national origin in the sale, lease or rental or in the use or occupancy of the Property or any Improvements erected or to be erected thereon, or any part thereof.

This Agreement shall constitute the agreement establishing use and dimensional controls as specified in an urban renewal plan, and pursuant to Section 3-1A(b) of the Zoning Code certain provisions of the Code, including the provisions establishing use and dimensional controls, do not apply to the Property.

b. It is intended and agreed, and future deeds shall so expressly provide, that the covenants provided in subsection (a) of this Section shall be covenants running with the land binding to the fullest extent permitted by law and equity for the benefit and in favor of, and enforceable by, the Authority, its successors and assigns, the City, and in the case of the covenant provided in subparagraph (2) of subsection (a), the United States, both for and in its or their own right and also to protect the interest of the community and other parties, public and private, in whose favor or for whose benefit the covenants have been provided, against the Redeveloper, its successors and assigns, and every successor in interest to the Property or any part thereof or any interest therein, and any party in possession or occupancy of the Property or any part thereof. It is further intended and agreed that the covenants provided in subparagraph (1) of subsection (a) shall remain in effect for the term of the Plan, or until such date thereafter to which such term may be extended by proper amendment of the Plan, or forty (40) years from the date hereof, whichever is longer. The covenant provided in subparagraph (2) of subsection (a) shall remain in effect without limitation as to time. The terms "uses specified in the Plan" and "land use" referring to provisions of the Plan, or similar language, in this Agreement shall include the land and all buildings, housing, and other requirements or restrictions of the Plan pertaining to such land.

c. In order to effectuate the provisions of subparagraph (2) of subsection (a) of this Section, the Redeveloper agrees to submit to the Authority all materials regarding its sales program, including but not limited to, advertising matter, brochures, leases, proposals for establishment of sales offices, for review of all aspects of said program which relate to or have an effect upon the selection of tenants. The Redeveloper further agrees to inform the Authority by ten (10) days prior written notice thereof of its intention to permit initial occupancy of the Improvements built on the Property, and will not under any circumstances permit such occupancy without the prior written approval of the Authority. The Redeveloper shall not proceed with any aspect of its sales program to which the Authority objects, and agrees to follow all reasonable suggestions of the Authority with respect thereto.

d. The Redeveloper shall obtain a building permit from the City Inspectional Services Department and shall pay all application fees in connection therewith, and the Improvements described in the building permit shall be in accordance with the Final Working Drawings and Specifications approved by the Authority pursuant to Section 302 hereof.

Section 302: Improvements and Submission of Plans

a. The Redeveloper shall develop the Property as proposed, which shall include the construction of the portions of two (2) buildings primarily used for office and research space

and less than 25,000 square feet of retail space and approximately 430 parking spaces, all to be built in accordance with the Final Working Drawings and Specifications approved by the Authority and the applicable standards and controls of the Plan, including the following requirements:

1. maximum height shall not exceed 150 feet;
2. maximum floor area ratio shall not exceed 5.41;
3. continuing design review by the Authority as further set forth in this Development Regulatory Agreement

b. The Redeveloper shall not apply for a building permit for the construction of the Improvements to be erected on the Property without the prior certification of the Authority, not to be unreasonably withheld, that the work to be done or completed as set forth in the permit application is in accordance with the Final Working Drawings and Specifications approved by the Authority. No work shall be done on the construction of the Improvements to be erected on the Property unless such work conforms in every material respect with such approved Final Working Drawings and Specifications, except and only to the extent that modifications thereof have been requested by the Redeveloper in writing and have been approved in writing by the Authority.

The Redeveloper agrees not to make any Material Changes (defined below) until any such Material Change has been approved by the Authority. Such Material Changes shall be processed in the manner provided in the following paragraph.

Throughout the construction of the Improvements, the Redeveloper agrees to notify the Authority of proposed changes to portions of the public lobbies visible from the exterior of the Improvements, landscaping and the exterior features of the building comprising the Improvements, where the same constitute changes from the Final Working Drawings and Specifications ("Material Changes"), and to obtain approval from the Authority prior to incorporating such Material Changes into the Final Working Drawings and Specifications. The Authority shall perform its review and approval pursuant to the provisions of this Agreement with reasonable dispatch, and shall approve or disapprove any such proposed Material Change in writing within thirty (30) business days of its submission to the Authority; provided, however, that any written request for approval of a change shall be in writing and in conformance with the provisions of Section 907 of this Agreement. If the Authority disapproves any such Material Changes, its disapproval shall include a written explanation thereof. If the Applicant receives no notification from the Authority of disapproval within thirty (30) business days after the submission of any such proposed Material Change to the Authority, such Material Change shall be deemed approved; provided, however, that any written request for approval of a change shall be in writing and in conformance with the provisions of Section 907 of this Agreement.

In the event the Redeveloper shall fail to comply with the foregoing requirements, the Authority may, within a reasonable time after discovery thereof by the Authority, direct in writing that the Redeveloper so modify or reconstruct such portion or portions of the Improvements erected or being erected on the Property as are not in conformance with the

approved Final Working Drawings and Specifications or any approved modifications thereof, or approved change orders therefor as to bring them into conformance therewith. The Redeveloper shall promptly comply with such a directive. In addition to any other remedies available under this Agreement, the Authority may enforce the provisions of this subsection 302(b) by an action in a court of appropriate jurisdiction to compel specific performance.

c. In submitting all plans and specifications and change orders to the Authority for its approval, the Redeveloper shall consider and take into account the planning and design objectives set forth in the Plan and in the Design Proposal, and the Authority shall pursue such objectives in its review of and action upon the plans and specifications and change orders so submitted. The Authority acknowledges that the Improvements consist of two buildings and that Preliminary Working Drawings and Specifications and Final Working Drawings and Specifications may be submitted separately for each building. Within thirty (30) days after receipt thereof, the Authority either shall approve such Preliminary Working Drawings and Specifications or such Final Working Drawings and Specifications, or shall notify the Redeveloper in writing of the Authority's disapproval of the same, specifying the reasons for such disapproval.

In the event that the Authority disapproves such Preliminary Working Drawings and Specifications or such Final Working Drawings and Specifications, the Redeveloper shall submit revised versions of the same to the Authority. Such resubmission shall be subject to the same procedure as described above for the original submission. Such procedure shall be repeated as many times as shall be necessary until such time as Preliminary Working Drawings and Specifications or Final Working Drawings and Specifications have been approved by the Authority.

d. No sign shall be erected or placed on the exterior of the portion of any building that is on the Property, nor on any portion of the Property which is not enclosed within a building, unless the character, location, design, size, shape, form and lighting of such sign shall have been approved by the Authority in writing.

Section 303: Time for Commencement and Completion of Construction

a. The Redeveloper may construct each building included in the Improvements at a separate time. The Redeveloper shall begin the construction of each building included in the Improvements on the Property in accordance with the approved Final Working Drawings and Specifications for such building not later than six (6) months after delivery of the Certification of Compliance for such building to the Redeveloper.

b. The Redeveloper shall diligently prosecute to completion the construction of each building included in the Improvements on the Property and shall complete such construction not later than thirty six (36) months from the date of the delivery of the Certification of Compliance for such building, or as may be extended by permission of the Authority, which shall not be unreasonably withheld.

c. The Redeveloper shall submit to the Authority for its approval a detailed estimated progress schedule at the time construction of a building commences. Upon reasonable request by the Authority, the Redeveloper shall submit an updated schedule accompanied by a written report by the Redeveloper citing any adjustments to the progress forecast, analyzing the causes thereof, and, where applicable, noting corrective efforts which shall be reasonably satisfactory to the Authority. During the period of the construction of the Improvements, such work of the Redeveloper shall be subject to inspection by representatives of the Authority, the City, HUD, and the United States of America, and the Authority shall notify the Redeveloper promptly of any defects observed by it. Upon receipt of such notification, the Redeveloper shall promptly undertake and proceed diligently to cure any such defects to the reasonable satisfaction of the Authority.

d. It is intended and agreed that the agreements and covenants contained in this Section 303 with respect to the beginning and completion of the Improvements on the Property shall be covenants running with the land. This subsection shall not, however, apply against a mortgagee permitted by this Agreement unless the mortgagee shall elect to complete as permitted in Section 403, in which case the extension provisions of that Section shall apply.

Section 304: When Improvements Completed

(a) The construction of the Project shall be deemed to be completed for the purposes of this Agreement when the improvements required of the Redeveloper for the Project have been built in accordance with the provisions of this Agreement, the approved Final Working Drawings and Specifications, and any approved or allowed modifications thereof, except for (i) items of work and adjustment of equipment and fixtures which can be completed after occupancy has been taken, i.e., so-called "punch list" items, (ii) items of work which may be left for completion pursuant to the requirements of specific residential or commercial occupants, (iii) any interior fit-out or finish work, and (iv) all landscaping and other outdoor structures or amenities that cannot be completed due to weather conditions; provided that a certificate of occupancy has been issued by City Inspectional Services Department for said improvements. The construction of the Project shall be incontestably deemed substantially completed for the purpose of this Agreement upon the issuance of a Certificate of Completion therefore by the Authority.

(b) If, at the request of the Redeveloper, the Authority issues a Certificate of Completion for the Project prior to completion of the work described in clauses (i), (ii), (iii) or (iv) of Section 304(a) above, which, in reasonable opinion of the Authority, should have been completed prior to the issuance of such Certificate of Completion, then the Authority may require the Redeveloper to deposit with the Authority, or, if required by any Lender, with the holder of the first mortgage on the Property pursuant to an escrow or holdback agreement reasonably approved by the Authority, as security for the completion of said items, an amount which, in the reasonable opinion of the Authority, would cover the cost of such completion (an "Authority Completion Escrow"). The Authority Completion Escrow, if so deposited with the Authority, shall be in the form of cash, a certified check, a letter of credit or other security reasonably

satisfactory to the Authority and shall be deposited simultaneously with the issuance of the Certificate of Completion. Upon the completion of any item of work for which the Authority Completion Escrow was established, the portion of the cash, certified check, letter of credit or other security designated for such item of work shall be released; provided, however, that if such work is not so completed to the reasonable satisfaction of the Authority, then within a reasonable time after the issuance of such Certificate of Completion, and in any event within one (1) year of such issuance, the Authority may apply such Authority Completion Escrow to the completion of said work. After such completion, any remaining funds from such Authority Completion Escrow shall be released to the Redeveloper.

With respect to such individual parts or parcels of the Property which the Redeveloper is authorized by Section 401 of this Agreement to convey or lease as the Improvements to be constructed thereon are completed, the Authority will also, upon proper completion of the Improvements relating to any such part or parcel certify to the Redeveloper that such Improvements have been made in accordance with the provisions of this Agreement. Such certification shall mean and provide: (1) that any party purchasing or leasing such individual part or parcel pursuant to the authorization herein contained shall not (because of such purchase or lease) incur any obligation with respect to the construction of the Improvements relating to such part or parcel or to any other part or parcel of the Property; and (2) that neither the Authority nor any other party shall thereafter have or be entitled to exercise with respect to any such individual part or parcel so sold (or in the case of lease, with respect to the leasehold interest) any rights or remedies or controls that it may otherwise have or be entitled to exercise with respect to the Property as a result of a default in or breach of any provisions of this Agreement by the Redeveloper or any successor in interest or assign, unless (i) such default or breach be by the purchaser or lessee, or any successor in interest or assign of or to such individual part or parcel with respect to the covenants and obligations required to be assumed pursuant to Section 401 of this Agreement, and (ii) the right, remedy, or control relate to such default or breach. All certifications provided for in this Section shall be in such form as will enable them to be recorded in the Registry of Deeds for Suffolk County, Commonwealth of Massachusetts. If the Authority shall refuse or fail to provide any certification in accordance with the provisions of this Section, the Authority shall, within thirty (30) days after receipt by the Authority of a written request by the Redeveloper, provide the Redeveloper with a written statement, indicating in adequate detail in what respects the Redeveloper has failed to complete the Improvements in accordance with the provisions of this Agreement or is otherwise in default and what measures or acts it will be necessary, in the opinion of the Authority, for the Redeveloper to take or perform in order to obtain such certification. If the Authority shall refuse or fail to provide the Redeveloper with such certification or such written statement within forty (40) days of a request by the Redeveloper for a certificate of Completion submitted in accordance with the provisions of Section 907, such certification shall be deemed to have been issued and the Redeveloper shall, without limiting other rights then available to it, be entitled to obtain specific performance or a writ of mandamus ordering such instrument to issue, the Authority hereby agreeing to take actions consistent with enabling the Redeveloper to obtain specific performance or writ of mandamus for any breach by the Authority of its obligations under this Section 304.

The Redeveloper agrees that the Authority shall be under no obligation to issue a Certificate of Completion until such time as the Authority has had a reasonable opportunity to inspect the applicable portion of the Improvements constructed pursuant to the provisions of this Agreement, the approved Final Working Drawings and Specifications, and any approved modifications thereof, provided however, that the Authority shall not be required to make an inspection hereunder unless the Redeveloper has requested in writing that the Authority issue a Certificate of Completion.

Section 305: Prompt Payment of Obligations

The Redeveloper shall make, or cause to be made, prompt payment of all monies due and legally owing to all persons, firms and corporations doing any work, furnishing any materials or supplies or renting any equipment to the Redeveloper or any of its contractors or subcontractors in connection with the development, construction, furnishing, repair or reconstruction of any of the Improvements required by this Agreement to be constructed upon the Property; provided, however, that nothing in this Section 305 shall derogate from the rights of the Redeveloper to withhold or delay payment of any disputed sums or to exercise any other rights as to payment of monies due which the Redeveloper has pursuant to its contracts with third parties. This Section 305 shall confer no rights upon third parties.

Section 306: Non-Discrimination in Employment

The Redeveloper, for itself, its successors and assigns, agrees that in the construction of the Improvements in accordance with the provisions of this Agreement:

a. The Redeveloper will not discriminate against any employee or applicant for employment because of race, color, sex, religion or national origin. The Redeveloper will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Redeveloper agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Authority setting forth the provisions of this nondiscrimination clause.

b. The Redeveloper will, in all solicitations or advertisements for employees placed by or on behalf of the Redeveloper, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The Redeveloper will send to each labor union or representative of workers with which the Redeveloper has a collective bargaining agreement or other contract of understanding, a notice, to be provided advising the said labor union or worker's

representative of the Redeveloper's commitments under Section 202 of Executive Order 11246 of September 24, 1965, as amended by Executive Order 11375 of October 13, 1967, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The Redeveloper will comply with all provisions of Executive Order 11246 of September 24, 1965, as amended by Executive Order 11375 of October 13, 1967, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The Redeveloper, for itself and all successors and assigns, further agrees that in the redevelopment of the Property and in all construction activity undertaken with respect thereto, the Redeveloper shall use best efforts to pursue and cause the Contractor to pursue the efforts hereinafter described with a goal to employ workers in construction so that the worker hours on a craft-by-craft basis shall be performed as follows:

at least 50% by bona fide City of Boston residents;
at least 25% by minorities; and
at least 10% by women.

Such efforts consist of the following:

i. The Redeveloper shall incorporate in every general construction contract management agreement an enumeration of the foregoing worker hour goals and shall impose a responsibility upon the Contractor to pursue the efforts enumerated in this Subsection (e) and to incorporate such worker hour goals in all subcontracts and impose upon all subcontractors the obligation to pursue such efforts;

ii. The Authority, the Redeveloper, Contractor, and every subcontractor shall each designate an individual to serve as affirmative action officer for the purpose of carrying out the efforts to achieve worker hour goals set forth herein;

iii. Prior to, the affirmative action officers and other interested representatives of the Authority, the Redeveloper, the Contractor, and each subcontractor then selected shall hold a pre-job conference with appropriate union representatives of the construction trade unions for the purpose of reviewing the worker hour goals applicable to the Improvements and the manning requirements for construction activity over the life of the construction period;

iv. Each request for qualified construction workers made by any person involved in the construction of the Improvements to a union hiring hall or business agent contain a recitation of such worker hour goals and a request that qualified referees for construction positions on the Improvements be selected in the same proration as such goals; provided, however, that if at the time of any

such staffing requests the requesting party's workforce composition falls short of any one or more of such goals, such staffing request shall seek qualified referees in such proration among such categories as would be necessary to more fully achieve such goals. In the event that the union hiring hall or business agent to which or whom such a staffing request has been submitted fails to comply with such request, the affirmative action officer of such requesting party shall seek to verify that insufficient workers in the categories specified in such request are then shown on the unemployed list maintained by such union hiring hall or business agent by seeking to obtain an affidavit from the union hiring hall representative or business agent to such effect. Copies of any affidavit so obtained shall be forwarded to the affirmative action officer of the Authority;

v. All persons applying directly to the contractor, or subcontractor for employment in construction on the Project who are not employed by the party to whom application is made will be referred to the affirmative action officer of the Authority and a written record of such referral shall be made, a copy of which shall be sent to such officer; and

vi. The Redeveloper shall incorporate in every general construction contract or construction management agreement an enumeration of the foregoing goals in Subsection (e) and shall impose a responsibility upon the Contractor to submit the following information to the Redeveloper and the Authority prior to the commencement of construction:

A) Projections of the types of work under the proposed contract that the Contractor intends to have performed by subcontract, the types of materials and services that the Contractor intends to have supplied by vendor contract, and an approximate timetable for the execution of such subcontracts and vendor contracts.

B) A copy of executed subcontracts and vendor contracts shall be made available to the Authority upon request.

f. The Redeveloper will furnish all information and reports required by Executive Order 11246 of September 24, 1965, as amended by Executive Order 11375 of October 13, 1967, and by the rules, regulations, and orders of the Secretary of Labor, or the Secretary of Housing and Urban Development pursuant thereto, and will permit access to the Redeveloper's books, records, and accounts by the Authority, the Secretary of Housing and Urban Development, and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

g. In the event of the Redeveloper's noncompliance with the non-discrimination clauses of this Section, or with any of the said rules, regulations, or orders, this Agreement may be canceled, terminated, or suspended in whole or in part and the

Redeveloper may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965 as amended by Executive Order 11375 of October 13, 1967, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, as amended by Executive Order 11375 of October 13, 1967, or by rules, regulations, or orders of the Secretary of Labor, or as otherwise provided by law.

h. The Redeveloper will include the provisions of Subsections (a) through (e) of this Section in every employment contract, whether union or nonunion, and in every other contract or purchase order, and will require the inclusion of these provisions in every subcontract entered into by any of its contractors, unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, as amended by Executive Order 11375 of October 13, 1967, so that such provisions will be binding upon each such contractor, subcontractor, or vendor as the case may be. The Redeveloper will take such action with respect to any construction contract, subcontract, or purchase order as the Authority or HUD may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event the Redeveloper becomes involved in or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Authority or HUD, the Redeveloper may request the United States to enter into such litigation to protect the interest of the United States.

For the purpose of including such provisions in any construction contract, subcontract, or purchase order, as required hereby, the first three lines of this Section shall be changed to read: "During the performance of this Contract, the Contractor/Subcontractor/Vendor agrees as follows:" and the term "Redeveloper" as it appears throughout this Section shall be changed to "Contractor", "Subcontractor", or "Vendor", as the case may be.

Section 307: Access to the Property by Authority and City Personnel

The Redeveloper, its successors and assigns, shall from time to time until the expiration of the term of the Plan, as may be extended by proper amendment of the Plan, or forty (40) years from the date hereof, whichever is longer, at all reasonable hours, give to the duly authorized representatives of the Authority, the City, and the United States of America, free and unobstructed access for inspection purposes to any and all of the Improvements constructed on the Property by the Redeveloper, its successors and assigns, and to all open areas surrounding the same, subject in all cases, however, to the terms of any space lease with respect to landlord's right of access.

ARTICLE IV
TRANSFER AND MORTGAGE OF REDEVELOPER'S INTEREST

Section 401: General Terms Relating to Transfer of Interest in Property by Redeveloper

a. Prior to the issuance of Certificate of Completion for the Improvements on the Property in accordance with Section 304 of this Agreement, no legal or beneficial interest or portion thereof of any member of the Redeveloper (which terms shall be deemed to include successors in interest of such interest) in such building shall be transferred, or caused or suffered to be transferred, except an involuntary transfer caused by the death or incapacity of any such party or except as provided in Section 402 hereof, without the written approval of the Authority; nor without such written approval, shall there be any other change in the ownership of such member interests or in the relative distribution thereof or change in identity of the parties in control, or in the degree of control of the Redeveloper, by any other methods or means. The Redeveloper shall advise the Authority of any and all such proposed changes in ownership and shall in addition furnish the Authority with an up-to-date list of all present and proposed new owners thereof, setting forth the amounts of such interest owned or to be owned by each owner, and with any other information relating to such proposed change which the Authority shall require, including an updated Disclosure Statement pursuant to M.G.L. c. 7C, s. 38.

b. The Redeveloper agrees that it will not, prior to the issuance of a Certificate of Completion for the Improvements on the Property, make or suffer to be made, any assignment, lease, or any other manner of transfer of its interest in the Improvements on the Property, or in this Agreement, except as provided in Section 402, and except that leases within the Improvements may be entered into with tenants for the occupancy of all or a portion of the Improvements, unless it shall have complied with the following conditions:

1. The transferee or transferees shall have been approved as such in writing by the Authority.

2. The transferee or transferees, by valid instrument in writing, satisfactory to the Authority, shall have expressly assumed for themselves and their successors and assigns, and directly to and for the benefit of the Authority, all obligations of any person or persons, including the Redeveloper, to begin, complete, use, and or maintain and operate, as applicable, the Improvements and all obligations of the Redeveloper provided for in this Agreement, including the obligations of performance in accordance with the Plan with respect to that portion of the Property transferred, which assumption shall automatically relieve the Redeveloper from all further liability under this Agreement with respect to such portion of the Property; provided, that: the fact that any transferee of, or any other successor in interest whatsoever to the Property, or any part thereof, shall for whatever reason, not have assumed such obligations or so agreed, shall not (unless and only to the extent otherwise specifically provided in this Agreement or agreed to in writing by the Authority) relieve or except such transferee or successor of or from obligations, conditions, or restrictions, or deprive or limit the Authority of or with respect to any rights or limitations or controls with respect to the applicable portion of the Property or the construction of the Improvements; it being the intent of this Section, together with other provisions of this Agreement, that (to the fullest extent permitted by

law and equity and excepting only in the manner and to the extent specifically provided otherwise in this Agreement) no transfer of or change, with respect to ownership, possession, or control, shall operate legally or practically, to deprive or limit the Authority of or with respect to any rights or remedies or controls provided in or resulting from this Agreement with respect to the Property and the construction of the Improvements that the Authority would have, had there been no such transfer or change. In the event of any such transfer without such assumption of obligations, the Redeveloper shall pay to the Authority the expenses and costs of any actions or proceedings instituted to enforce all such obligations, conditions, and restrictions, and all of the Authority's said rights, remedies, and controls as against such transferee. Therefore, in the absence of a specific written agreement by the Authority to the contrary, no such transfer or approval thereof by the Authority shall be deemed to relieve the Redeveloper or any other party bound in any way by this Agreement or otherwise with respect to the construction of the Improvements from any of its obligations with respect thereto.

3. There has been submitted to the Authority for review, and the Authority has approved, all instruments and other legal documents involved in effecting transfer.

4. The Redeveloper and its transferee or transferees shall comply with such other conditions as the Authority may reasonably require to achieve and safeguard the purposes of Chapter 121B and the Plan.

c. After completion of any portion of the Improvements, as certified by the Authority, the Redeveloper may assign or otherwise transfer said portion of or interest in such portion of the Property, or any interest in the Redeveloper with respect thereto, may be assigned or transferred, to the extent permitted by and subject to the provisions of this Agreement and the Plan.

Section 402: Mortgage of Property by the Redeveloper

Notwithstanding any other provisions of this Agreement, the Redeveloper shall at all times have the right to encumber, pledge, or convey its rights, title and interest in and to the Property, any portion or portions thereof, or any leasehold interest therein and the direct or indirect owners of the Redeveloper, if any, shall have at all times the right to encumber their individual ownership interests, by way of a bona fide mortgage or security agreement to secure the payment of any loan or loans obtained by the Redeveloper to finance the acquisition, development, construction, repair or reconstruction of any of the Improvements required to be constructed by the Redeveloper on the Property by the Plan and this Agreement, or to refinance (including to increase) any outstanding loan or loans therefor obtained by the Redeveloper for any such purpose; provided, however, that the Redeveloper and its individual partners, as the case may be, shall give prior written notice to the Authority of its or their intent to exercise such rights hereunder, including in such notice the name(s) and address(es) of such mortgagee(s) and

any other information regarding the mortgagee(s) and mortgage documents which the Authority may require.

The holder of any such mortgage (including a holder who obtains title to the Property or any portion thereof by foreclosure or action in lieu thereof, but not including a party who obtains title through such holder or any purchaser at a foreclosure sale other than the holder) shall not be obligated by this Agreement to construct or complete the Improvements or to guarantee such construction or completion, but shall have the options described in Section 403.

Section 403: Rights and Duties of Mortgagee Upon Acquisition Prior to Completion

a. If a mortgagee (or its affiliate), through the operation of its loan documents or contract to finance any portion of the Property or the Improvements required by this Agreement to be constructed by the Redeveloper on the Property, or by foreclosure, or conveyance or assignment in lieu thereof, acquires fee simple title to, or a leasehold interest in, the Property or any part thereof prior to the completion of such Improvements, the mortgagee (or affiliate) shall, if applicable, have the following options:

1. complete construction of such Improvements in accordance with the approved Final Working Drawings and Specifications, the Plan and this Agreement, and in all respects comply with the provisions of this Agreement, or

2. sell, assign, or transfer, with the prior written consent of the Authority as provided in Section 4.01 hereof, fee simple title to the Property or any part thereof or any leasehold interest therein to a purchaser, assignee or transferee who shall expressly assume all of the covenants, agreements and obligations of the Redeveloper under this Agreement in respect of the Property or part thereof, by written instrument satisfactory to the Authority and recorded forthwith in the Suffolk County Registry of Deeds.

b. In the event that a mortgagee (or its affiliate) elects to complete construction pursuant to (a)(1) above, or sells, assigns or transfers pursuant to (a)(2) above, the Authority shall extend the time limits set forth in Section 303 herein as shall be reasonably necessary to complete construction of the Improvements, and upon such completion, the mortgagee (or its affiliate) or purchaser, as the case may be, shall be entitled to the Certificate(s) of Completion pursuant to Section 304.

Section 404: Rights and Duties of Mortgagee Upon Acquisition After Completion

If a mortgagee, through the operation of its loan documents or contract to finance any of the Property or any of the Improvements required by this Agreement to be constructed by the Redeveloper on the Property, or by foreclosure acquires fee simple title to the Property or any portion thereof after completion of such Improvements, the mortgagee for the period during which said mortgagee holds such title, shall comply with applicable provisions of this Agreement.

ARTICLE V
PROVISIONS RELATING TO OPERATION AND MAINTENANCE

Section 501: Maintenance and Operation of Improvements

The Redeveloper shall, at all times until the expiration of the term of the Plan, as may be extended by proper amendment of the Plan, or forty (40) years from the date hereof, whichever is

longer, keep the Improvements constructed on the Property in good and safe condition and repair unless such Improvements shall have become uninsurable, and in the occupancy, maintenance and operation of such Improvements, the Property shall comply with the terms and conditions of the Plan and with all laws, ordinances, codes and regulations applicable thereto.

Section 502: Additions or Subtractions to Completed Improvements

After the Improvements required by the Plan and this Agreement to be constructed by the Redeveloper on the Property or any portion thereof have been completed, the Redeveloper shall not, until the expiration of the term of the Plan, as may be extended by proper amendment of the Plan, or forty (40) years from the date hereof, whichever is longer, reconstruct, demolish, subtract therefrom, make any additions thereto or extensions thereof, or change the materials, design, dimensions or color thereof, if such reconstruction, demolition, subtraction, addition, extension or change will affect in any way the external appearance of public lobbies, arcades, open spaces or landscaping, or the external appearance of any building (including roof and penthouse) without the prior written approval of the Authority. In the event the Redeveloper shall fail to comply with the foregoing requirement, the Authority may within a reasonable time after its discovery thereof, direct in writing that the Redeveloper so modify, reconstruct or remove such portion or portions of the Improvements as were reconstructed, demolished or subtracted from or added to or extended or changed without the prior written approval of the Authority. The Redeveloper shall promptly comply with such a directive, and shall not proceed further with such reconstruction, demolition, subtraction, addition, extension or change until such directive is complied with. Any such reconstruction, demolition, subtraction, addition, extension or change undertaken pursuant to the prior written approval of the Authority shall in all respects be in accordance with and conform to the provisions of the Plan.

ARTICLE VI
INDEMNIFICATION

Section 601: Reimbursement of Authority in Respect of Certain Litigation

The Redeveloper shall pay all reasonable costs and expenses, and the amounts of all judgments and decrees which may be incurred by the Authority to the extent it prevails in any proceedings brought to enforce the obligations of the Redeveloper set forth in the provisions of this Agreement. It is expressly understood, however, that the mortgagee under any mortgage permitted hereunder shall not be liable to the Authority for any costs, expenses, judgments, decrees or damages which shall have accrued against the Redeveloper.

ARTICLE VII
INSURANCE

Section 701: Insurance Coverage

a. Until the expiration of the term of the Plan, as may be extended by proper amendment of the Plan, or forty (40) years from the date hereof, whichever is longer, the Redeveloper shall keep all of the insurable property and equipment in respect of the Property insured by fire and extended insurance and additional risk insurance to the same extent and amount which is normally required by institutional mortgagees in the use of similar property and equipment in the City. Such insurance shall be in an amount sufficient to comply with the co-insurance clause applicable to the location and character of the property or equipment, and, in any event, in amounts not less than eighty per centum (or eighty per centum in the case of extended coverage insurance) of the current cash value of such property or equipment. All such insurance shall be by standard policies, obtained from financially sound and responsible insurance companies authorized to do business in Massachusetts, and shall have attached thereto a clause making the loss payable to the Redeveloper, the mortgagee, and, subject to the rights of the mortgagee, the Authority as their respective interests may appear. The obligation of the Redeveloper to so provide insurance shall be deemed satisfied by the provision of such insurance as is required, from time to time, by the institutional lender(s) holding the mortgage(s) to the Property, unless not so required by such lender(s). The Redeveloper's insurance obligations hereunder shall in no way affect the rights of any mortgagee named as a loss payee or additional insured from applying the proceeds of insurance, at the election of such mortgagee, either (i) first, to the repair and reconstruction of the applicable portion of the Improvements to the satisfaction of such mortgagee, with any balance of the insurance proceeds after the completion of such repair and reconstruction to be applied to the repayment or reduction of the mortgage indebtedness secured by the applicable portion of the Property, with any remaining balance to be paid to the Redeveloper, or (ii) first, to the repayment of any mortgage indebtedness secured by the Property, with any remaining balance to be paid to the Redeveloper.

b. Each insurance policy shall be written to become effective at the time the Redeveloper becomes subject to the risk or hazard covered thereby, and shall be continued in full force and effect for such period as the Redeveloper is subject to such risk or hazard.

c. Certificates of such policies and renewals shall be filed with the Authority.

Section 702: Redeveloper's Obligations with Respect to Restoration and Reconstruction

a. Whenever any Improvements, or any part thereof, constructed on the Property shall have been damaged or destroyed prior to the expiration of the term of the Plan, as may be extended by proper amendment of the Plan, or forty (40) years from the date hereof, whichever is longer, the Redeveloper shall proceed promptly to establish and collect all valid claims which may have arisen against insurers or others based upon any such damage or destruction. All proceeds of any such claim and any other monies provided for the reconstruction, restoration or

repair of any such improvement, shall be deposited in full in a separate account of the Redeveloper or of any mortgagee.

b. The insurance money and any other proceeds so collected shall, subject to rights of a mortgagee under Section 701(a), be used and expended for the purpose of fully repairing or reconstructing the Improvements which have been destroyed or damaged to a condition at least comparable to that existing at the time of such damage or destruction, or demolishing such Improvements and providing grass cover or other landscaping for the affected portion of the Property, to the extent that such insurance money and other proceeds may permit. Any excess proceeds after such repair or reconstruction has been fully completed shall be retained by the Redeveloper, subject to the rights of any mortgagee of record.

c. The Redeveloper, with the written approval of the Authority and any mortgagee of record permitted hereunder, may determine that all or any part of any such damage to or destruction of such Improvements shall not be reconstructed, restored, or repaired, and in such event, the proceeds of any claims against insurers or others arising out of such damage or destruction, to the extent not used for such reconstruction, restoration, or repair shall be retained by the Redeveloper, subject to the rights of such mortgagee.

d. Any reconstruction or repair undertaken pursuant to the provisions of this Section shall in all respects be in accordance with and conform to the provisions of the Plan, the Final Working Drawings and Specifications, and the provisions of this Agreement.

Section 703: Commencement and Completion of Reconstruction

The Redeveloper shall commence to reconstruct or repair (or demolish) any Improvements and equipment on the Property, or any portion thereof, which have been destroyed or damaged prior to the expiration of the term of the Plan, as may be extended by proper amendment of the Plan, or forty (40) years from the date hereof, whichever is longer, within a period not to exceed six (6) months after the insurance or other proceeds with respect to such destroyed or damaged property have been received by the Redeveloper or any mortgagee (or, if the conditions then prevailing require a longer period, such longer period as may be reasonably required), and shall well and diligently and with dispatch prosecute such reconstruction or repair to completion.

ARTICLE VIII
RIGHTS AND REMEDIES IN EVENT OF BREACH BY REDEVELOPER

Section 801: Consequence of Breach by Redeveloper With Respect To Commencement and Completion of Construction, Failure to Pay Taxes or Discharge Encumbrances, or Unauthorized Transfers of Interest If, Prior to Completion of the Improvements:

a. The Redeveloper shall fail to perform its obligations under this Agreement with respect to commencement, diligent prosecution, or completion of construction of Improvements;

b. The Redeveloper shall fail to pay any real estate taxes or assessments on the Property, or any part thereof when due, subject to the Redeveloper's right to contest any such taxes or assessments by an appropriate legal proceeding; or

c. There is in violation of Sections 401a or 401b of this Agreement a transfer of the Property or any part thereof or a change in the ownership or control of or interests in the Redeveloper;

the Authority shall in writing notify the Redeveloper of such failure or violation. The Redeveloper shall thereupon have ninety (90) days from the receipt by it of such written notice to cure such failure or violation.

1. If the Redeveloper does not cure such failure or violation within the 90-day period (or within such extended period of time as may be established by the Authority acting reasonably) and if the holders of record of building loan agreements and/or mortgages do not exercise their rights to cure such violation or failure (as provided in Section 804 hereof), or if this contract is canceled, terminated or suspended pursuant to Section 306 hereof, if the Redeveloper shall fail so to cure, the Authority may institute such actions or proceedings as it may deem advisable as well as proceedings to compel specific performance and the payment of damages, expenses and costs by the Redeveloper.

2. In the event of a failure to cure under this Section, or if the contract is canceled, terminated or suspended pursuant to Section 306, the Authority shall have the right to pursue all remedies legally available to it.

Section 802: Notices of Breaches to Mortgagees

If the Authority gives written notice to the Redeveloper of a default under this Agreement, the Authority shall forthwith furnish a copy of the notice to each of the mortgagees of record of the applicable portion of the Property permitted under this Agreement. To facilitate the operation of this Section, the Redeveloper shall at all times keep the Authority provided with an up-to-date list of names and addresses of mortgagees and holders of building loan agreements from whom the Redeveloper has obtained loans as permitted under this Agreement. Any such mortgagee or holder may notify the Authority of its address and request that the provisions of Section 907 as they relate to notices apply to it. The Authority agrees to comply with any such request.

Section 803: Mortgagee May Cure Breach of Redeveloper

If the Redeveloper has received notice from the Authority of a default under this Agreement and such breach is not cured by the Redeveloper before the expiration of the period provided therefor, the holders of record of building loan agreements or mortgages on all or any portion of the Property as permitted under this Agreement may cure any such breach upon giving written notice of their intention to do so to the Authority within ninety (90) days after such holder receives such notice of breach, and shall thereupon proceed with due diligence to cure such breach.

Section 804: Remedies for Other Breaches

It is understood by the parties hereto that in the event any party shall fail to comply with or violate any of the provisions of this Agreement, then the other party hereto may institute such actions and proceedings as may be appropriate, including actions and proceedings to compel specific performance and payment of all damages, expenses, and costs. Neither these remedies nor that class of remedies more particularly described in this Agreement shall be exclusive unless specifically so described, provided, however, that the remedies prescribed in Section 801 for the defaults therein described shall be exclusive.

The Redeveloper shall thereupon have the cure rights contained in Section 801 hereof with respect to such failure and the holder of record of building loan agreements and/or mortgage(s) shall have the cure rights contained in Section 803 hereof with respect to such failure.

Section 805: Equal Opportunity Compliance Policy and Breach Thereof

If, at any time prior to the issuance of the final Certificate of Completion pursuant to the terms of Section 304 hereof, the Director shall find that the Redeveloper and/or its Contractor have failed to comply with the requirements of the Authority's "Equal Opportunity Compliance Policy" and the provisions of Sections 208(e) or 306 hereof, the Director shall issue notice of such finding, setting forth the reasons therefor. Such notice shall be sent registered mail, return receipt requested, to the Redeveloper and its Contractor.

The Redeveloper and/or its Contractor shall have the right to appeal such finding to the Authority within thirty (30) days of receipt of the notice thereof. Within thirty (30) days after receipt by the Authority of written notice of the Redeveloper's and/or its Contractor's intention to appeal said finding, or at the next regular meeting of the Authority, whichever is later, the Authority shall hear such appeal at a public meeting.

Upon the failure of the Redeveloper and/or its General Contractor to appeal the finding of the Director, or upon a determination by the Authority, subsequent to any appeal, that the Redeveloper and/or its Contractor have failed to comply with the requirements of the Authority's "Equal Opportunity Compliance Policy" and the provisions of Section 306 of this Agreement, the Authority shall have the right to all the remedies available to the Authority under Section 804 of this Agreement shall apply to the defaults described in this Section 805. Nothing herein shall

limit the remedies which may be available to private persons affected by such defaults of the Redeveloper.

Upon the failure of the Redeveloper and/or its Contractor to appeal the finding of the Director, or upon the determination by the Authority, subsequent to an appeal of the finding, that the Redeveloper and/or its Contractor have failed to comply with the requirements of the Authority's "Equal Opportunity Compliance Policy" and the terms and provisions of Section 306 of this Agreement, the Director shall send a notice of his finding and any Authority action related thereto to the following:

a. Secretary, Department of Housing and Urban Development
b. Regional Administrator, Department of Housing and Urban Development
c. Commissioner, Federal Housing Administration
d. Director, Boston Office, Federal Housing Administration
e. Massachusetts Committee Against Discrimination in Housing
f. Association of General Contractors
g. The Building Trades Council
h. Mayor, City of Boston
i. Mortgagee, and
j. Such other interested parties as the Director may deem appropriate.

ARTICLE IX
MISCELLANEOUS PROVISIONS

Section 901: Obligations and Rights and Remedies Cumulative and Separable

The respective rights and remedies of the Authority, the City, and the Redeveloper, whether provided by this Agreement, or by law, shall be cumulative, and the exercise of any one or more of such rights or remedies shall not preclude the exercise, at the same or different times of any other such rights or remedies.

Section 902: Finality of Approvals

Where, pursuant to this Agreement, any document or proposed action by the Redeveloper is submitted by it to the Authority, and the Redeveloper has been notified in writing by the Authority that the same is approved or is satisfactory, such determination shall be conclusively deemed to be a final determination by the Authority with respect to such particular document or proposed action for which such approval or notice of satisfaction was given.

Where the consent or approval of the Authority is required hereunder, such consent or approval shall not be unreasonably withheld.

Section 903: How Agreement Affected by Provisions Being Held Invalid

If any provisions of this Agreement are held invalid, the remainder of this Agreement shall not be affected thereby, if such remainder would then continue to conform to the requirements of applicable laws and all agreements entered into pursuant thereto, and of the Plan.

Section 904: Covenants to be Enforceable by Authority and United States

The covenants herein contained, which are expressed to be covenants running with the land, shall be stated or incorporated by reference in any instrument of conveyance or lease relating to the Property or any portion thereof or any interest therein and shall in any event and without regard to technical classification or designation, legal or otherwise, and except only as otherwise specifically provided in this Agreement be, to the fullest extent permitted by law and equity, binding for the benefit and in favor of, and enforceable by, the Authority (and the United States in the case of the covenants provided in Section 301(a)(2) hereof) against the Redeveloper (including its successors and assigns to or of the Property or any part thereof or any interest therein and any party in possession or occupancy of the Property or any part thereof). In amplification, and not in restriction of the provisions hereof, it is intended and agreed that the Authority shall be deemed a beneficiary of the covenant provided in Section 301(a)(2) hereof, both for and in its own right and also for the purpose of protecting the interests of the community and the other parties, public or private, in whose favor or for whose benefit such covenants have been provided, and such covenants shall be in force and effect, without regard to whether the Authority or the United States has at any time been, remains or is an owner or in possession of any land to, or in favor of, which the covenants relate.

It is the intention of the Authority that the benefit of the covenants running with the land which are contained in any instrument of conveyance relating to the Property shall be enforceable only by the Authority (and the United States in the case of the covenant provided in Section 301(a)(2) hereof) and those holding title to an interest in the Property and that such covenants shall not be enforceable by transferees of other land owned by the Authority in the area covered by the Plan.

Section 905: Parties Barred From Interest in Project

No member of the Congress of the United States of America shall be admitted to any share or part hereof, or to any benefit to arise therefrom.

Section 906: Authority's Members and Officers Barred From Interest

a. No member, official or employee of the Authority shall have any personal interest, direct or indirect, in this Agreement or the Redeveloper, nor shall any such member, official or employee participate in any decision relating to this Agreement which affects his personal interest or the interests of any corporation, partnership, or association in which he is, directly or indirectly, interested. No member, official or employee of the Authority shall be personally

liable to the Redeveloper or any successor in interest in the event of any default or breach by the Authority or for any amount which may become due to the Redeveloper or to its successors or on any obligations under the terms of this Agreement.

b. After the date hereinabove first written, the Redeveloper shall not, without a prior finding by the Authority that such action is consistent with the public interest, employ in connection with its obligations under this Agreement, any person who has participated in the planning or execution of the Plan or related Project and who is named on any list which may be furnished by the Authority to the Redeveloper as having so participated, or permit any such person to directly or indirectly acquire an interest (except an interest based upon the ownership of its capital stock if such stock is publicly held or offered) in the Redeveloper or in the Property prior to the completion of the Improvements thereon in accordance with this Agreement and the Plan.

c. The Redeveloper covenants that it has not employed or retained any company or person (other than a full-time bonafide employee working for the Redeveloper) to solicit or secure this Agreement, and that he has not paid or agreed to pay any company or person any percentage, or brokerage fee, contingent upon or resulting from the execution of this Agreement.

Section 907: Approvals and Notices

Except as otherwise specifically provided in this Agreement, whenever under this Agreement approvals, authorizations, determinations, satisfactions, or waivers are required or permitted, such approvals, authorizations, determinations, satisfactions or waivers shall be effective and valid only when given in writing signed by a duly authorized officer of the Authority or Redeveloper, and shall be deemed given when deposited in the United States mail and sent registered or certified, postage prepaid, to the principal office of the party to whom it is directed, which is as follows:

Redeveloper: CJUF III Northpoint, LLC
c/o HYM Investment Group, LLC
One Congress Street
Boston, Massachusetts 02114
Attention: Thomas N. O'Brien

with a copy to: DLA Piper LLP (US)
33 Arch Street, 26th Floor
Boston, Massachusetts 02110
Attention: Richard D. Rudman, Esq.

Authority: Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201-1007
Attention: Director

with a copy to: Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201-1007
Attention: General Counsel

The parties shall promptly notify each other of any change of their respective addresses set forth above. If there shall be more than one entity holding title to a portion of the Property, then each such entity shall be entitled to notices hereunder.

Notice and other communications to mortgagees and holders of construction loan agreements shall be deemed given when deposited in the United States mail and sent registered or certified, postage prepaid, to the last known address of the party concerned. Any requests for approvals made by the Redeveloper to the Authority where such approvals shall be deemed granted after a period of non-reply by the Authority shall, as a condition to the effectiveness thereof, be prefaced with the following language printed in capital letters in boldface type:

"NOTICE
THIS REQUEST FOR APPROVAL REQUIRES IMMEDIATE REPLY. FAILURE TO RESPOND WITHIN __ BUSINESS DAYS SHALL RESULT IN AUTOMATIC APPROVAL."

Section 908: Matters to be Disregarded

The titles of the several articles and sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of the provisions of this Agreement.

Section 909: Obligations to Continue

Except as to obligations to be performed at or prior to the time of commencement of construction, the provisions of this Agreement shall survive the time of commencement of construction, but with respect to any portion of the Property shall not survive issuance of the Certificate of Completion for such portion by the Authority except to the extent stated herein.

Section 910: Excusable Delays

For the purposes of any of the provisions of this Agreement, neither the Authority nor the Redeveloper, as the case may be, shall be considered in breach of or default in its obligations with respect to the preparation of the Property for redevelopment, or the beginning and completion of construction of the Improvements, or progress in respect thereto, in the event of unavoidable delay in the performance of such obligations due to causes beyond its control and without its fault or negligence, including but not restricted to, acts of God, or of the public enemy, acts of the Government, acts of the other party, fires, floods, or other casualties,

epidemics, quarantine restrictions, labor disputes, freight embargoes, and unusually severe weather or delays of sub-contractors due to such causes; it being the purpose and intent of this provision that in the event of the occurrence of any such enforced delay, the time or times for performance of the obligations of the Authority with respect to the preparation of the Property for redevelopment or of the Redeveloper with respect to construction of the Improvements, as the case may be, shall be extended for the period of the enforced delay; provided, that the party seeking the benefit of the provisions of this Section shall, within a reasonable period after the beginning of any such enforced delay, have first notified the other party thereof in writing stating the cause or causes thereof and requesting an extension for the period of the enforced delay. In calculating the length of the delay, the Authority shall consider not only actual work stoppages but also any consequential delays resulting from such stoppages as well. In no event shall any financing difficulty or inability to secure a building permit be a cause for an extension hereunder. Failure to secure a building permit shall, only with the concurrence of the Authority, be cause for such extension.

Section 911: Advertising

The Redeveloper agrees for itself, its successors, and assigns, that during construction and thereafter the Redeveloper, and its successors and assigns, shall include in all advertising for the sale or rental of the Property a statement to the effect (a) that the Property is open to all persons without discrimination on the basis of race, religion, sex, color or national origin and (b) that there shall be no discrimination in public access and use of the Property to the extent that it is open to the public. Without limiting the foregoing, the Redeveloper shall include in all advertising (including signs) for sale and rental of the whole or any part of the Property the legend "An Open Occupancy Building" in type or lettering of easily legible size and design.

Section 912: Agreement Binding on Successors and Assigns

The respective provisions of this Agreement, in accordance with their terms, shall be binding upon, and shall inure to the benefit of the successors and assigns of the Redeveloper and the public body or bodies succeeding to the interests of the Authority, and to any subsequent grantees of the Property.

Neither the Redeveloper nor any successor in title to the Property or a portion thereof shall be liable for any breach hereof accruing before or after the period during which it was owner of the Property or such portion thereof. No holder of any mortgage on the Property shall be deemed to be the owner thereof until it shall have foreclosed the mortgage thereon or shall have acquired title by deed in lieu of foreclosure.

The Authority agrees to look only to the assets of the Redeveloper and not to the assets of any member, manager, general or limited partner of the Redeveloper in the event of any breach by the Redeveloper of its obligations hereunder, it being understood that in no event shall the assets of any member, manager, general or limited partner of the Redeveloper, other than their interest in the Property, be subject to liability for any such breach. The liability under this

Agreement of an entity owning a portion of the Property shall be limited to its liability in connection with such portion.

Section 913: Amendment of Plan

No modification or amendment to any provisions of the Plan shall be effective with respect to the Property, unless such modification or amendment of the Plan has been consented to by the Redeveloper and everyone entitled to be given notice under Section 801 prior to becoming effective with respect to the Redeveloper.

Section 914: Waivers

Any right or remedy which the Authority or the Redeveloper may have under this Agreement, or any of its provisions, may be waived in writing by the Authority or the Redeveloper, as the case may be, without execution of a new or supplementary Agreement, but any such waiver shall not affect any other rights not specifically waived, and no waiver by the Redeveloper of a right hereunder shall be effective unless approved in writing by everyone then entitled to be given notice under Section 802.

[intentionally blank]

IN WITNESS WHEREOF, on the 29th day of July, 2014, at Boston, Massachusetts, the parties hereto have caused this Agreement in five counterparts to be signed, sealed and delivered by their duly authorized officers or representatives, respectively.

Signed, sealed and delivered
in the presence of:

Janet Carlson

Alexandra Smith

BOSTON REDEVELOPMENT AUTHORITY
(Corporate Seal)

By: Brian P. Golden
Brian P. Golden, Director

CJUF III NORTHPOINT LLC,
a Delaware limited liability company

By: CJUF III Northpoint PE Member LLC,
a Delaware limited liability company, its
managing member

By: CJUF III Northpoint Member LLC,
a Delaware limited liability company, its
sole member

By: Maria L. Stamolis
Name: Maria L. Stamolis
Title: Authorized Signatory
Hereunto duly authorized

APPROVED AS TO FORM:

for Janet R. Carlson JC
General Counsel
Boston Redevelopment Authority

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss. Boston

On this 29th day of July, 2014, before me, the undersigned notary public. personally appeared Brian P. Golden, Acting Director of the Boston Redevelopment Authority, proved to be through satisfactory evidence of identification, which was personal knowledge, to be the person whose name is signed on the foregoing Agreement, and acknowledged to me that he signed it voluntarily for its stated purpose, as Acting Director of the Boston Redevelopment Authority.

JANET R. CARLSON
Notary Public
Commonwealth of Massachusetts
My Commission Expires February 9, 2018

Janet R. Carlson
Notary Public
My commission expires: February 9, 2018

STATE OF CALIFORNIA)
) ss.:
COUNTY OF LOS ANGELES)

On July 17th 2014 before me, Rachel E Benitez, Notary Public,
(insert name and title of the officer)

personally appeared Maria L. Stamolis,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

RACHEL E. BENITEZ
Commission # 2037323
Notary Public - California
Los Angeles County
My Comm. Expires Aug 17, 2017

METES AND BOUNDS DESCRIPTION
NorthPoint
City of Boston Portion of Parcel 1-A

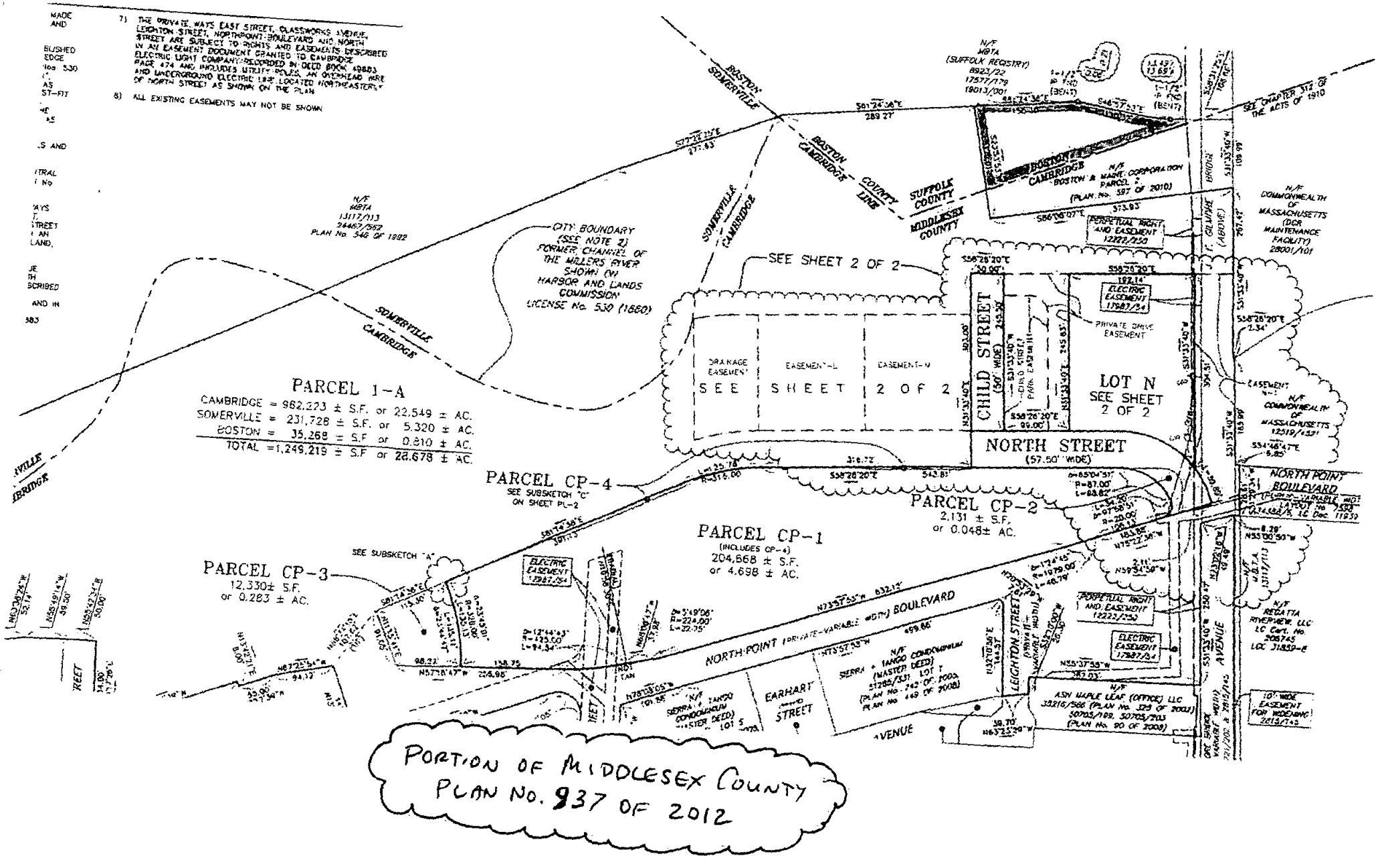
A certain parcel of land situated in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, located northerly of Monsignor O'Brien Highway and westerly of Charlestown Avenue, and being shown as a portion of Parcel 1-A on a plan entitled "Plan of Land, North Point, in Cambridge and Somerville, MA (Middlesex County) and Boston, MA (Suffolk County)..." dated December 7, 2012, prepared by Beals and Thomas, Inc., recorded as Plan No. 937 of 2012 in Middlesex Registry of Deeds Southern District, being more particularly bounded and described as follows:

Beginning at a point at the most northwesterly corner of the premises, at the intersection of the City of Cambridge and City of Boston city lines, thence running;

S 77° 22' 25" E	10.87 feet to a point, thence turning and running;
S 61° 24' 36" E	289.27 feet to a point, said last two courses being by land now or formerly of the Massachusetts Bay Transportation Authority, thence turning and running;
S 23° 53' 53" W	134.81 feet to a point, being by land now or formerly of Boston and Maine Corporation, thence turning and running;
N 78° 02' 12" W	136.73 feet to a point, thence turning and running;
N 17° 55' 21" W	247.74 feet to the point of beginning. Said last two courses being by the City of Boston and City of Cambridge City Line.

Containing 35,268 square feet more or less, or 0.810 acres, more or less.

Subject to any and all existing rights and easements of record.



Bk: 53319 Pg: 120

METES AND BOUNDS DESCRIPTION
NorthPoint
City of Boston Portion of Parcel 2

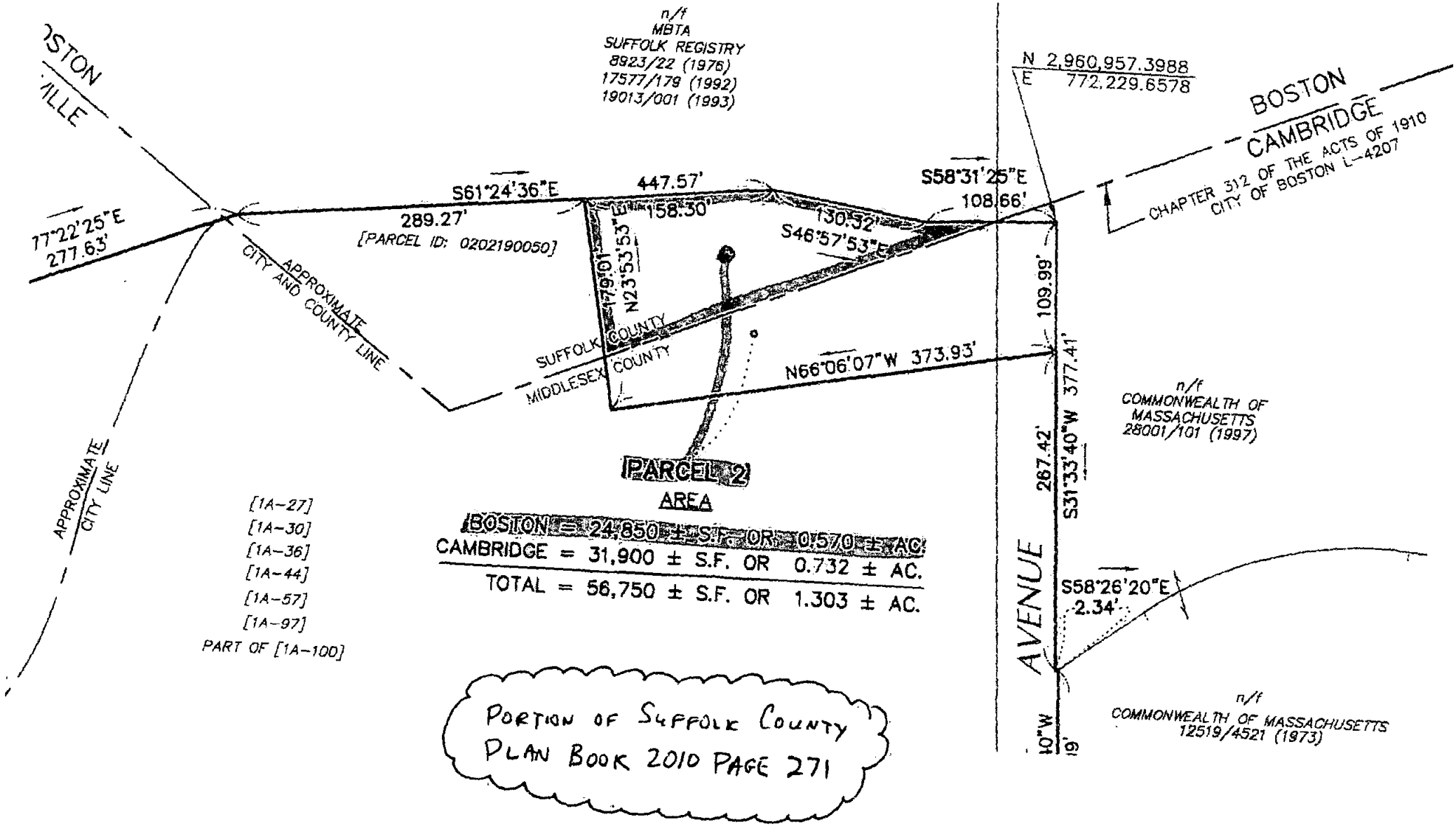
A certain parcel of land situated in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, located northerly of Monsignor O'Brien Highway and westerly of Charlestown Avenue, and being shown as a portion of Parcel 2 on a plan entitled "North Point-"Central Park" Parcel, Subdivision Plan of Land in Boston, Cambridge and Somerville, Massachusetts, Suffolk and Middlesex Counties..." dated August 16, 2010, prepared by Gunther Engineering, a division of Digital Geographic Technologies, Inc., recorded as Plan Book 2010 Page 271 in Suffolk County Registry of Deeds, being more particularly bounded and described as follows:

Beginning at a point at the most northwesterly corner of the premises, at the intersection of land of the Massachusetts Bay Transportation Authority, CJUF III Northpoint LLC, and Boston and Maine Corporation, thence running;

S 61° 24' 36" E	158.30 feet to a point, thence turning and running;
S 46° 57' 53" E	130.32 feet to a point, thence turning and running;
S 58° 31' 25" E	57.92 feet to a point, said last three courses being by land now or formerly of the Massachusetts Bay Transportation Authority, thence turning and running;
N 78° 02' 12" W	345.77 feet to a point, being by the City of Boston and City of Cambridge City Line, thence turning and running;
N 23° 53' 53" E	134.81 feet to the point of beginning. Said last course being by land now or formerly of CJUF III Northpoint LLC.

Containing 24,850 square feet more or less, or 0.570 acres, more or less.

Subject to any and all existing rights and easements of record.



PORTION OF SUFFOLK COUNTY
PLAN BOOK 2010 PAGE 271

Bk: 53319 Pg: 120B

Exhibit D Urban Designs Guidelines NorthPoint Property

NORTHPOINT

EAST CAMBRIDGE DESIGN GUIDELINES

July 04, 2017 - REVISED DRAFT

DIVCO WEST
OWNER AND DEVELOPER

HYM
DEVELOPMENT ADVISOR

CBT ARCHITECTS
MASTER PLANNING AND URBAN DESIGN

MICHAEL VAN VALKENBURGH ASSOCIATES
LANDSCAPE

GOULSTON & STORES
GALLUCCIO & WATSON
LEGAL

GSP
PCA
RETAIL

BEALS + THOMAS
CIVIL

VHB
TRAFFIC

WALKER
PARKING

TABLE OF CONTENTS

PREFACE 5

PURPOSE 5

ORGANIZATION 5

01
URBAN STRUCTURE 7

1.1 THE NORTHPOINT NEIGHBORHOOD 8

1.2 URBAN DESIGN GOALS 9

1.3 GREEN CONNECTIONS 10

1.4 VIEW CORRIDORS AND LANDMARKS 11

1.5 MASTER PLAN EXHIBITS 12

02
BUILT-FORM 19

2.1 SCALE AND MASSING 20
- 2.1.1 BUILD TO LINE 21
- 2.1.2 PUBLIC STREETS 21
- 2.1.3 PARK EDGES 21
- 2.1.4 ROOFTOPS 21
- 2.1.5 RESIDENTIAL MASSING AND ARTICULATION 22
- 2.1.6 COMMERCIAL MASSING AND ARTICULATION 23
- 2.1.7 STAND ALONE RETAIL BUILDING MASSING AND ARTICULATION 24

2.2 STREET-LEVEL USES AND DESIGN 25
- 2.2.1 RESIDENTIAL BLOCKS 26
- 2.2.2 MIXED-USE BLOCKS OR COMMERCIAL BLOCKS 27
- 2.2.3 RETAIL BLOCKS 28

2.3 ARCHITECTURAL CHARACTER 30
- 2.3.1 RESIDENTIAL 30
- 2.3.2 COMMERCIAL 31
- 2.3.3 LIGHTING 31

2.4 ENVIRONMENTAL GUIDELINES (LEED PRINCIPLES) 32

2.5 PARKING/SERVICE 33

03
PUBLIC REALM 37

3.1 OPEN SPACES 39
- 3.1.1 OPEN SPACE PROGRAMMING 39
- 3.1.2 PARKS 41
- 3.1.3 PLAZAS 42
- 3.1.4 POCKET PARK CONNECTORS 43
- 3.1.5 ACTIVE POCKET PARKS 45
- 3.1.6 SEMI PRIVATE OPEN SPACES 46

3.2 STREETSCAPE AND CIRCULATION 47
- 1.3.2A CHARACTER 47
- 3.2.1 FIRST STREET 48
- 3.2.2 DAWES STREET 50
- 3.2.3 NORTH POINT BOULEVARD 52
- 3.2.4 WEST BOULEVARD 54
- 3.2.5 NORTH STREET 55
- 3.2.6 WATER STREET 56
- 3.2.7 EAST STREET 57
- 3.2.8 CHILD STREET 58
- 3.2.9 SERVICE DRIVES 59

04
TRANSPORTATION AND PUBLIC TRANSIT NODES 61

4.1 TRANSIT 62

4.2 PEDESTRIAN 62

4.3 BICYCLE/OTHER NON-MOTORIZED VEHICLES 62

4.4 GILMORE BRIDGE/ORANGE LINE LOCUS 62

4.5 LECHMERE SQUARE LOCUS 62

4.6 MBTA FACILITIES 62

4.7 WAYFINDING 62

4.8 MULTI-USE PATH 63

05
BLOCK GUIDELINES 65

5.1 PARCEL A 66

5.2 PARCEL B 67

5.3 PARCEL C 68

5.4 PARCEL D 69

5.5 PARCEL EF 70

5.6 PARCEL G 71

5.7 PARCEL H 72

5.8 PARCEL I 73

5.9 PARCEL I RETAIL 74

5.10 PARCEL JK 75

5.11 PARCEL LM 76

5.12 PARCEL Q1 77

5.13 PARCEL Q2 78

5.14 PARCEL R 79

5.15 PARCEL U 80

5.16 PARCEL V 81

5.17 PARCEL W 82

06
MODEL IMAGES AND DIGITAL RENDERINGS 85

FIGURES APPENDIX

01
URBAN STRUCTURE 7

EXHIBIT: 01 NORTHPOINT NEIGHBORHOOD CONTEXT 8
EXHIBIT: 02 CONCEPTUAL RENDERINGS 9
EXHIBIT: 03 CONNECTION PLAN DIAGRAM 10
EXHIBIT: 04 EXISTING VIEW CORRIDORS TO THE SITE 11
EXHIBIT: 05 VIEW CORRIDOR SNAP SHOTS 11
EXHIBIT: 06 CONCEPTUAL LANDUSE PLAN 12
EXHIBIT: 07 CONCEPTUAL OPEN SPACE PLAN 13
EXHIBIT: 08 ZONING ENVELOPE 14
EXHIBIT: 09 LOCATION OF 220' TOWERS 15
EXHIBIT: 10 CONCEPTUAL RETAIL PLAN 16
EXHIBIT: 11 CONCEPTUAL PHASING PLAN 17

02
BUILT-FORM 19

EXHIBIT: 12 ILLUSTRATIVE OVERALL MASSING STRATEGY 20
EXHIBIT: 13 BUILD-TO LINE DIAGRAM 21
EXHIBIT: 14 SETBACK DIAGRAM 21
EXHIBIT: 15 TYPICAL RESIDENTIAL MASSING 22
EXHIBIT: 16 RESIDENTIAL MASSING PRECEDENT 22
EXHIBIT: 17 TYPICAL COMMERCIAL MASSING 23
EXHIBIT: 18 COMMERCIAL MASSING PRECEDENT 23
EXHIBIT: 19 SMALL RETAIL BUILDING MASSING PRECEDENT 24
EXHIBIT: 20 STREET LEVEL USE PLAN 25
EXHIBIT: 21 RESIDENTIAL GROUND FLOOR PRECEDENTS 26
EXHIBIT: 22 COMMERCIAL GROUND FLOOR PRECEDENTS 27
EXHIBIT: 23 GROUND FLOOR RETAIL PRECEDENTS 28
EXHIBIT: 24 STAND ALONE RETAIL PRECEDENTS 29
EXHIBIT: 25 RESIDENTIAL FACADES 30
EXHIBIT: 26 COMMERCIAL FACADES 31
EXHIBIT: 27 STORMWATER COLLECTION IN NORTHPOINT COMMON 32
EXHIBIT: 28 LOADING PLAN 33
EXHIBIT: 29 INTEGRATION OF ABOVE GRADE PARKING ALONG MBTA TRACKS 34
EXHIBIT: 30 PROTECTED BIKE RACKS AND BIKE STATIONS 35

03
PUBLIC REALM 37

EXHIBIT: 31 RENDERED SITE PLAN 38
EXHIBIT: 32 PUBLIC REALM HIERARCHY 39
EXHIBIT: 33 PROGRAMMING AND ACTIVATION 40
EXHIBIT: 34 PARKS PRECEDENTS 41
EXHIBIT: 35 PLAZA PRECEDENTS 42
EXHIBIT: 36 POCKET PARK CONNECTOR PRECEDENTS 43
EXHIBIT: 37 BALDWIN PARK ILLUSTRATIVE DRAWINGS 44
EXHIBIT: 38 ACTIVE POCKET PARKS PRECEDENTS 45
EXHIBIT: 39 SEMI PRIVATE OPEN SPACE PRECEDENTS 46
EXHIBIT: 40 FIRST STREET CONCEPTUAL AERIAL 47
EXHIBIT: 41 FIRST STREET PRECEDENTS 48
EXHIBIT: 42 FIRST STREET ILLUSTRATIVE DRAWINGS 49
EXHIBIT: 43 DAWES STREET PRECEDENTS 50
EXHIBIT: 44 DAWES STREET ILLUSTRATIVE DRAWINGS 51
EXHIBIT: 46 NORTHPOINT BLVD. PRECEDENTS 52
EXHIBIT: 45 NORTHPOINT BLVD. ILLUSTRATIVE DRAWINGS 52
EXHIBIT: 47 WEST BLVD. ILLUSTRATIVE DRAWINGS 54
EXHIBIT: 48 NORTH STREET ILLUSTRATIVE DRAWINGS 55
EXHIBIT: 49 WATER STREET ILLUSTRATIVE DRAWINGS 56
EXHIBIT: 50 EAST STREET ILLUSTRATIVE DRAWINGS 57
EXHIBIT: 51 CHILD STREET ILLUSTRATIVE DRAWINGS 58
EXHIBIT: 52 SERVICE DRIVE ILLUSTRATIVE DRAWINGS 59

04
TRANSPORTATION AND PUBLIC TRANSIT NODES 61

EXHIBIT: 53 MULTI-USE PATH ILLUSTRATIVE DRAWINGS 63

05
BLOCK GUIDELINES 65

EXHIBIT: 54 PARCEL A ILLUSTRATIVE DRAWINGS 66
EXHIBIT: 55 PARCEL B ILLUSTRATIVE DRAWINGS 67
EXHIBIT: 56 PARCEL C ILLUSTRATIVE DRAWINGS 68
EXHIBIT: 57 PARCEL D ILLUSTRATIVE DRAWINGS 69
EXHIBIT: 58 PARCEL EF ILLUSTRATIVE DRAWINGS 70
EXHIBIT: 59 PARCEL G ILLUSTRATIVE DRAWINGS 71
EXHIBIT: 60 PARCEL H ILLUSTRATIVE DRAWINGS 72
EXHIBIT: 61 PARCEL I ILLUSTRATIVE DRAWINGS 73
EXHIBIT: 62 PARCEL I RETAIL ILLUSTRATIVE DRAWINGS 74
EXHIBIT: 63 PARCEL JK ILLUSTRATIVE DRAWINGS 75
EXHIBIT: 64 PARCEL LM ILLUSTRATIVE DRAWINGS 76
EXHIBIT: 65 PARCEL Q1 ILLUSTRATIVE DRAWINGS 77
EXHIBIT: 66 PARCEL Q2 ILLUSTRATIVE DRAWINGS 78
EXHIBIT: 67 PARCEL R ILLUSTRATIVE DRAWINGS 79
EXHIBIT: 68 PARCEL U ILLUSTRATIVE DRAWINGS 80
EXHIBIT: 69 PARCEL V ILLUSTRATIVE DRAWINGS 81
EXHIBIT: 70 PARCEL W ILLUSTRATIVE DRAWINGS 82

06
MODEL IMAGES AND DIGITAL RENDERINGS 85

PREFACE

The layout of the new NorthPoint neighborhood is driven in large part by the desire to structure a contiguous public realm that is well integrated into the surrounding neighborhoods. The streets, sidewalks, central park, and green fingers are designed to hold together as a single network, while providing formal and functional variety. The city block structure sets up an urban streetscape to create a hierarchy of uses, clarity of circulation, human scale and an animated public and pedestrian realm. Buildings exhibiting a diversity of architectural expressions, establish a comfortable pedestrian scale common to all building types, framing streets and enlivening the sidewalks with entrances, life, and activity.

Design principles used to create the NorthPoint Master Plan emphasize the importance of a variety of scales and forms to support a diversity of experiences throughout the 45-acre site. Each parcel is intended to relate to its immediate surroundings as well as the larger context. The larger context is defined by overall image, legibility, cohesiveness, scale, character, connections, and movement. Local context determinants include orientation, solar exposure, parking, views to the surroundings and the central park, definition of un- built open spaces, public-private hierarchy, strategic location/program/ opportunity, the integration of multiple uses and interfaces with transit. This urban design framework builds on the Eastern Cambridge Design Guidelines and sets out the basic parameters that will shape the built form.

Attached are the Eastern Cambridge Design Guidelines: NorthPoint ("NorthPoint Guidelines"). These guidelines are based on the Eastern Cambridge Design Guidelines for the entire Eastern Cambridge area developed by the City of Cambridge and the Eastern Cambridge Planning Study committee. The NorthPoint Design Guidelines reflect the Eastern Cambridge Design Guidelines, but are specific to the NorthPoint area and provide additional illustrations of design components that may be applicable to NorthPoint.

PURPOSE

These Eastern Cambridge Design Guidelines: NorthPoint provide a framework for the design of a livable mixed-use community and will be provided to architects as NorthPoint buildings are designed. The chosen architects of each building or public space will use these guidelines to guide their design efforts. The guidelines represent a consensus of attitude regarding the development of the NorthPoint site as derived through several years of planning in East Cambridge by cluding the community outreach process for the Eastern Cambridge Design Guidelines as well as project specific permitting and community outreach processes for the NorthPoint site. These guidelines are consistent with the parameters of the Special Permit Amendment 6 approved by the Cambridge Planning Board in July 2016.

It is understood that the applicatio n of these principles, including numerical guidelines, can vary with the context of specific building prop osals in ways that, nevertheless, fully respect the policies' intent. It is intended that proponents of projects and city staff, the Planning Board and the general public, where public review or approval is required, should be open to creative variations from the detailed provisions presented herein as long as the core values expressed are being served.

ORGANIZATION

The attached guidelines consist of six components as described below. Architects and reviewers should also refer to the Planning Board Special Permit for NorthPoint and the roadway Network Schematic Plan, a document that will be submitted to the Planning Board for review and approval prior to the issuance of a building permit for the first building at the site. The guidelines text is based on the Eastern Cambridge Design Guidelines developed by the City of Cambridge. The text provides the dimensional guidelines that should drive the design of buildings and other public spaces at NorthPoint. The exhibits are graphics that illustrate the concepts described in the guidelines text. The guidelines text is the controlling component of this guideline package and where there are discrepancies between the guidelines text, and exhibits or specific block guidelines, the guidelines text will rule.

Part 1: Urban Structure
This section outlines the overall layout of the NorthPoint Master Plan and various urban design considerations to create a holistic vision for NorthPoint. The Urban Structure section also highlights how the Master Plan strengthens the connections to the surrounding neighborhoods and creates new green connections within the site.

Part 2: Built Form
The Built-Form section lays out design guidelines for the character of the urban fabric of NorthPoint in terms of scale, massing, ground floor articulation, and architectural character.

Part 3: Public Realm
This section includes a robust set of guidelines to determine the nature of different types of open spaces and streetscapes.

Part 4: Transportation and Public Transit Nodes
This section highlights how the urban design of NorthPoint enhances the user experience from both, the Green and Orange Line, T stations into the site. Moreover, it also outlines how the open space network facilitates the east-west bicycle and pedestrian connections.

Part 5: Specific Block Guidelines
This section includes examples of how the guidelines are applied to each building block. These will be provided to each building architect and include approximate size, height and use of the buildings on each block, as well as recommended locations for pedestrian and vehicular entries. The Specific Block Guidelines section also highlights the unique characteristics particular to each block of which architects should consider. These may include items such as proximity to the central park, integration with the MBTA transit stations or requirements for connections to the Gilmore Bridge.

Part 6: Model Images and Renderings
This section consists of graphics that illustrate the NorthPoint model and artist's renderings that show the master plan from different viewing perspectives.

Note: All exhibits and images in the guidelines are illustrative examples only. Designs will be subject to detailed design review and approval by the Planning Board.



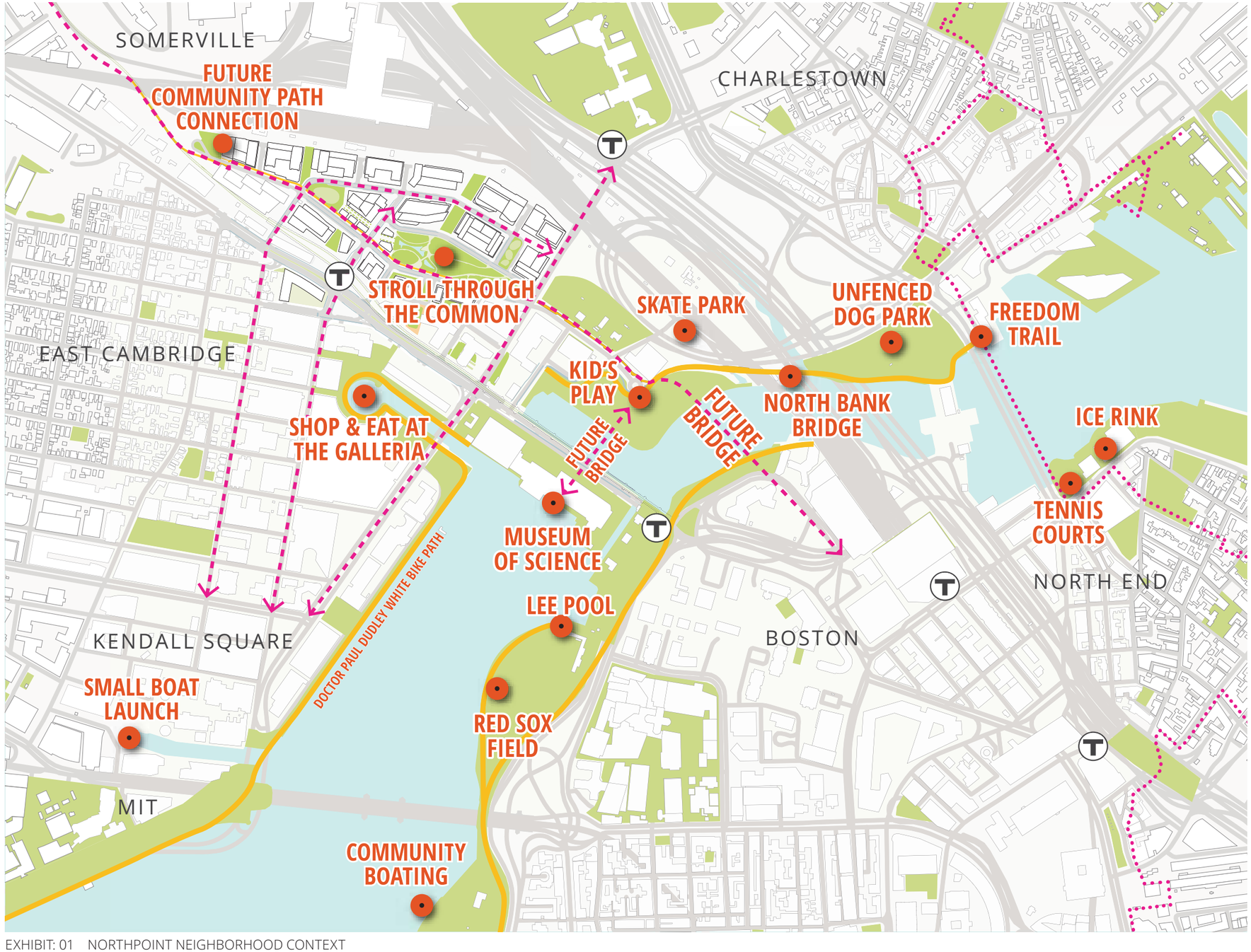


01
Urban Structure

1.1 THE NORTHPOINT NEIGHBORHOOD

NorthPoint is the largest contiguous piece of land left to be developed in Cambridge. Located on the fringes of East Cambridge, much of the land is currently derelict, underutilized and landlocked. The project sits at the crucial junction of Cambridge, Somerville, and Boston. The roughly triangular site is bordered by O'Brien Highway, the elevated Gilmore Bridge and the Massachusetts Bay Transport Authority (MBTA) rail yard. The challenge is to work with these hard edges to connect the project to the surrounding communities and the region.

The NorthPoint Master Plan fulfills a missing link by connecting the Minuteman Bike/Multi-Use Trail to the Charles River Basin. The open space network is created in such a way that it carries this trail elegantly through it the project site and connects it to the neighboring Charles River Basin, and in turn, to downtown Boston.



Key
- Points of Interest
- Open Spaces

EXHIBIT: 01 NORTHPOINT NEIGHBORHOOD CONTEXT

1.2 URBAN DESIGN GOALS

The urban design goals are as follows.

- Create a lively new mixed-use district with strong visual, bicycle and pedestrian connections to East Cambridge
- The new district should be a place to live, work, and enjoy a variety of parks and public spaces
- Establish a new east-west street through the center of NorthPoint, connecting East Cambridge and NorthPoint Park
- Extend Street into NorthPoint to connect existing and new neighborhoods
- Create a major new public park easily accessible from the relocated Lechmere T station, First Street, and O'Brien Highway
- For a new retail edge near the relocated Lechmere T station at the intersection of First Street, Cambridge Street, and O'Brien Highway that will complement, rather than compete with, the existing retail on Cambridge Street

"EXHIBIT: 06 CONCEPTUAL LAND USE PLAN" on page 12, provides a diagrammatic representation of the NorthPoint Master Plan approved by the Planning Board. This Land Use Plan provides some understanding of the distinction between the block types discussed in later sections. However, the categorization of blocks may change pursuant to the Special Permit granted by the Planning Board.









EXHIBIT: 02 CONCEPTUAL RENDERINGS

1.3 GREEN CONNECTIONS

Major street connections into the site wherever possible, without interfering with the underlying principles of the plan, shall create a “green and pedestrian friendly” experience that connects the neighborhood to interior green spaces at NorthPoint. Plans shall include enhanced sidewalks, expanded plantings and where easonably possible, a view corridor to interior green spaces.

- Provide safe pedestrian and bicycle connections to future regional pathways (Grand Junction railroad, NorthPoint path)
- Offer continuous pedestrian and bicycle access, and strong visual connections to the Charles River and public parks through view corridors, signage, and/or art installations
- Provide safe pedestrian and bicycle connections to Hubway stations, existing and new bus stops, and to the Kendall Square, Lechmere, Community College, and North Station MBTA stations. Direct access from the residential neighborhood south of Msgr. O’Brien Highway and Cambridge Street to the new Lechmere Station, if relocated, is particularly desirable
- Establish new pedestrian crossings along Msgr. O’Brien Highway with strong visual connections from existing streets in East Cambridge to new streets and open spaces at NorthPoint
- Ensure that new pedestrian crossings are coordinated with traffic operations on Msgr. O’Brien Highway
- Provide landscaped pedestrian/cycle connections from NorthPoint to the future Multi-Use Path
- Improve pedestrian and bicycle connections to and from the Orange Line T stations
- Provide a clear, public, and legible and green connection between the NorthPoint Common and Parcel I Park through the retail plaza area

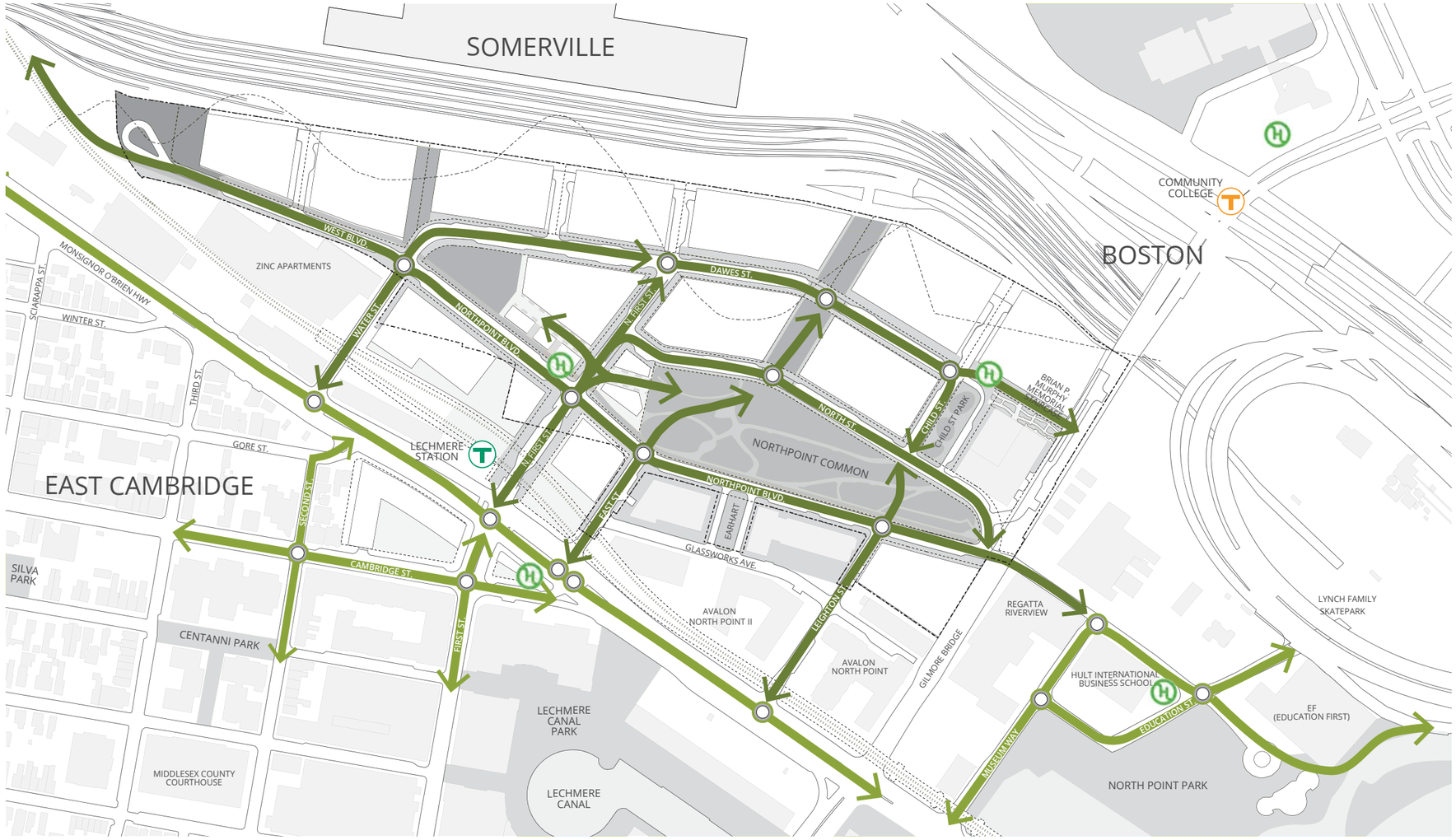


EXHIBIT: 03 CONNECTION PLAN DIAGRAM

1.4 VIEW CORRIDORS & LANDMARKS

The NorthPoint Master Plan is organized as a series of connected experiences with multiple nodes and landmarks. This unique sequence of spaces acts as a valuable way-finding tool throughout the development. The strength of the NorthPoint Master Plan is that visitors to the site are greeted by an open space at every point of arrival. These open spaces, including Water Street, First Street, NorthPoint Boulevard and Gilmore Bridge, provide critical connective tissue and view corridors throughout the site.

- Lechmere Square (existing Lechmere Station) will serve as an important physical and visual organizational element in the development. With its new transit station, and the redevelopment of Parcel V, Lechmere Square will offer views to the Parcel I tower in NorthPoint, down First Street in East Cambridge and across the river to the Prudential Tower in Boston. In these ways, Lechmere Square will enhance wayfinding through view corridor creation

- The realigned and straightened First Street acts as the strongest north-south organizational element in the development. This corridor culminates with an architectural landmark at Dawes Street. The urban geometry allows for this unique architectural expression by turning perpendicular to Dawes Street at the end of the view corridor

- The Water Street entrance in to the site will offer a view of the newly created active park on Parcel I and to another architectural expression on Parcel C

- The Brian Murphy Memorial Stair serves as yet another gateway into NorthPoint from Gilmore Bridge and Community College Station. This pedestrian connection provides view corridors both down Dawes Street and back to the city

- NorthPoint Boulevard will offer those entering from the east a spectacular view of the NorthPoint Common

- Lastly, the NorthPoint Master Plan creates a critical view corridor from NorthPoint Common to downtown Boston and the Zakim Bridge



Key Plan



Water Street View Corridor



East Street View Corridor



Leighton Street View Corridor

EXHIBIT: 04 EXISTING VIEW CORRIDORS TO THE SITE



View from Lechmere Square looking towards NorthPoint



View of North First Street from the New Lechmere Station



View from park at Water Street looking towards the retail core



View from Dawes Street looking towards Brian Murphy Staircase



View from eastern side of NorthPoint Common looking towards retail core



View from Parcel W looking towards east and Zakim Bridges

EXHIBIT: 05 VIEW CORRIDOR SNAP SHOTS

1.5 MASTER PLAN EXHIBITS

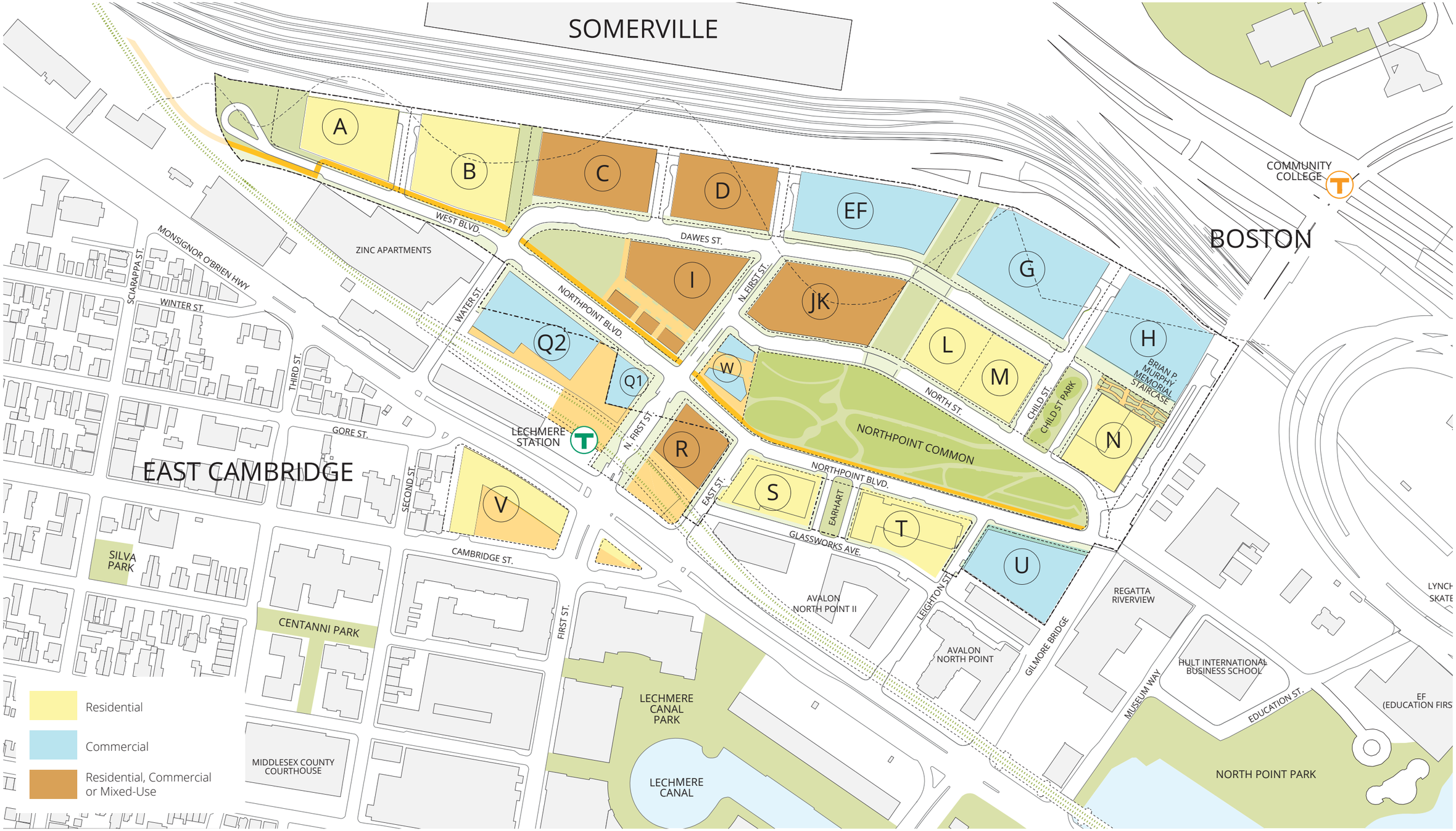


EXHIBIT: 06 CONCEPTUAL LANDUSE PLAN

SOMERVILLE

BOSTON

EAST CAMBRIDGE

A
B
C
D
EF
G
H
I
JK
L
M
N
Q1
Q2
R
S
T
U
V
W

WEST BLVD.
DAWES ST.
N. FIRST ST.
WATER ST.
NORTHPOINT BLVD.
NORTH ST.
CHILD ST.
CHILD ST PARK
BRIAN P. MURPHY MEMORIAL STAIRCASE
NORTHPOINT COMMON
EAST ST.
EARHART
GLASSWORKS AVE.
LEIGHTON ST.
GILMORE BRIDGE
MUSEUM WAY
EDUCATION ST.
CAMBRIDGE ST.
FIRST ST.
SECOND ST.
GORE ST.
THIRD ST.
WINTER ST.
SCIARAPPA ST.
MONSIGNOR O'BRIEN HWY.

COMMUNITY COLLEGE
LECHMERE STATION

ZINC APARTMENTS
AVALON NORTH POINT II
AVALON NORTH POINT
REGATTA RIVERVIEW
HULT INTERNATIONAL BUSINESS SCHOOL
SILVA PARK
CENTANNI PARK
MIDDLESEX COUNTY COURTHOUSE
LECHMERE CANAL PARK
LECHMERE CANAL
NORTH POINT PARK
LYNCH SKATE
EF (EDUCATION FIRS

Existing Park
Proposed Park
Proposed Plaza
Planted Building Setbacks

0 100 200 400 ft

EXHIBIT: 07 CONCEPTUAL OPEN SPACE PLAN

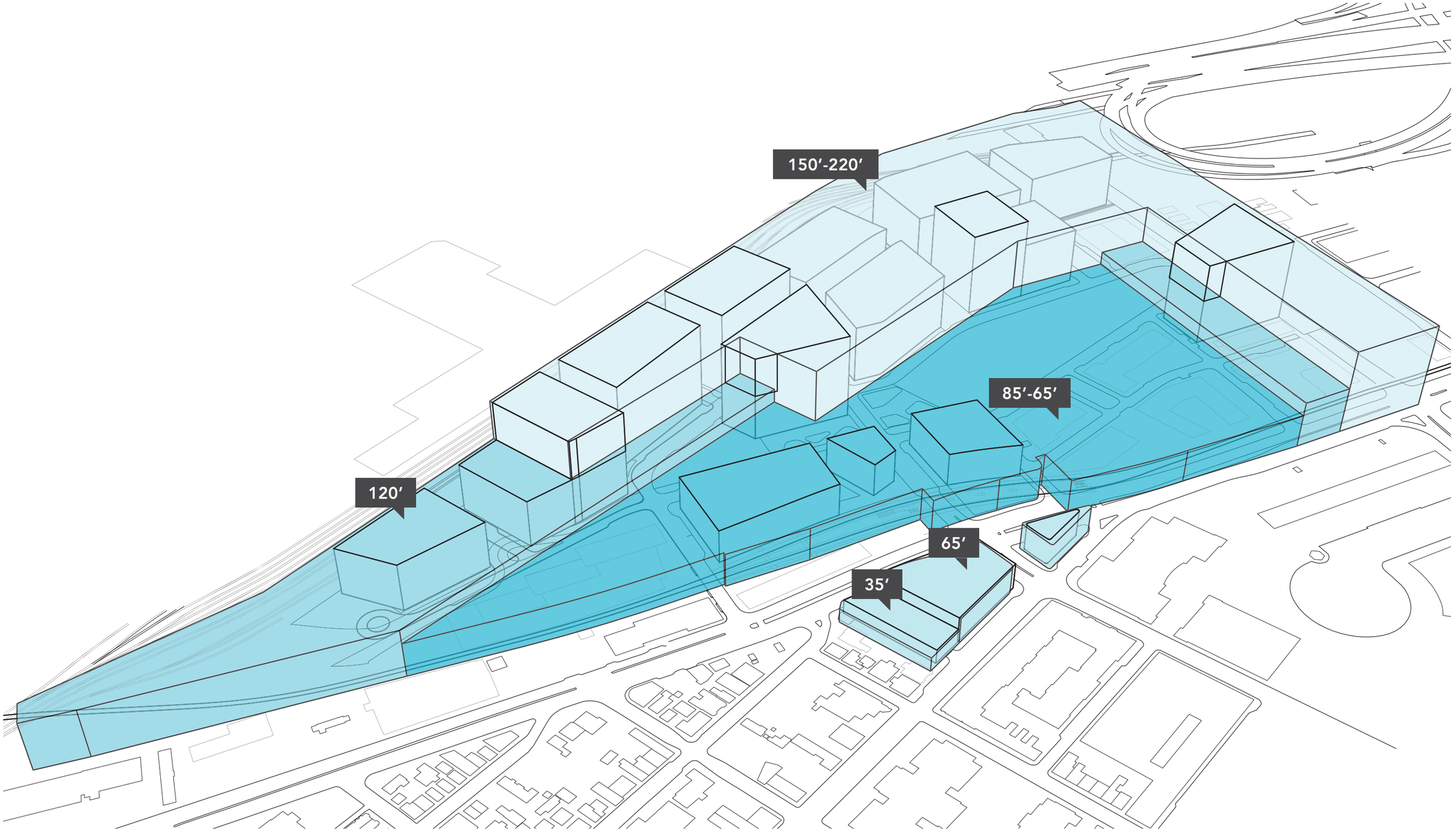


EXHIBIT: 08 ZONING ENVELOPE

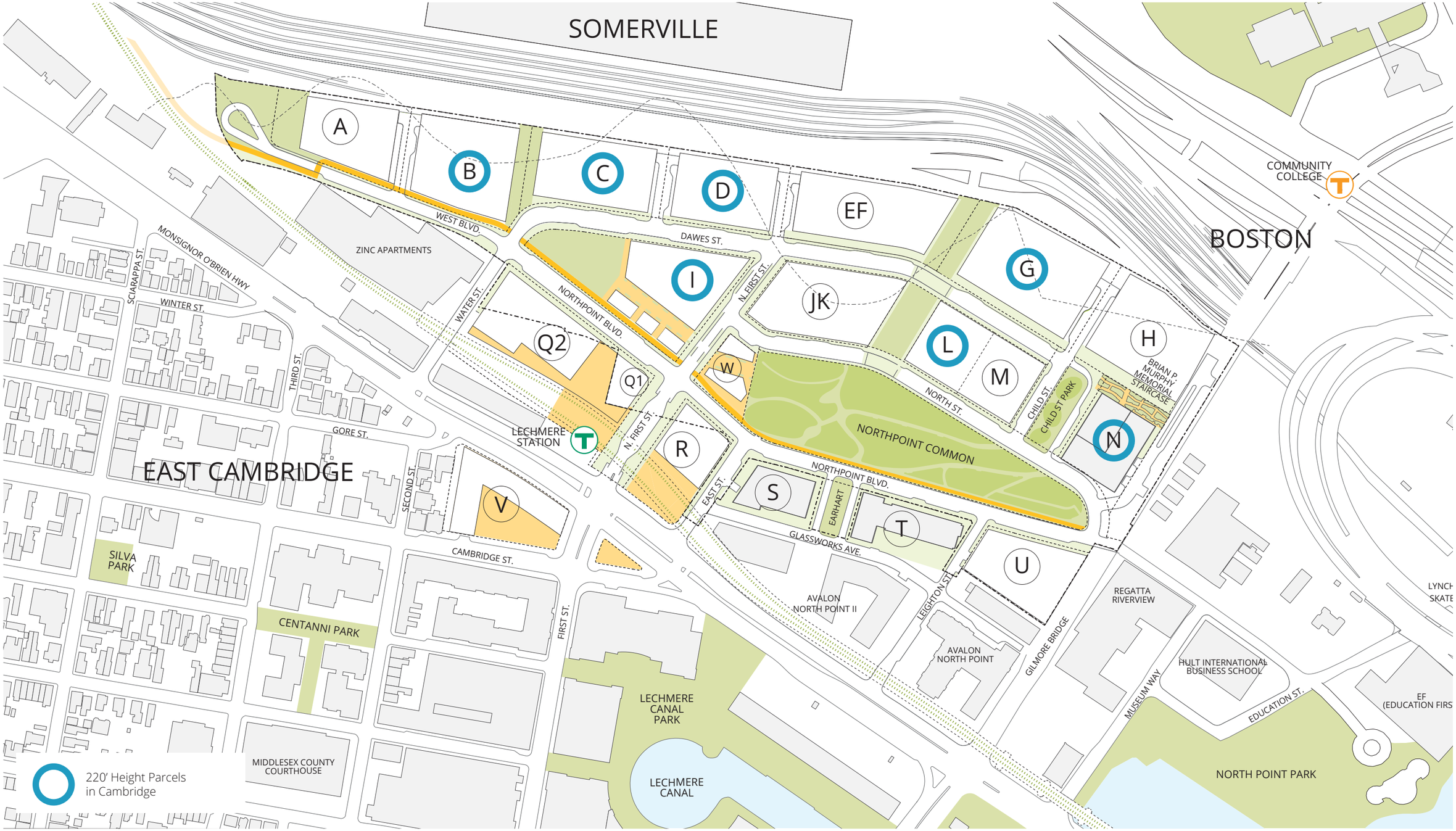


EXHIBIT: 09 LOCATION OF 220' TOWERS

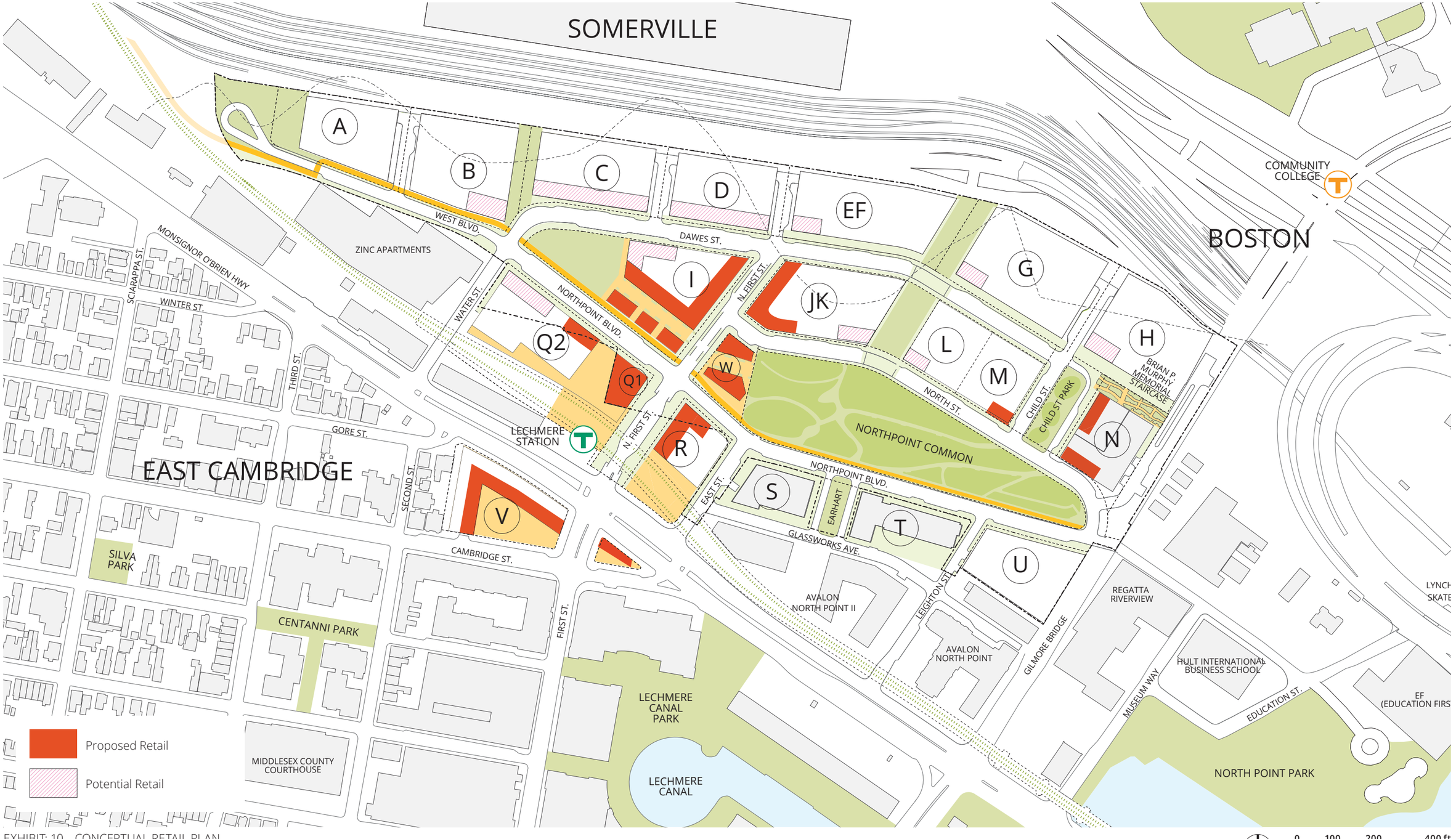


EXHIBIT: 10 CONCEPTUAL RETAIL PLAN

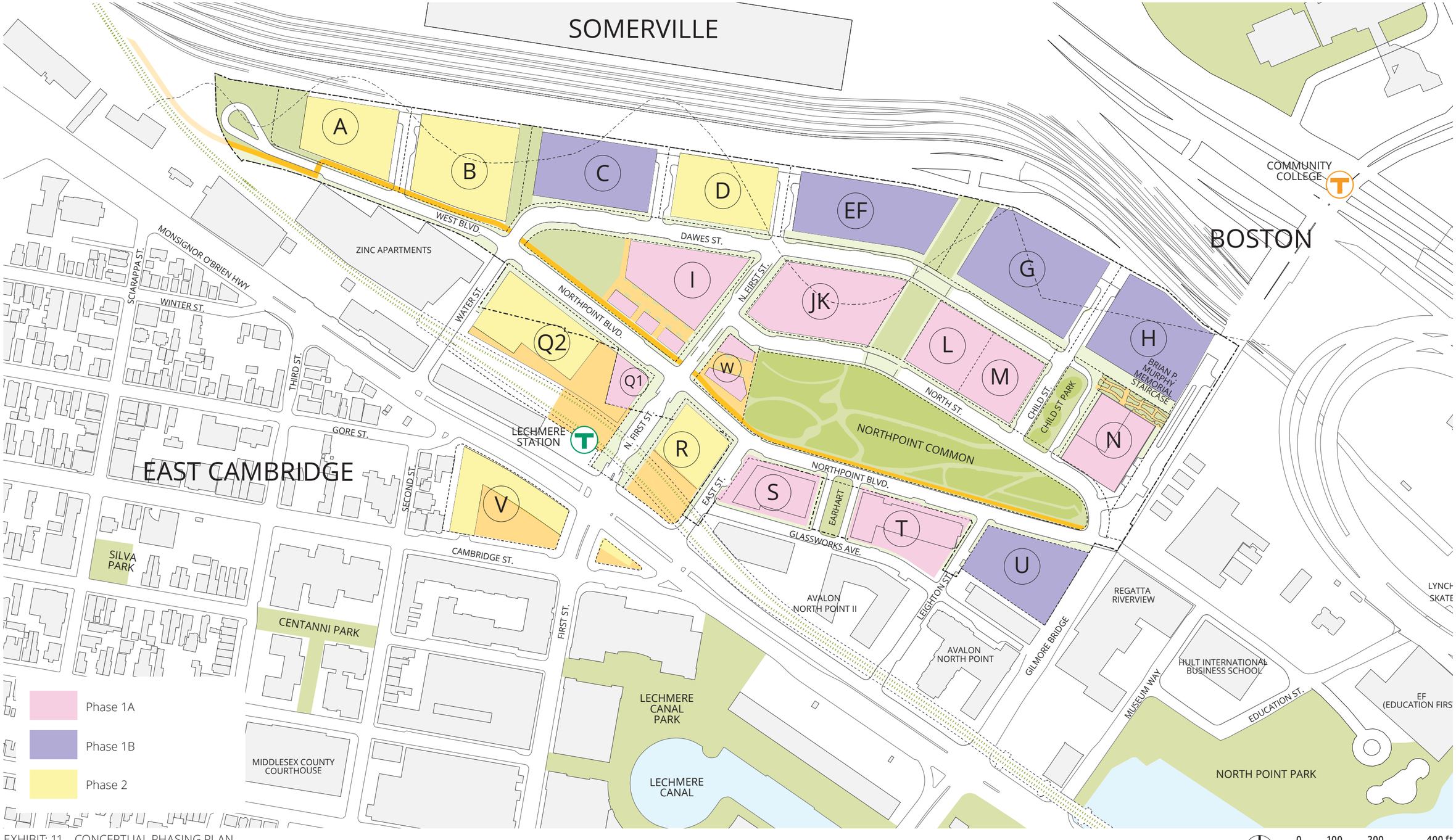


EXHIBIT: 11 CONCEPTUAL PHASING PLAN



02
Built-Form

2.1 SCALE AND MASSING

- The layout of the NorthPoint neighborhood is driven in large part by the desire to create a contiguous public realm, which is also well integrated into with the surrounding neighborhoods
- Building orientation should take advantage of exposure to sun and views to both the green spaces and surrounding attractions
- Buildings should avoid continuous massing longer than 100 feet facing residential streets and 200 feet facing mixed-use and retail streets. If massing extends beyond this length, it should be made permeable and visually articulated as several smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements
- In addition to the above limits, buildings should reflect a rhythm and variation appropriate to the urban context. For example, this can be achieved by expressing bay widths of sixteen to twenty-five feet for residential buildings and twenty-five to fifty feet for mixed-use and retail buildings
- Buildings should have a clearly expressed base, middle, and top. This may be achieved through a variety of materials, fenestration, architectural detailing, massing, or other elements. In order to achieve this, the following guidelines should be considered:
    - Buildings should have a carefully articulated base of one or two floors with a high level of transparency, lightness, and detail at the ground floors allowing views inward and outward
    - A line of expression at the second floor is encouraged to humanize the scale of the buildings and create an intimate pedestrian experience (this should be achieved by means of material articulation or architectural detailing)
    - The mid-section of buildings should consider light penetration, continuity, and consistency of built mass while allowing for individual architectural detailing
    - The base and middle of buildings should be built to the street line with courtyard openings and setbacks for cafés where appropriate
    - Use variations in height and architectural elements such as papets, cornices and other details to create interesting and varied roof lines and to clearly express the tops of buildings
    - Emphasize corners using taller elements such as towers, tuets, and bays



EXHIBIT: 12 ILLUSTRATIVE OVERALL MASSING STRATEGY

- Taller buildings should be articulated to avoid a monolithic appearance and should emphasize vertically-oriented proportions
- Vertically-oriented proportions should be achieved by setting back the taller portions from the base and middle
- Where appropriate the top sections of the buildings should be designed to emphasize variety within the development. (this may include the use of point towers)
- In the design of tall buildings, the variety of vantage points from which they may be seen should be considered
- Consider legibility of the building top both by day and night, while demonstrating responsible use of lighting and energy consistent with sustainability and city requirements
- Buildings should help mitigate noise and vibration through vertical and horizontal separation between residences and MBTA tracks

2.1.1 BUILD TO LINE

A build-to line is a line that runs parallel to the property line at which construction of a building facade is to occur at NorthPoint. It is a suggested setback from the property line and varies from street to street and parcel by parcel with the intention of providing a generous sidewalk and public realm design along all NorthPoint streets. While no structural elements can be placed beyond the build-- to line, certain architectural elements and projections that maintain the spirit of the setback can be considered as a part of the design review. See "EXHIBIT: 13 BUILD-TOLINE DIAGRAM"

2.1.2 PUBLIC STREETS

Development along streets should follow the below guidelines.*

- Set back portions of the building above sixty-five feet by at least ten feet from the principal facade where possible.
- Where appropriate, design setbacks to include balconies and rooftop terraces(see "EXHIBIT: 14 SETBACK DIAGRAM"
- Use architectural expression on any portion of the building above sixty-five feet to prevent continuous massing.
- Buildings should have a clearly expressed base, middle, and top. This may be achieved through changes in material, fenestration, architectural detailing, or other elements
- Setbacks may be allowed to accommodate street furniture, street trees, or generous sidewalks
- For low-rise residential uses, provide small setbacks (five to ten feet) for stoops, porches, and front gardens. Front stoops and porches may not be feasible while providing handicap accessibility. In such cases, the provision of small setbacks for front gardens and individual unit entrances is highly encouraged. Front stoops and porches may not be feasible while providing handicap accessibility. In such cases, the provision of small setbacks for front gardens and individual unit entrances is highly encouraged
- For retail and office uses, build to the build to line or provide small setbacks (5 to 15 feet) for café seating, benches, or small open spaces.
- Driveway turnaround and vehicle drop-off facilities are strongly discouraged along public streets
- Locate loading docks on side streets or service alleys away from residential areas and open spaces whenever possible
- Corner articulation of buildings is encouraged
- To the extent that there is an existing urban context (such as for Building V), NorthPoint buildings should relate to the prevailing height of surrounding buildings, that are sixty-five feet or less, by establishing a cornice line that respects the prevailing height of those surrounding buildings
- For additional height above the cornice line, provide a setback from the principal facade or appropriate architectural treatments that address the urban design objectives

*Additional guidelines for each street and the development that will occur along each street are described in Section 3.2

2.1.3 PARK EDGES

- The NorthPoint Common, pocket parks, park on Parcel I and retail plaza on Parcel W and Parcel I are the unifying elements of the public realm in the NorthPoint neighborhood. Buildings on parcels facing these open spaces are encouraged to maintain the consistent massing and scale that is required for the success of these open spaces
- A useful benchmark suggested in the Eastern Cambridge Design Guidelines is that the height of the principal facade of buildings surrounding a park should be no greater than one-third the width of the park. For additional height above this limit, buildings should be stepped back by at least ten feet from the principal facade.
- Height greater than one-third the width of the park without setbacks may be appropriate at corners or in specific locations to create architectural variety
- The buildings must conform to overall district height limits as per the zoning requirements
- Locate buildings to minimize shadows on NorthPoint Common (especially in the afternoon) and, where feasible, on other open spaces
- Surround public parks with uses that create an active ground floor environment throughout the day and evening and increase safety for park users
- Buildings with individual units and front doors facing the street, including row house units on the lower levels of multi-family buildings may help activate the park. Where residential lobbies face the street, doors should generally be spaced no more than seventy-five feet apart
- Shops, cafés and other public uses that enliven the parks are encouraged adjacent to open spaces
- For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches, or small open spaces

Setbacks used exclusively for ornamental landscaping are discouraged

2.1.4 ROOFTOPS

Rooftops should follow the below guidelines.

- The design of rooftops, including mechanical equipment and cellular installations, should be conceived as integral to the rest of the architecture of the building
- Screening is encouraged to conceal rooftop mechanicals and should be in the same language as the rest of the architecture
- Rooftop mechanicals may be designed to stand out as machinery, in which case it needs to be carefully arranged to give a pleasing visual image
- It may be possible to use both techniques listed above
- To the extent possible, provisions should be made so that future cellular installations may be placed upon the building without detriment to the architecture, e.g. a blank wall of a mechanical screen may be conceived as such a location
- Rooftop mechanical equipment should be designed in accordance with the Cambridge Noise Ordinance and attention should be given to the placement and shielding of mechanical equipment so as to reduce the noise experienced by receptors on other parcels

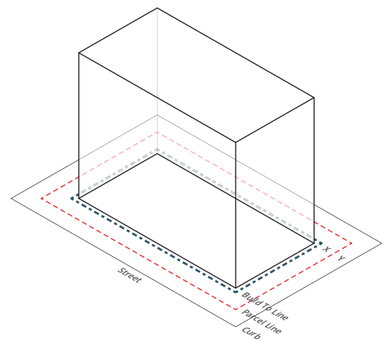


EXHIBIT: 13
BUILD-TO LINE DIAGRAM

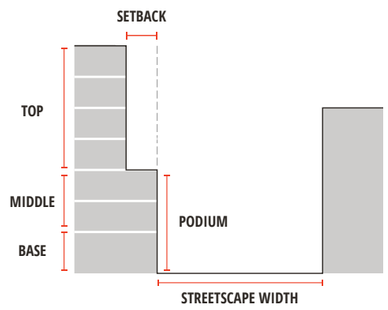


EXHIBIT: 14
SETBACK DIAGRAM

2.1.5 RESIDENTIAL MASSING AND ARTICULATION

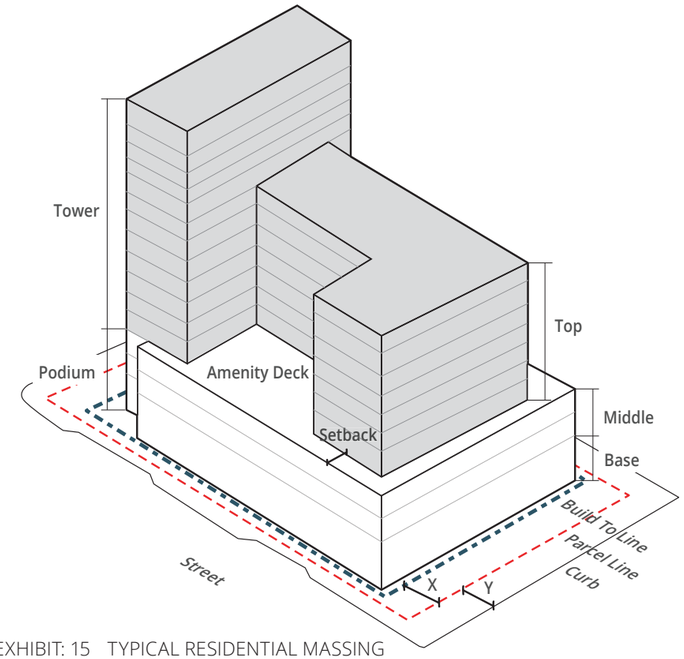
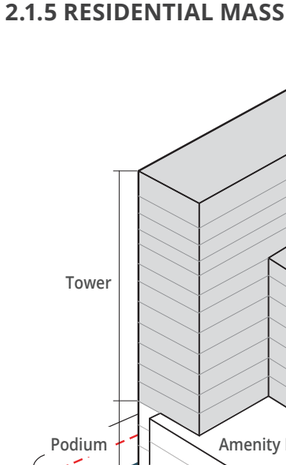


EXHIBIT: 15 TYPICAL RESIDENTIAL MASSING



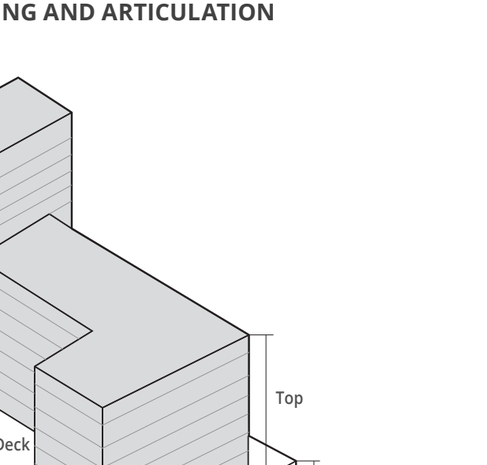


EXHIBIT: 16 RESIDENTIAL MASSING PRECEDENT















1. Housing in Rotterdam
2. 717 Olympic Apartments, Los Angeles. Image Source: http://www.udr.com/los-angeles-apartments/downtown-los-angeles/717-olympic/photos-and-tours
3. Residence Hall, Berklee College of Music, Boston. Image Source: http://www.archdaily.com/485462/berklee-college-of-music-william-rawn-associates/
4. Community Housing Block 32, Toronto. Image Source: http://architizer.com/projects/toronto-community-housing-block-32/
5. Community Housing Block 32, Toronto. Image Source: http://architizer.com/projects/toronto-community-housing-block-32/
6. NorthPoint Parcel T, Cambridge. Image Source: CBT Architects.
7. Bomonti Complex, Istanbul. Image Source: http://www.e-architect.co.uk/istanbul/bomonti-complex
8. Arthouse Student Housing, Portland. Image Source: http://afasiaarchzine.com/2014/10/lever-architecture/
9. 101 Warren St, New York Image Source: http://inhabitat.com/101-warren-street-has-101-pine-trees-growing-on-its-roof/

2.1.6 COMMERCIAL MASSING AND ARTICULATION

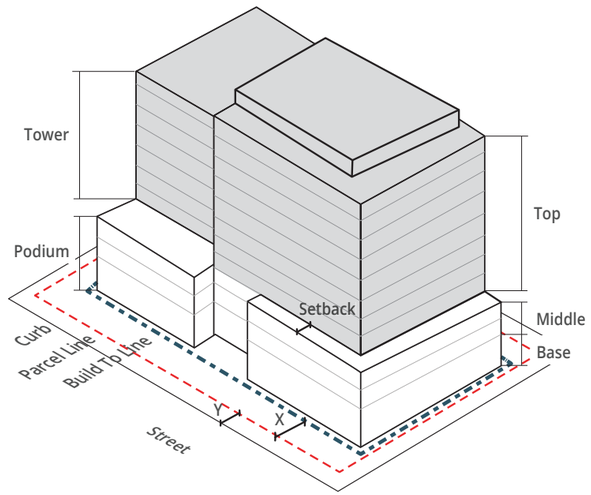
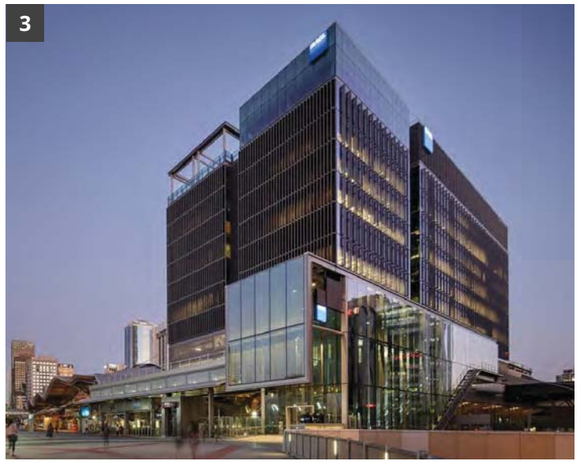


EXHIBIT: 17 TYPICAL COMMERCIAL MASSING











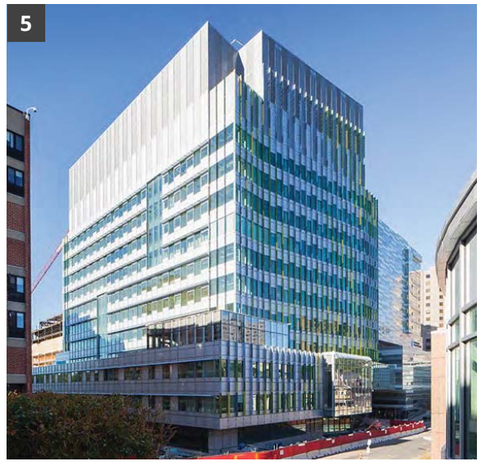




EXHIBIT: 18 COMMERCIAL MASSING PRECEDENT

1. Shapiro Ambulatory Care Center, Boston. Image Source: http://www.tka-architects.com/hc_bmc_shapiro.html
2. 50&60 Binney Street, Cambridge. Image Source: http://www.acks.com/50binney.shtml
3. 699 Bourke Street, Melbourne. Image Source: http://www.archdaily.com/781330/699-bourke-street-grimshaw
4. Vulcan Block 44, Westlake and Mercer, Seattle. Image Source: https://issuu.com/zgfarchitectsllp/docs/vulcan_block_44?e=5145747/11153121
5. Brigham Building for the Future, Boston. Image Source: http://www.groundedvisionaries.org/events/Brigham-building/
6. Cooper Medical School, New Jersey. Image Source: http://medical-schools.startclass.com/l/163/Cooper-Medical-School

2.1.7 STAND ALONE RETAIL BUILDING MASSING AND ARTICULATION

There are one or two story retail buildings located on Parcels I, Q1 and W.

- One and two story stand-alone retail buildings are created to activate the public realm and create a sense of human scale that will balance the scale of adjacent buildings
- They should be shaped and oriented to enhance views and connections to NorthPoint Common and the open spaces on Parcel I
- Food base businesses are encouraged in stand alone retail buildings
- Ventilation should be considered







EXHIBIT: 19 SMALL RETAIL BUILDING MASSING PRECEDENT

1. Shake Shack at Madison Square Park, New York. Image Source: https://www.shakeshack.com/location/madison-square-park/
2. Trump Cadde, Istanbul. Image Source: http://www.archdaily.com/494695/trump-cadde-gad
3. 75 on Liberty Wharf, Boston. Image Source: http://75onlibertywharf.com/gallery/

2.2 STREET-LEVEL USES AND DESIGN



EXHIBIT: 20 STREET LEVEL USE PLAN

0 100 200 400 ft

2.2.1 RESIDENTIAL BLOCKS

Residential blocks are defined as blocks primarily lined with housing (shown on EXHIBIT: 06 CONCEPTUAL LANDUSE PLAN" as Blocks A, B, D, LM, N, S, T, and V). Residential blocks will include a variety of housing types such as lofts, townhouses, and apartments. Corner retail will be allowed and even encouraged in some residential blocks, where appropriate.

Such residential blocks should follow the below guidelines.

- Street-level residential facades should create a consistent residential scale, with small setbacks for stoops, porches, and front gardens,; and/or retail, and building amenity and lobby spaces. Residential design is encouraged to should have multiple entrances to the street
- Wherever possible, buildings should be designed with individual units and front doors facing the street, including row house units on lower levels of multi-family dwellings; and/ or residential lobbies with doors that face the street (generally spaced no more than 75 feet apart)
- Blank walls should be avoided along all streets and pedestrian walkways
- Multiple windows at the ground level are encouraged to increase "eyes on the street"
- Courtyards and open spaces are should have maximum sun exposure
- Courtyard landscapes should be considered as a part of the street experience
- Buildings should have active residential frontage
- Ground floor frontage should generally be permeable and massing elements should be human scaled
- Electrical transformers should be located either inside buildings or with appropriate landscape screening if outside













EXHIBIT: 21 RESIDENTIAL GROUND FLOOR PRECEDENTS

1. One Earhart, Cambridge. Image Source: CBT Architects
2. 108 W 1st Ave, Vancouver, Canada. Image Source: http://www.century21.ca/creeksiderealtyltd/
3. Northpoint Twenty 20, Cambridge. Image Source: CBT Photograph
4. Station Center Family Housing, Union City. Image Source: http://www.dbarchitect.com/project_detail/148/Station%20Center.html
5. Residential Stoops in the Sweden. Image Source: CBT Architects
6. Pearl District, Portland. Image Source: www. encorepearl.com

2.2.2 MIXED-USE BLOCKS OR COMMERCIAL BLOCKS

Mixed-use blocks or commercial blocks are blocks that include housing and/or commercial uses, with a mix of active uses strongly encouraged on the ground floor. Mixed-use blocks may include C, I, JK, R and Q1 or as otherwise permitted pursuant to the Special Permit. Commercial blocks are EF, G, H, Q2, and U or as otherwise permitted pursuant to the Special Permit.

New development on mixed-use or commercial blocks should follow the below guidelines.

- Street-level facades within the designated retail zone should include active uses such as:
- Shops, restaurants, and cafés
- Services for the public or for commercial offices such as fitness centers, cafeterias, daycare centers, etc.
- Community spaces, such as exhibition or meeting spaces
- Art exhibition space and display windows
- Commercial lobbies and front doors

- Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment
- Office/R&D uses are discouraged from occupying extensive ground-floor frontage. Where these uses do occur, they should occupy no more than 200 to 250 feet of continuous frontage along public streets
- Ground floor frontage should generally be permeable, and massing elements and architectural details should be human scaled
- Entrances should be located on public streets and at or near corners wherever possible
- Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations
- Buildings should have a carefully articulated base of one or two floors with a high level of transparency and lightness (thirty to fifty percent transparent) at the ground floors allowing views inward and outward
- Blank walls should be avoided along all public streets, courts, and pedestrian walkways









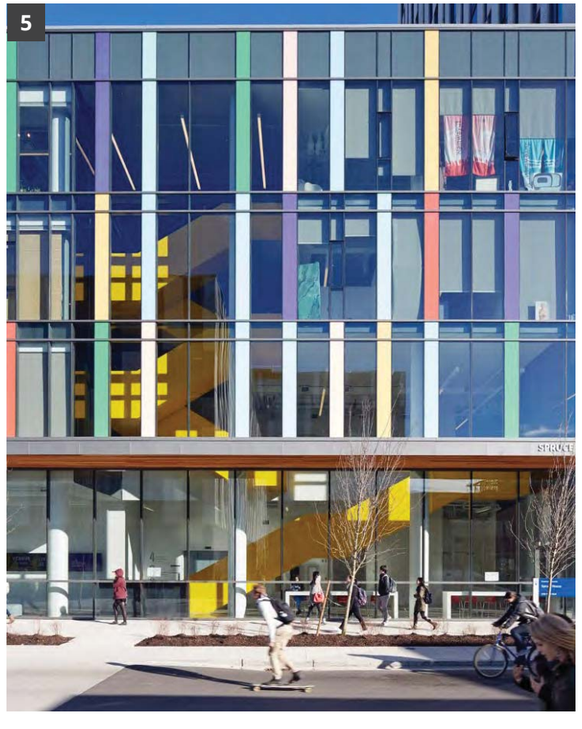




EXHIBIT: 22 COMMERCIAL GROUND FLOOR PRECEDENTS

1. 625 West Kendall Street, Cambridge. Image Source: CBT Photo
2. The Atrium, Victoria, Canada. Image Source: http://weheartindie.com/jawl/jawl-properties/atrium-800-yates-st
3. CREATE, Singapore Image Source: http://www.archdaily.com/601703/create-campus-for-research-excellence-and-technological-enterprise-perkins-will
4. Cambridge Public Library, Cambridge. Image Source: http://www.rawnarch.com/cambridge_public_library
5. University of British Columbia: Ponderosa Commons, Vancouver. Image Source: http://architizer.com/projects/university-of-british-columbia-ponderosa-commons/
6. Boston Public Library: The Johnson Building, Boston Image Source: Deanship Purohit, CBT Architects

2.2.3 RETAIL BLOCKS

Retail blocks are intended to have a high volume of pedestrian traffic, and to support public activity throughout the day and evening. The amount and scale of retail uses will serve both the residents and tenants of NorthPoint. Retail uses will be concentrated in a retail zone designed to activate the area around the new Lechmere Station, North First Street into the heart of the project, and the area connecting the major open spaces. The goal is to apply these retail block guidelines to North First Street portions of NorthPoint Boulevard and North Street as designated on the approved Planning Board Exhibits. NorthPoint consists of two types of retail.

Ground Floor Retail: Retail that is usually on the ground floor of commercial or residential buildings. Parcels where retail is strongly encouraged include I, M, N, Q, R and V, and may include others such as Parcel JK pursuant to the Special Permit.

Stand-Alone Retail Buildings: These are one or two story retail buildings located on parcels W and I.

Retail blocks should follow the below guidelines.

Ground Floor Retail

- At least seventy-five percent of the street frontage of the proposed retail in "EXHIBIT: 10 CONCEPTUAL RETAIL PLAN" should be occupied by retail uses, including cafés and restaurants
- Retail entrances should be located on public streets, or primary pedestrian areas and on corners wherever possible
- Retail entrances should relate to crosswalks and pathways that lead to bus stops and transit stations
- Retail within NorthPoint should be as transparent as possible to maximize visibility of street-level uses
- Ground floor facades should permit a clear view from the sidewalk to the interior space of the building (seventy-five percent transparent surface is encouraged, and reflective glass is discouraged)
- Blank walls should be avoided along all public streets, courts, and pedestrian walkways
- Create a horizontal change in plane as the building approaches the ground plane
- Plan for tenant awnings or canopies that create a sense of enclosure over sidewalks and provide identity for tenants



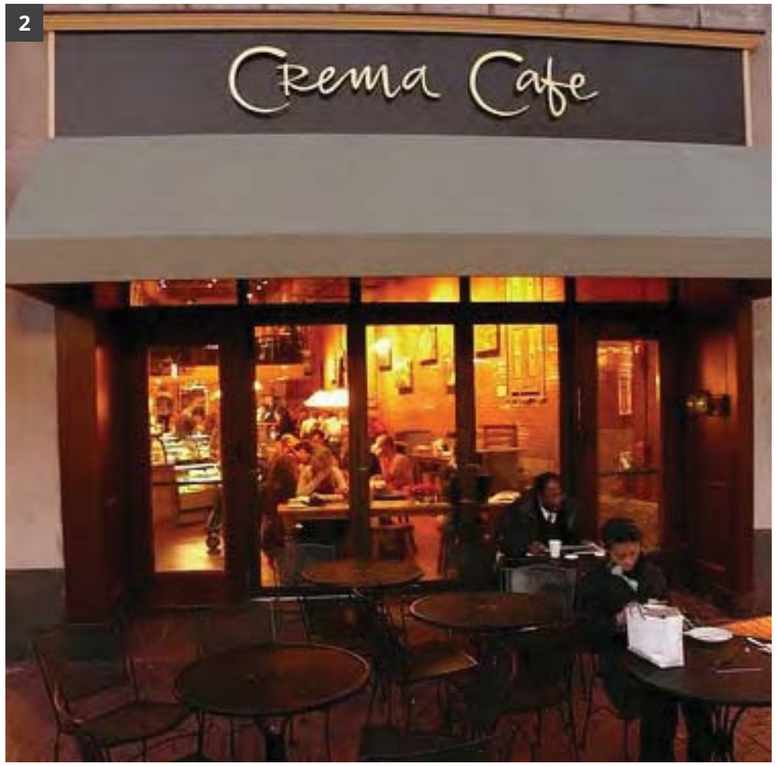






EXHIBIT: 23 GROUND FLOOR RETAIL PRECEDENTS

1. Mariahilferstraße, Vienna. Image Source: https://www.wien.gv.at/verkehr/strassen/archiv/grossprojekte/mariahilferstrasse.html
2. Crema Cafe, Cambridge. Image Source: http://www.travelsandtrdelnik.com/2014/05/friend-spotlight.html
3. 2nd Street District, Austin. Image Source: http://pagethink.com/v/project-detail/2nd-Street-District-Master-Plan/a3/
4. Scoop NYC at Oak Street, Chicago. Image Source: http://www.socialifechicago.com/2016/05/scoop-nyc-gold-coast-going-out-of-business/#

- Design the building to accommodate changes in retailers and retail store size over time. This may entail making the ground floor retail facade bay structure flexible, so that in the future retail spaces can be demised to include multiple bays or portions of a single bay

- The design should seek the an optimal balance between the architectural identity of the building and that of individual retailers

- Where appropriate, provide a facade bay structure that relates to the architecture of the building while allowing for signage, storefront and architecture within each bay that offers an opportunity for the individual expression of each retail storefront

- Use signage and graphics to create both retail identity and a lively streetscape

- Base building design should consider tenant signage visually as well as structurally

- Signage on multi-tenant buildings should be coordinated and incorporated into the building's architecture

Stand Alone Retail Buildings

- The architectural language of these buildings should be distinctive from the overall architecture of NorthPoint and should belong to and enhance the character of the public realm

- These structures should have interesting roofscapes as they will be highly visible from the majority of the buildings at NorthPoint

- Ground floor and second floor terraces are encouraged to engage and activate the public realm

- Food base businesses are encouraged in stand alone retail buildings.

- Ventilation should be considered

- Design the building to accommodate changes in retailers and retail store size over time

- Make the ground floor retail facade bay structure flexible, so that in the future retail spaces can be demised to include multiple bays or portions of a single bay









EXHIBIT: 24 STAND ALONE RETAIL PRECEDENTS

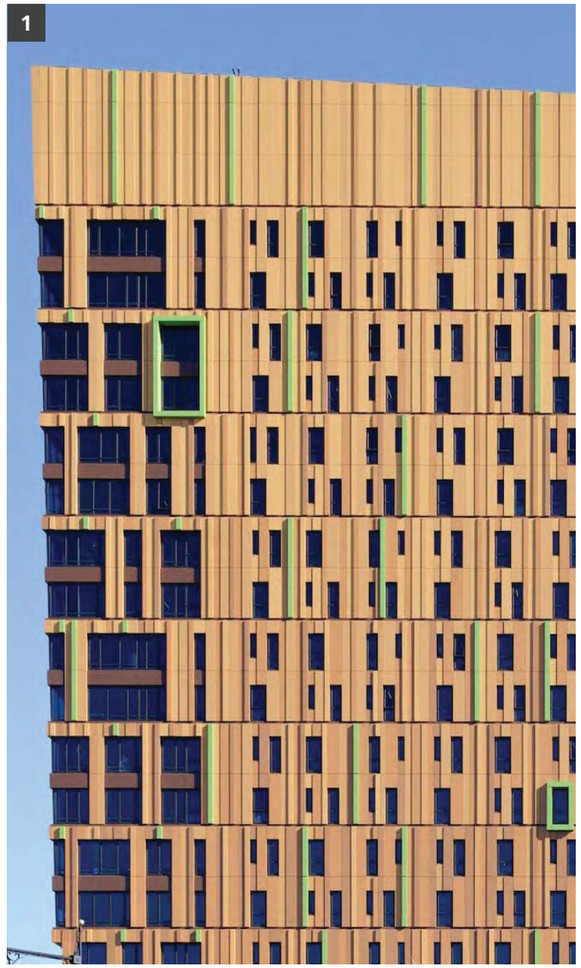
1. Trump Cadde, Istanbul. Image Source: http://www.archdaily.com/494695/trump-cadde-gad
2. Torvehallerne, Israels Plads, Copenhagen. Image Source: http://copenhagenbydesign.com/blog/2015/2/26/torvehallerne-israels-plads
3. Muy Guemes, Cordoba, Argentina. Image Source: http://www.archdaily.com/775207/muy-guemes-agostina-gennaro-plus-maria-jose-pendola
4. Re:Start Mall, Christchurch, New Zealand. Image Source: http://restart.org.nz/gallery

2.3 ARCHITECTURAL CHARACTER

Architectural composition should particularly emphasize a distinct identity for the building as well as for NorthPoint. This identity should be legible from adjacent streets and critical viewpoints, as well as within the overall Northpoint skyline when seen from a distance. Methods of creating a distinct architectural composition include use and proportioning of materials, colors and shapes that differ from those of adjacent buildings.

2.3.1 RESIDENTIAL

- Create varied architecture and avoid flat facades by using bays, balconies, porches, and other projecting elements
- Maximize the number of windows facing public streets to increase safety
- Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades, and gardens
- Utilize architectural articulation such as , varied facade planes, changes in material, fenestration, architectural detailing, or other elements to break down the scale of large buildings









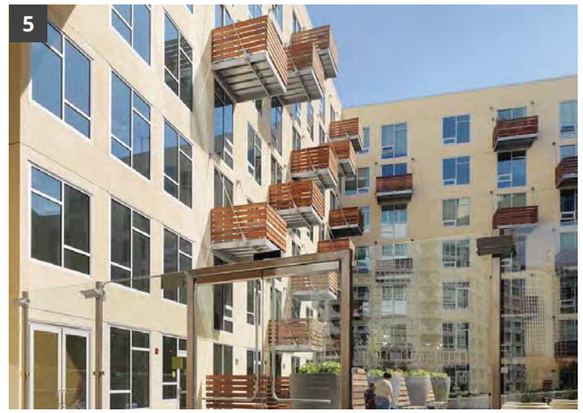


EXHIBIT: 25 RESIDENTIAL FACADES

1. Tree House, Massachusetts College of Art and Design, Boston. Image Source: http://www.sgh.com/projects/massachusetts-college-art-and-design-tree-house
2. Watermark Kendall, Cambridge. Image Source: http://www.twiningproperties.com/Kendall/
3. Rincon Green, San Francisco. Image Source: http://dbarchitect.com/project_detail/135/rincon%20green.html
4. The Whale, Amsterdam. Image Source: http://en.cie.nl/projects/39
5. Rincon Green, San Francisco. Image Source: http://www.dbarchitect.com/project_detail/135/Rincon%20Green.html

2.3.2 COMMERCIAL

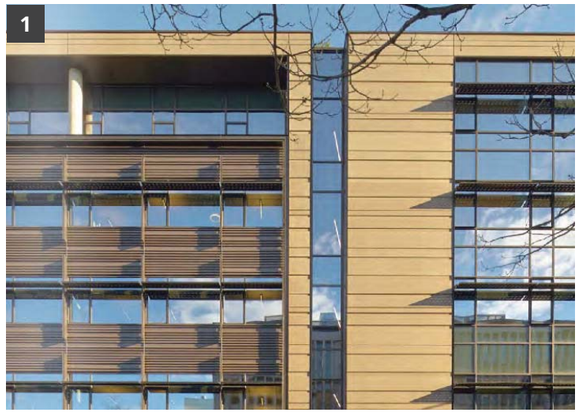
Commercial architecture should follow the below guidelines.

- Careful articulation of large commercial buildings is critical to establishing a human scale at NorthPoint
- Create varied architecture and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings, and other architectural elements
- Vary the architecture of individual buildings to create architecturally diverse districts
- Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades, and gardens
- Utilize architectural articulation such as, varied facade planes, changes in material, fenestration, architectural detailing, or other elements to break down the scale

2.3.3 LIGHTING

Public realm, multi-use path and exterior building lighting is an important consideration for the identity of the project. Lighting should enhance the retail and pedestrian experience, bicycle nighttime safety and neighborhood connectivity of NorthPoint.

However, lighting design shall be respectful of its impact on the surrounding context including the other residential buildings in NorthPoint, surrounding neighborhoods including East Cambridge.









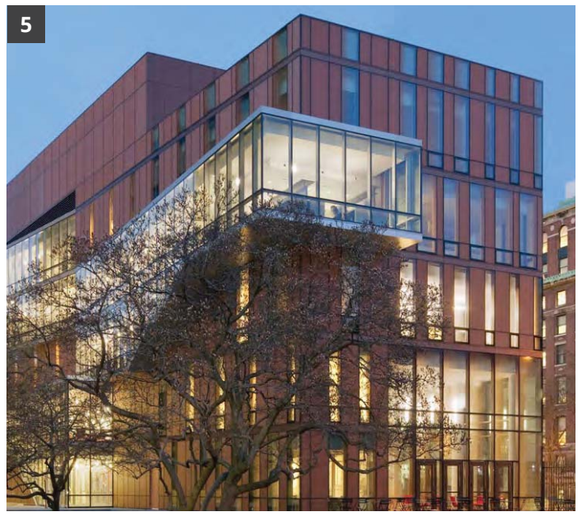








EXHIBIT: 26 COMMERCIAL FACADES

1. Vulcan Block 44, Westlake and Mercer, Seattle. Image Source: https://issuu.com/zgfarchitectsllp/docs/vulcan_block_44?e=5145747/11153121\
2. The Diana Center at Barnard College, New York. Image Source: http://www.archdaily.com/97256/the-diana-center-at-barnard-college-weiss-manfredi
3. Massachusetts General Hospital Lunder Building, Boston. Image Source: https://issuu.com/nbbj/docs/mghlunder
4. Mike & Ophelia Lazaridis Quantum-Nano Center, Waterloo. Image Source: http://www.archdaily.com/452205/mike-and-ophelia-lazaridis-quantum-nano-centre-kpmb-architects
5. Shapiro Ambulatory Care Center, Boston. Image Source: http://www.tka-architects.com/hc_bmc_shapiro.html
6. New Ludgate, London. Image Source: http://www.archdaily.com/636445/new-ludgate-fletcher-priest-architects-sauerbruch-hutton-architects
7. Ponderosa Commons, Vancouver. Image Source: http://www.kpmbarchitects.com/index.asp?navid=30&fid1=0&fid2=115#desc

2.4 ENVIRONMENTAL GUIDELINES (LEED PRINCIPLES)

Design buildings to use natural resources and energy resources efficiently throughout construction, maintenance, and long-term operation of the building. At the time of the Planning Board building design review the proponent will submit materials demonstrating this environmentally sustainable design, including a Leadership in Energy and Environmental Design (LEED) scorecard and an assessment of how the design capitalizes on the inherently environmentally sustainable features of Northpoint. These features include:

- Transit oriented development
- Development within the Boston/Cambridge urban core, rather than at the suburban periphery
- Site-wide approach to stormwater management consistent with best practices
- Energy efficient building envelope and system design

Compliance with LEED certification standards is required. Investigation of other evolving energy efficiency standards is encouraged. Consider building designs with a view to future proofing to allow for additional energy efficiency measures at a later date, should there not be an opportunity to achieve those measures at the time of construction. For example, buildings should be designed with a "solar ready" roof structure where possible, so that when photovoltaic technology has evolved it can be installed more easily.

Rooftop mechanical equipment should be sited and shielded to protect neighboring uses from excessive noise. Mechanical penthouses and vertical roof projections should be designed as part of each building composition.

Consider the net-zero principles adopted by the City of Cambridge and, where feasible, adapt building design to allow for future implementation.

WIND

The massing, articulation and orientation of the buildings in the NorthPoint Master Plan considers best practice passive design approach to wind comfort. Detailed wind studies will be conducted with each building design review to meet the pedestrian wind comfort standards. Building designs should follow these wind guidelines:

- Design new buildings and open spaces to mitigate negative wind impacts on streets and public spaces.
- Proponents should explain how proposals have been conceived with regard to prevailing winds and any strategies to avoid excessive wind impacts on pedestrians, to the extent practicable

CLIMATE RESILIENCY

The NorthPoint Master Plan has taken into account the need for climate resiliency by raising grade across the entire site approximately ten to twelve feet, so that much of NorthPoint will be above currently projected storm surge flood levels. Nonetheless, individual building designs should also take climate resilience into account.



EXHIBIT: 27 STORMWATER COLLECTION IN NORTHPOINT COMMON

2.5 PARKING/SERVICE

While underground parking is preferable everywhere, if above ground parking is to be built it should be designed so as not to be visible from public streets or pathways, to the extent feasible. Above ground structured parking should be lined with active uses (shops, cafés, etc.) along major public streets, or with housing units along residential buildings.

- Locate vehicular parking entrances and loading docks on side streets or alleys and provide safe pedestrian access from public streets. Where it is necessary to locate parking entrances on major streets, the building design shall try to make these entrances unobtrusive to the pedestrian movement and shall maintain the quality of public realm

- All parking garages must provide direct pedestrian access to the street

- The primary pedestrian exit/access to all garages serving non-residential uses should be to the street or a public area

- Design and locate lighting fixtures in surface parking lots and garages to enhance safety while minimizing light spillover onto adjacent properties and neighborhoods

- Each project undergoing design review by the Cambridge Planning Board shall also submit for review by the Cambridge Traffic Parking & Transportation a written plan describing how loading and material handling will be addressed through an update to the overall site-wide loading plan. The plan will address truck access, short term loading/drop-off, and hours of operation, trash/recycling removal and related operational issues. Operational issues addressed include discouraging large trucks if smaller vehicles can be used, scheduling truck deliveries for off-peak hours when feasible, and avoiding having service vehicles park in bicycle lanes. Load and material handling plans shall be developed and approved by the City for each building.

- Parking and loading access are to be designed to provide safe sightlines and/or visual/audible warning systems for exiting vehicles in order to avoid conflicts between those vehicles and pedestrians on sidewalks

- Loading docks shall be designed, where feasible, to discourage trucks from backing into public streets and, accommodate all truck movements on-site

- Short and long-term bicycle parking shall be provided on each parcel that will at a minimum meet applicable city regulations

- The design should recognize the benefits of making travel by bicycle easier by providing convenient bicycle parking

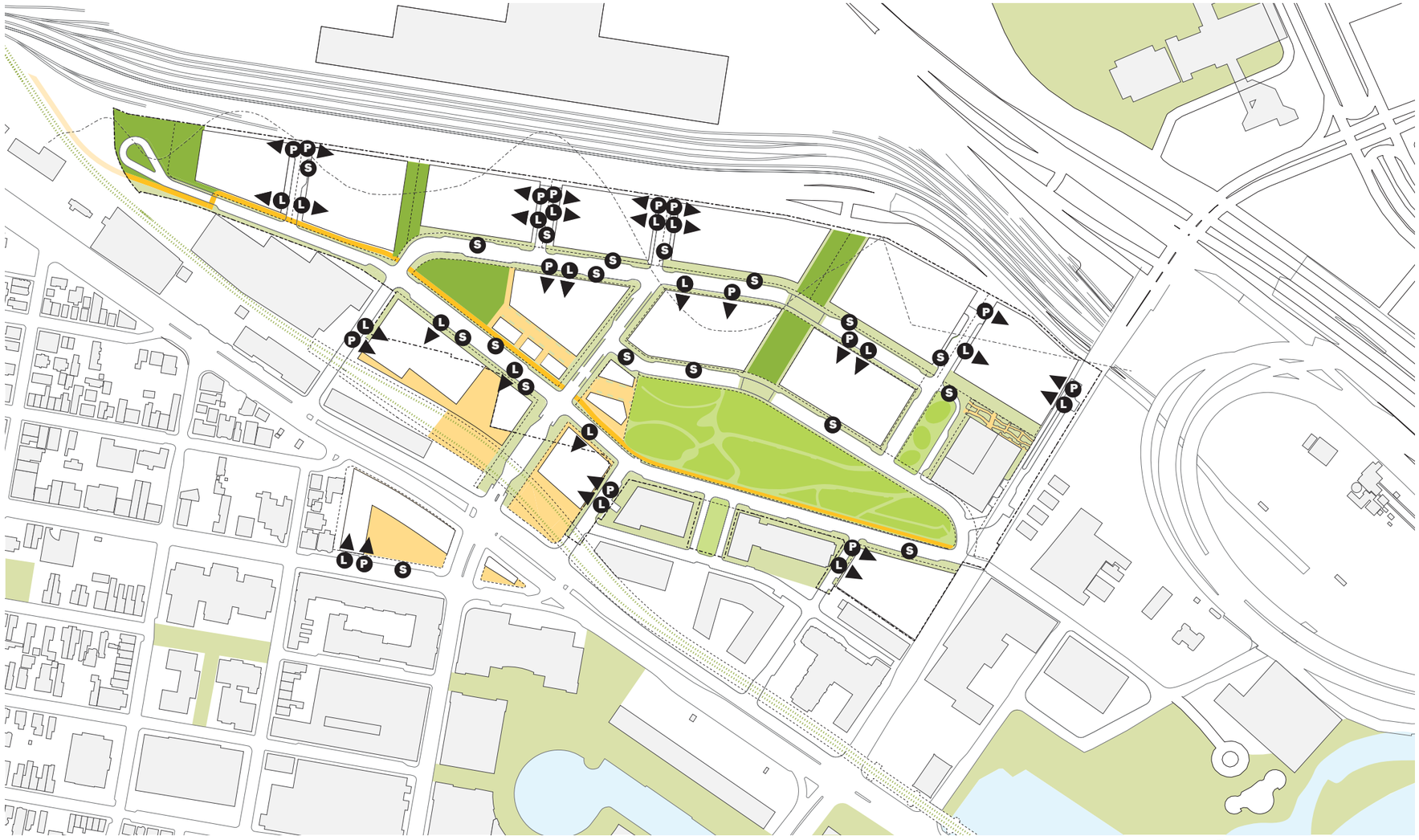
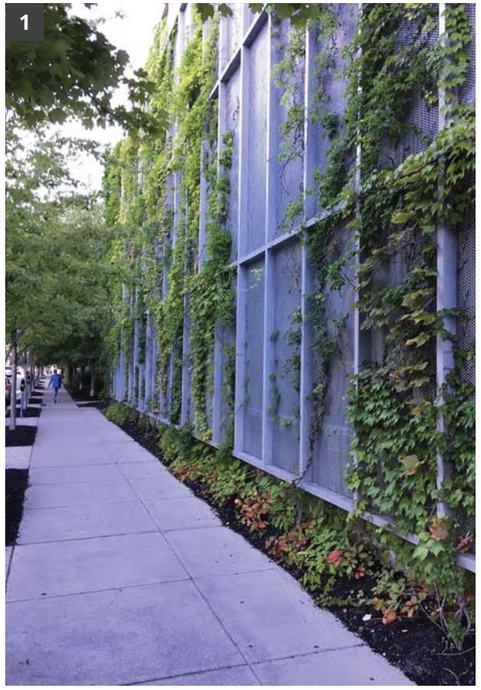


EXHIBIT: 28 LOADING PLAN

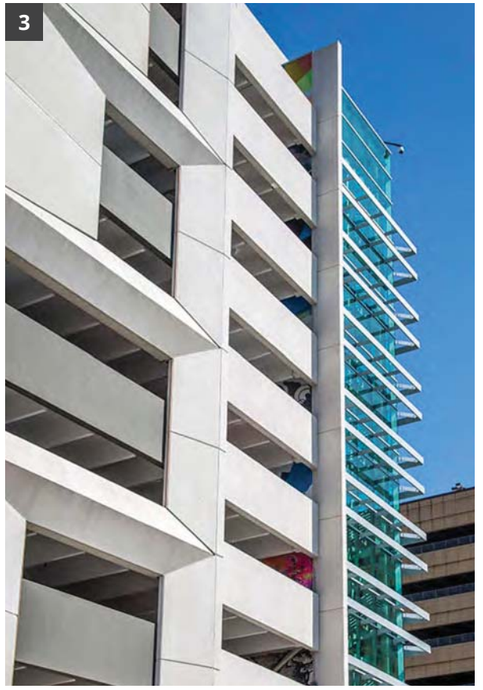
Key

- S — Short-Term Curbside Delivery
- L — Loading and Drop-Off
- P — Parking









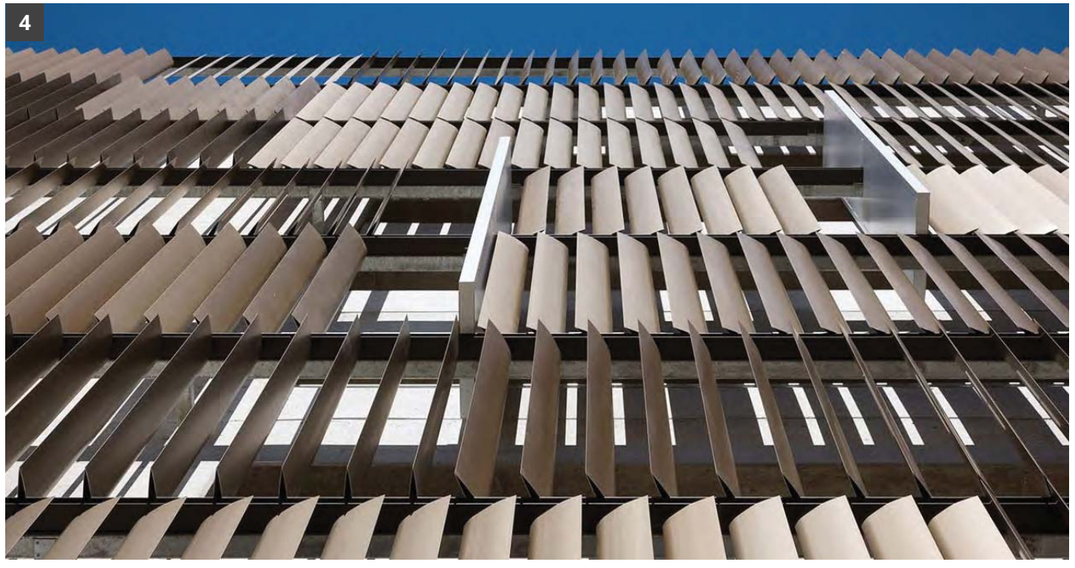








EXHIBIT: 29 INTEGRATION OF ABOVE GRADE PARKING ALONG MBTA TRACKS

1. Parking in Cambridge. Image Source: CBT Photograph
2. Parking in Cambridge. Image Source: CBT Photograph
3. The Z Parking, Detroit. Image Source: http://architizer.com/projects/the-z/
4. UCSF Mission Bay Medical Center Parking Structure, San Francisco. Image Source: http://www.azahner.com/portfolio/ucsf-parking-structure
5. Gehry's Santa Monica Parking Garage, Santa Monica. Image Source: http://www.brooksscarpa.com/santa-monica-public-parking-structure
6. Sears Crosstown Parking Garage, Memphis. Image Source: http://www.roadarch.com/modarch/tn.html





















EXHIBIT: 30 PROTECTED BIKE RACKS AND BIKE STATIONS

1. A Hubway Station in Cambridge. Image Source: Cambridgeday.com
2. Examples of Bike Racks that meet Cambridge Bicycle Rack Requirements. Image Source: http://www.cambridgema.gov/cdd/transportation/gettingaroundcambridge/bybike/parking.aspx
3. Public Bicycle Parking, Cambridge. Image Source: http://www.cambridgema.gov/cdd/projects/planning/bicycleparkingzoning.aspx



03
Public Realm

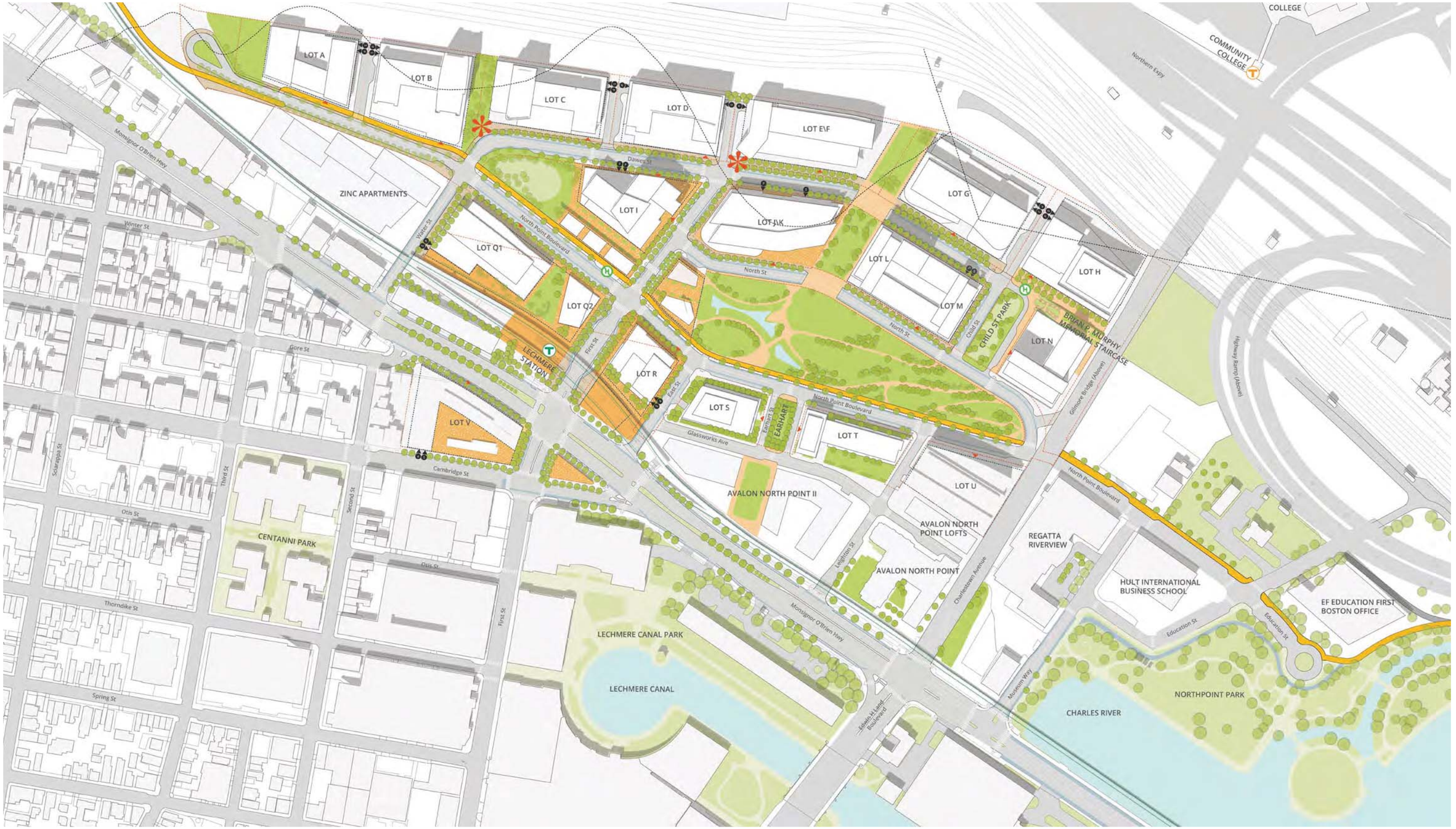


EXHIBIT: 31 RENDERED SITE PLAN

3.1 OPEN SPACES

Public open space is central to the identity of NorthPoint. All open spaces will be available to the public and designed to encourage public use. Open spaces, including NorthPoint Common, will be designed to support, enhance, and balance the commercial and residential development at NorthPoint.

Open Spaces should follow the below guidelines.

- The provision of open spaces of diverse size and use is encouraged to enhance the public environment at NorthPoint
- All open spaces at NorthPoint shall be designed to be public in nature, creating an open environment that is welcoming to everyone
- The provision of an interconnected series of open spaces is encouraged to provide connections both to surrounding neighborhoods and within NorthPoint so as to promote pedestrian movement
- A large park is required by the zoning code, and NorthPoint Common will provide naturalistic, multi-use open space for both recreational and cultural activities
- NorthPoint Common should be located convenient to the Lechmere T station in order to link East Cambridge and future neighborhoods at NorthPoint

In addition to NorthPoint Common, the creation of a series of smaller open spaces such as pocket parks, public plazas, active recreation areas, courtyards, play areas and gardens is encouraged.

- A second large park on Parcel I will belocated along the centralspine, conveniently close to the neighborhood access from Water Street.
- These spaces shall be articulated throughout NorthPoint through wayfinding and signage measures including space types, themes and program
- Open spaces shall be visible and accessible from public streets

3.1.1 OPEN SPACE PROGRAMMING

The following activities may take place in open spaces.

- **Parks:** Strolling, Sitting, Picnicking, Sunbathing, Informal Sport Activities, Frisbee, Jogging, Sledding, Outdoor movies, Yoga, Outdoor Performances, Dog Walking, Birdwatching
- **Plaza:** Cafes, Retail, Markets, Public Events, Seating, Water Features, Gathering, People Watching
- **Active Pocket Parks:** Basketball, Community Garden, Volleyball, Soccer, Seating, Play
- **Pocket Park Connectors:** Seating, Outdoor Performances, Public Events, Outdoor Ping Pong, Gathering

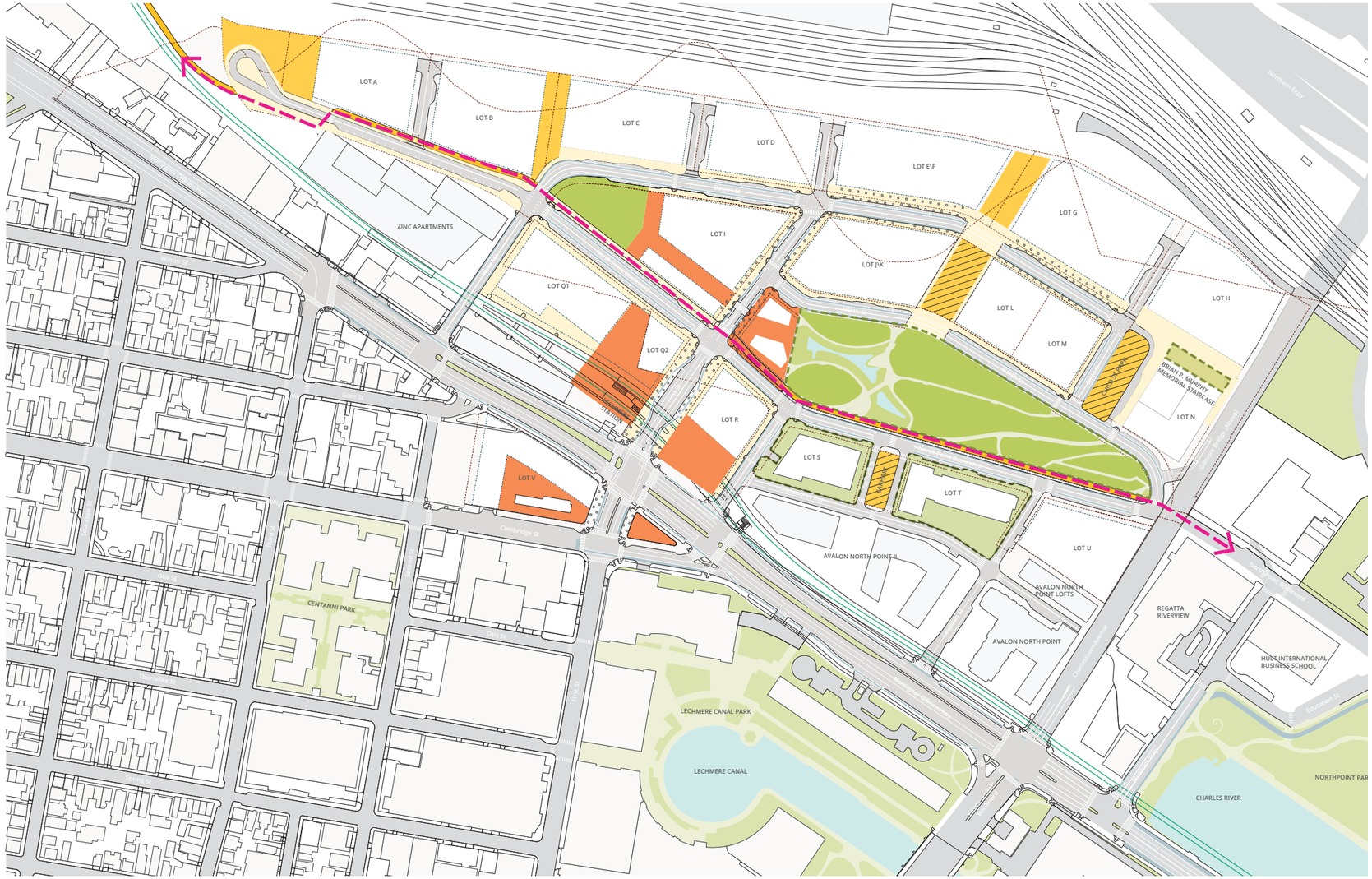


EXHIBIT: 32 PUBLIC REALM HIERARCHY

Key

- Community Path
- Park
- Plaza
- Active Pocket Park
- Pocket Park Connector
- Streetscape and Circulation
- Completed Northpoint Open Space
- Neighborhood Open Space

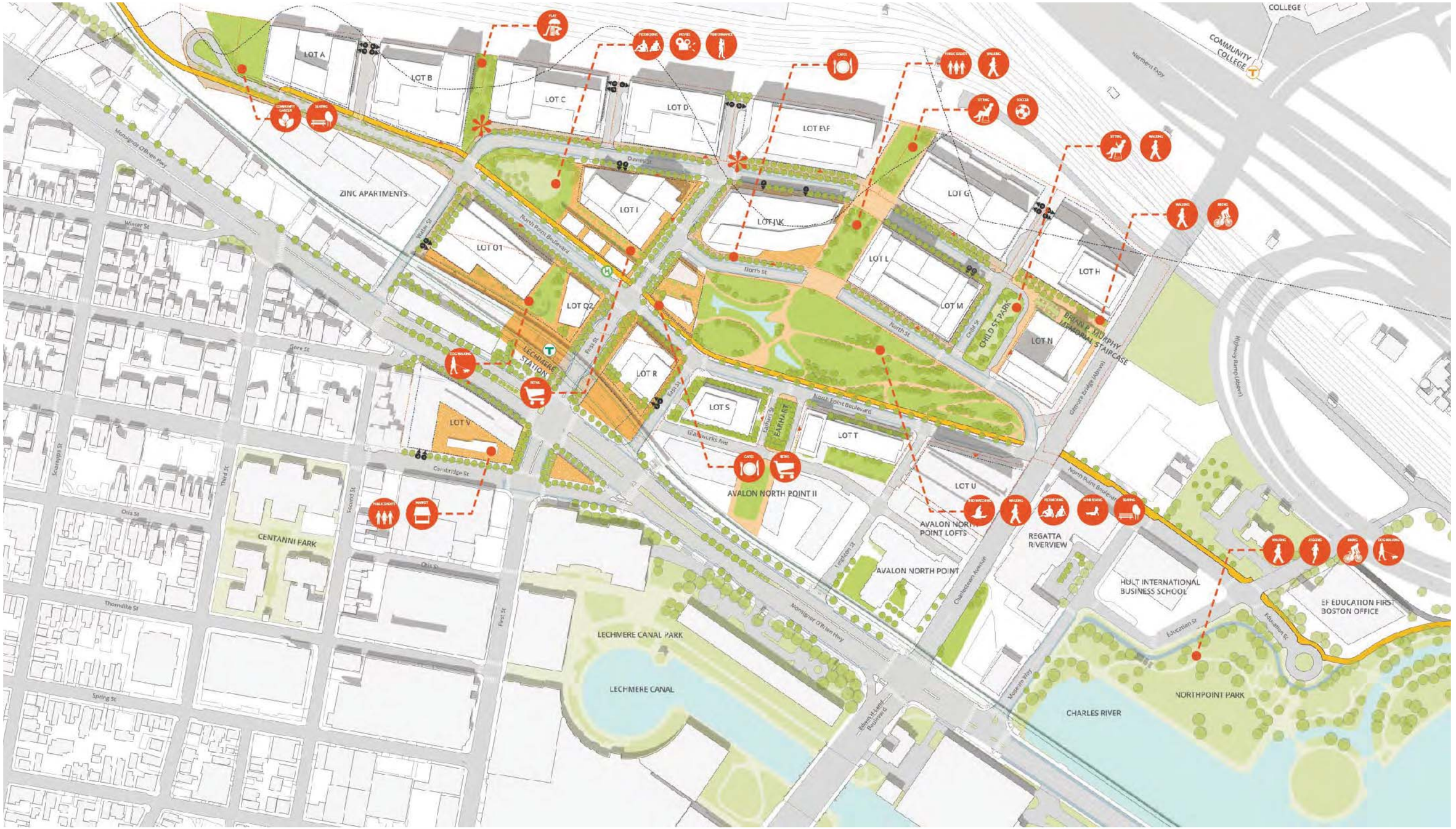


EXHIBIT: 33 PROGRAMMING AND ACTIVATION

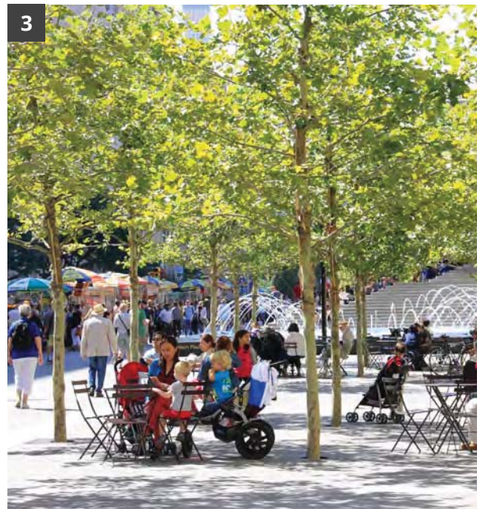
3.1.2 PARKS

Parks should follow the below guidelines.

- Fencing is strongly discouraged; clear entry points, lines of sight into the park, and pathways for the public to use are encouraged.
- Largeparks should have a clear hierarchy of individual spaces with their own identities and themes, so that the public can understand their potential uses
- Loading and service shall not interfere with the core function of the park spaces
- It is encouraged that the major entry point to NorthPoint at Lechmere Station shall have a central map that will direct users to the parks and open spaces within NorthPoint
- The Pocket Parks at NorthPoint shall be designed to be public in nature, creating an open environment that the public can easily identify as welcoming and for everyone's use.
- Entrances to the park from streets and sidewalks should be designed to be open and inviting to the public
- The three open spaces that connect between streets, including Child Street Park and Baldwin Park connecting North Street with Dawes, and Earhart Park connecting Glassworks Avenue with Northpoint Boulevard will serve as pocket park connectors
- These parks should be framed by clear straight circulation paths either for vehicles (Child Street and Earhart Parks) or for pedestrians (Baldwin Park.) The circulation paths for walking, cycling and non-motorized use should encourage connections and ensure that the parks feel truly public and not part of the adjacent private buildings
- The paths should also encourage active or transparent edges at ground floors
- The three open spaces to the north of West Boulevard and Dawes Street should be active pocket parks
- Active pocket parks should have active recreational programming including sports and gardening and be designed to be used by the whole community









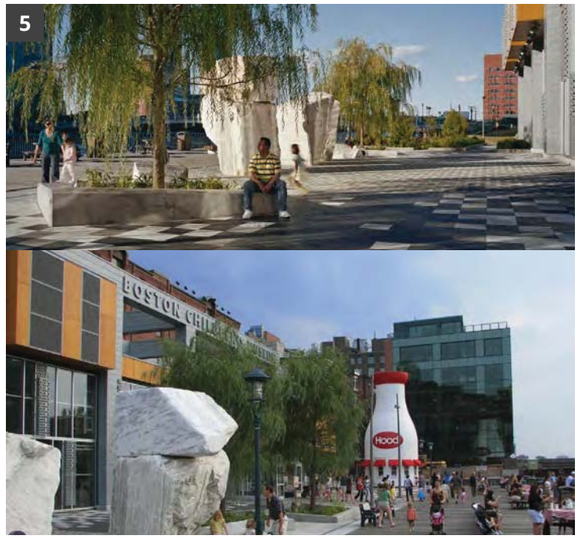










EXHIBIT: 34 PARKS PRECEDENTS

1. NorthPoint Nights at The Northpoint Common, Cambridge. Image Source: Divcowest
2. Chelsea Waterside Dog Run, New York. Image Source: http://www.nydailynews.com/new-york/best-new-york-bay-park-dog-run-queens-tops-list-dog-parks-article-1.110327
3. Metropolitan Museum's New David H. Koch Plaza, New York. Image Source: http://www.theolinstudio.com/blog/metropolitan-museums-new-david-h-koch-plaza-is-now-open-to-the-public/
4. Hudson River Park, New York. Image Source: Michael Van Valkenburgh Associates, Inc
5. Boston Children's Museum, Boston. Image Source: Michael Van Valkenburgh Associates, Inc
6. Tear Drop Park, New York. Image Source: Michael Van Valkenburgh Associates, Inc
7. Brooklyn Bridge Park, Brooklyn. Image Source: http://www.mvvainc.com/project.php?id=92&c=parks

3.1.3 PLAZAS

The retail square will be the heart of NorthPoint, and should be designed to become a vibrant public gathering place, where open space, retail activities, and public events come together. The retail square is the point at which the First Street corridor and the east-west open space spine and Somerville Community Path all cross each other.

Because of this clear pedestrian connections and lines of sight should be encouraged to facilitate pedestrian movement between the two public spaces. The retail pavilions should be configured to promote activation of the public plaza and park spaces through restaurant and café terraces, and activity areas. Trees and built shade structures are encouraged to create a strong green connection, and a comfortable micro-climate during the summer months.

Great care should be taken in the design of plazas and paths to minimize the potential for any unsafe conflicts between vehicles, pedestrians and cyclists.











EXHIBIT: 35 PLAZA PRECEDENTS

1. Union Square, New York. Image Source: Michael Van Valkenburgh Associates, Inc
2. Faneuil Hall Marketplace, Boston. Image Source: http://archive.boston.com/yourtown/news/downtown/2013/08/faneuil_hall_marketplace_announces_boston_blinks_photo_conte.html
3. The Street, Chestnut Hill. Image Source: http://www.prellwitzchilinski.com/projects/the-street/
4. Trump Cadde, Istanbul. Image Source: http://www.archdaily.com/494695/trump-cadde-gad
5. Upstairs at Bethesda Row, Bethesda. Image Source: https://www.clarkconstruction.com/our-work/projects/upstairs-bethesda-row

3.1.4 POCKET PARK CONNECTORS

The pocket park Connectors will serve to connect Northpoint Commons to the urban blocks to the north and south, encouraging pedestrian and bicycle movement and providing visual continuity. Two of the connectors, Earhart Park and Childs Park, have been constructed. The final connector at Baldwin Park, which connects the Commons to Dawes Street, will be constructed along with Building JK. The pocket park connectors are urban in character, framed either by roads or sidewalks to ensure that their clearly public character independent from the adjacent buildings. Baldwin Park will be a richly planted plaza, encouraging free pedestrian movement, with layers of canopy trees and smaller flowering trees over shrubs and ground cover. The shade created by the trees will provide comfortable seating areas around a central paved open space, which will host community events.











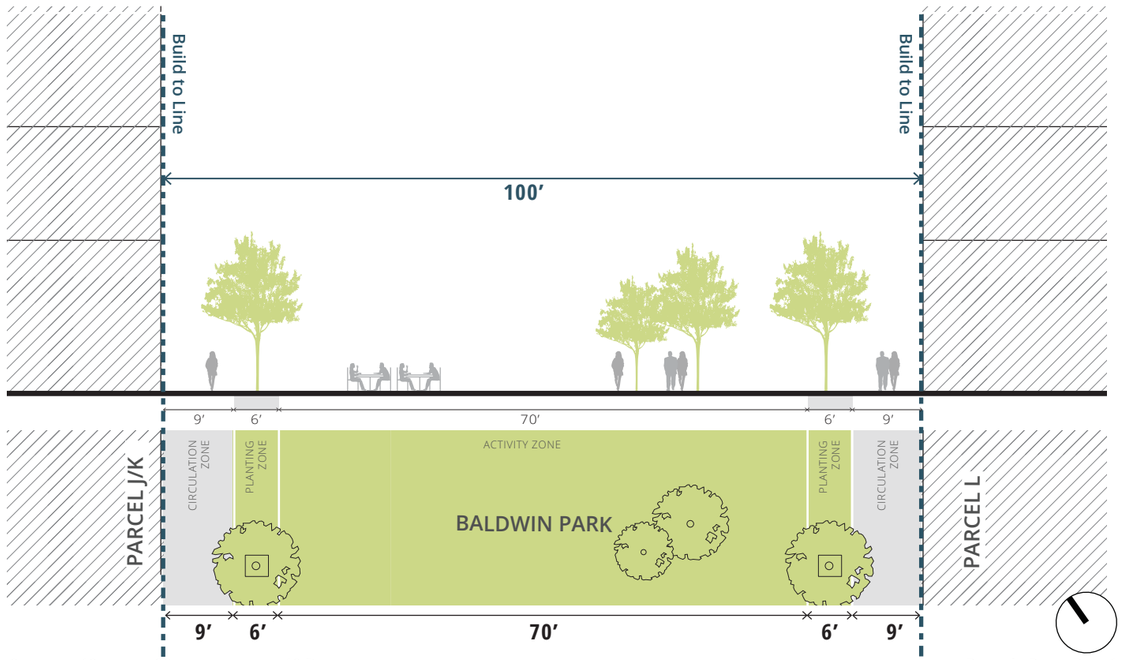


EXHIBIT: 36 POCKET PARK CONNECTOR PRECEDENTS

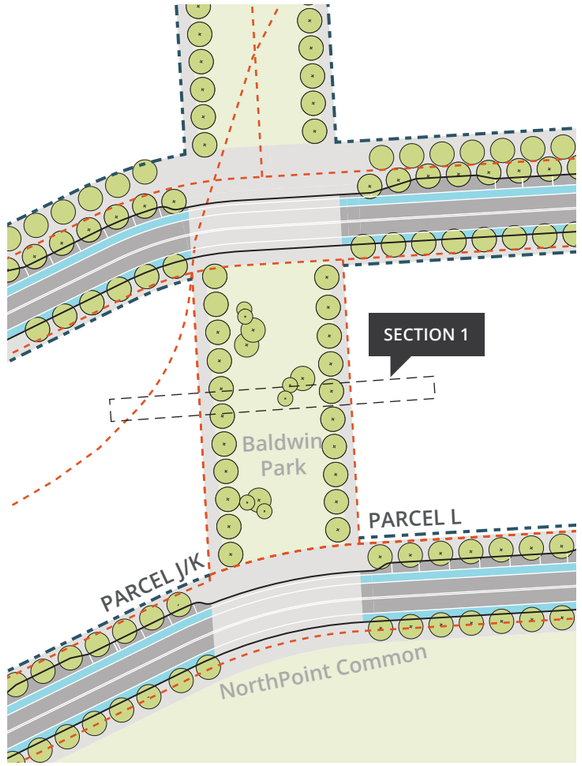
1. Darling Quarter Playground, Sydney, Australia. Image Source: http://www.darlingquarter.com/
2. Pocket Park, New York. Image Source: Unknown
3. Earhart Park, NorthPoint, Cambridge. Image Source: MVVA photo
4. Channel Center Park, Boston. Image Source: www.landezine.com
5. The Plaza, Harvard University, Cambridge. Image Source: www.stoss.net
6. Child Street Park, NorthPoint, Cambridge. Image Source: CBT Architects photo

EXHIBIT: 37 BALDWIN PARK ILLUSTRATIVE DRAWINGS

Baldwin Park _ Concept Section 1



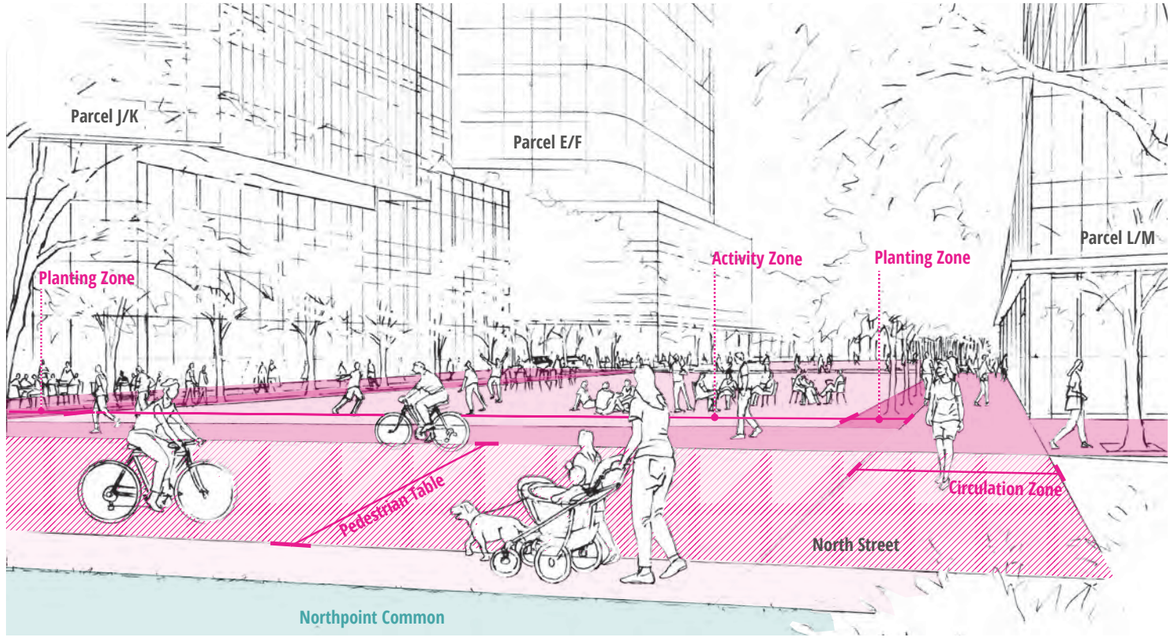
Baldwin Park_ Plan 1



Baldwin Park Plan

0 50 100 200 ft





3.1.5 ACTIVE POCKET PARKS

The active pocket parks will serve particular programmatic functions at Northpoint, complementing the uses of other open spaces in the neighborhood. Active functions may include small sports courts for volleyball, basketball, and five-a-side soccer. Other activities, such as community gardening, play, small public events and performances will also be accommodated by these parks. Their location on the northern side of the neighborhood make each of the parks self-contained in the urban block structure. They should be designed to be open and welcoming from the south side, and have a character that is clearly public, independent from the adjacent buildings.











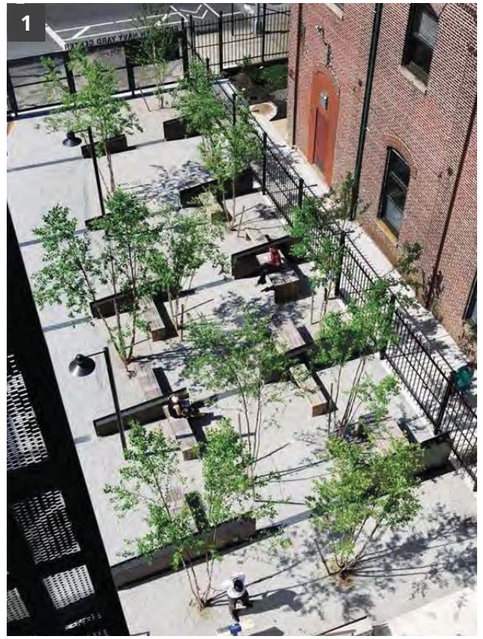
EXHIBIT: 38 ACTIVE POCKET PARKS PRECEDENTS

1. Brooklyn Bridge Park, New York. Image Source: http://www.mvvainc.com/project.php?id=3&c=parks
2. Basketball Court. Image Source: https://parks.arlingtonva.us/rentals/basketball-courts/
3. Central Park Volleyball Court. Image Source: http://www.shutterstock.com/video/clip-4326050-stock-footage-saint-petersburg-russia-may-people-walk-around-the-field-of-mars-during-victory-day.html
4. Soccer Field. Image Source: http://www.brantlakesportsacademy.com/overview-and-philosophy/sports-facilities
5. Victory Garden. Image Source: http://victorygardens.green/?p=284

3.1.6 SEMI PRIVATE OPEN SPACES

Semi-private open spaces should follow the below guidelines.

- For residential development, create semi-private open spaces (e.g. front and rear yards, porches, stoops, and patios) that create a transition from public sidewalks and courts to private interior spaces.
- Design residential courtyards to be visually accessible from streets to enhance safety and activity along the street.
- Courtyards should be designed to encourage use by the residents for active and passive recreation, and to allow for clear public pedestrian connections where needed to enhance pedestrian connectivity through the neighborhood.









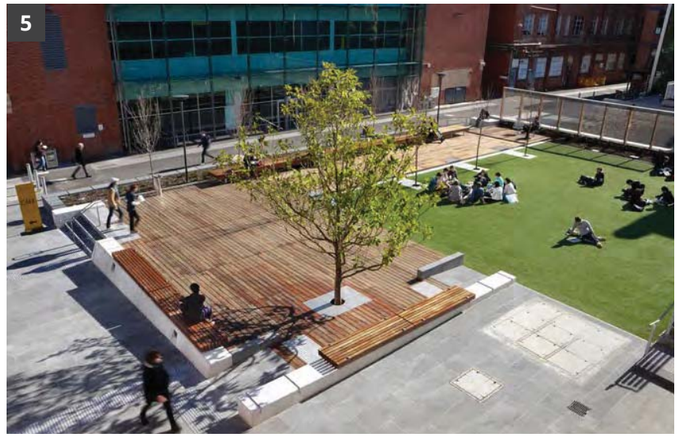




EXHIBIT: 39 SEMI PRIVATE OPEN SPACE PRECEDENTS

1. Brooklyn Navy Yard Center, Brooklyn. Image Source: http://www.architectmagazine.com/project-gallery/brooklyn-navy-yard-center
2. Slackline. Image Source: http://slackline.hivefly.com/
3. Ladder Golf. Image Source: https://beerandlounging.wordpress.com/games/
4. Bonnaroo's BonnaROOTS Community Dinner 2016. Image Source: http://vinylmag.org/2016/06/17/bonnaroos-bonnaroots-community-dinner-2016/
5. RMIT University Lawn Precinct, Australia. Image Source: http://peterelliott.com.au/projects/urban-design/RMIT-University-Lawn-Precinct
6. Urban Picnic at Parque Forestal, Santiago, Chile. Image Source: https://www.veoverde.com/2010/09/fundacion-mi-parque-organiza-la-cuarta-version-de-su-picnic-urbano/

3.2 STREETSCAPE AND CIRCULATION

Refer to the Cambridge Pedestrian Plan and the Cambridge Bicycle Plan for additional guidance on creating a safe and pleasant environment for pedestrians and bicyclists and for guidance on sidewalk width and street trees. The pedestrian experience in and around transit stops should be designed to be pedestrian and bicycle friendly. Expanded sidewalks in public realm in and around such stations are encouraged whenever feasible.

1.3.2A CHARACTER

Streetscape character should follow the below guidelines.

- Use streetscape elements such as trees, benches, signage, and lighting to support active pedestrian uses and to reinforce the character and identity of each district
- Design streets to encourage pedestrian and cycle activity, and to control vehicle speed in residential areas
- Where appropriate, establish, preserve, and highlight views from public streets and spaces to important civic landmarks such as the Zakim Bridge and Northpoint Common
- In the design of new streets, provide sufficient pavement width to accommodate on-street parking and short-term loading, where appropriate, in order to provide short-term parking and to serve local retail and building uses
- In the design of new streets, pathways, and parks, provide pedestrian-scale lighting to enhance pedestrian safety
- Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment
- Major entrances should be located on public streets and at or near corners wherever possible
- Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations

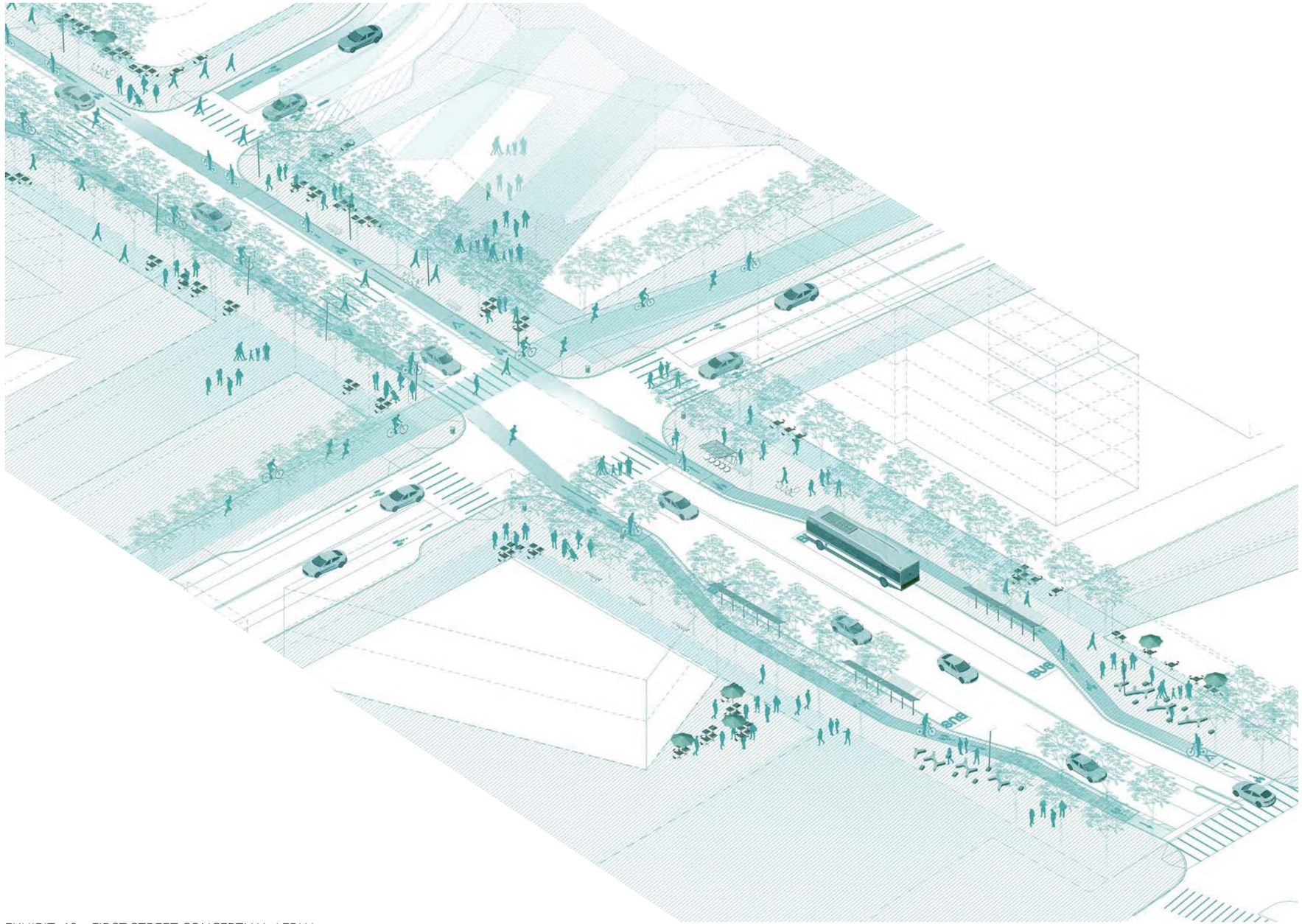


EXHIBIT: 40 FIRST STREET CONCEPTUAL AERIAL

3.2.1 FIRST STREET

First Street will connect East Cambridge to NorthPoint with the following goals. The street should be designed to harmoniously accommodate multiple functions including an MBTA Green Line Station entrance, bus stop, retail corridor, bicycle traffic, neighborhood to open space connector and a gateway to NorthPoint. This will be achieved by designing a complete street to accommodate mobility through wide sidewalks and wayfinding and the creation of a green identity through a double alley of trees where possible.

First Street should serve as a green connection into NorthPoint linking the neighborhood to NorthPoint Common and other interior open spaces.

First Street will connect NorthPoint to East Cambridge with a vibrant, friendly pedestrian retail experience by the following guidelines.

- Connect and draw the public to retail and interior open spaces
- Setbacks will allow space for continuous rows of trees connecting O' Brien Highway to the open space at the heart of NorthPoint
- The developer will provide expanded sidewalks and bicycle accommodation from the transit hub to the center of the NorthPoint
- A major view corridor will be established on First Street, with different architectural elements terminating the views as the street bends, and also providing strong visual connections to NorthPoint Common

Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21







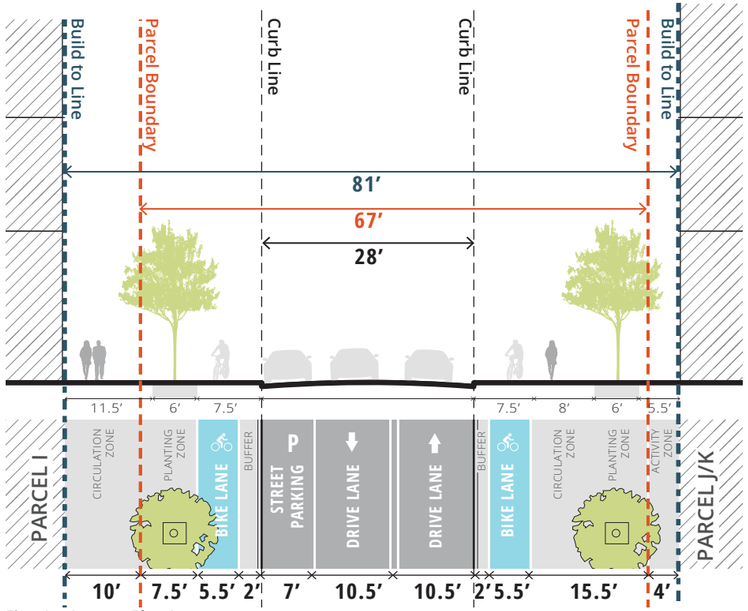


EXHIBIT: 41 FIRST STREET PRECEDENTS

1. 2nd Street, Austin. Image Source: http://pagethink.com/v/project-detail/2nd-Street-District-Master-Plan/a3/
2. Promenade of Light. Image Source: http://www.publicspace.org/en/works/e121-promenade-of-light
3. Bethesda Row, Bethesda. Image Source: http://www.streetworks-studio.com/project/bethesda-row/
4. New Bike Lane Proposal, Philadelphia. Image Source: http://inhabitat.com/philadelphia-could-become-even-greener-with-new-bike-lane-proposal/

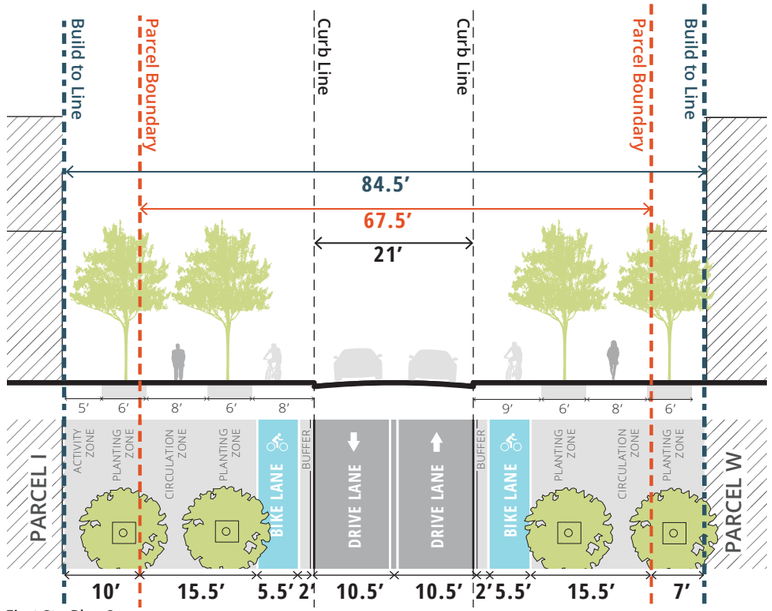


First St _ Concept Section 1



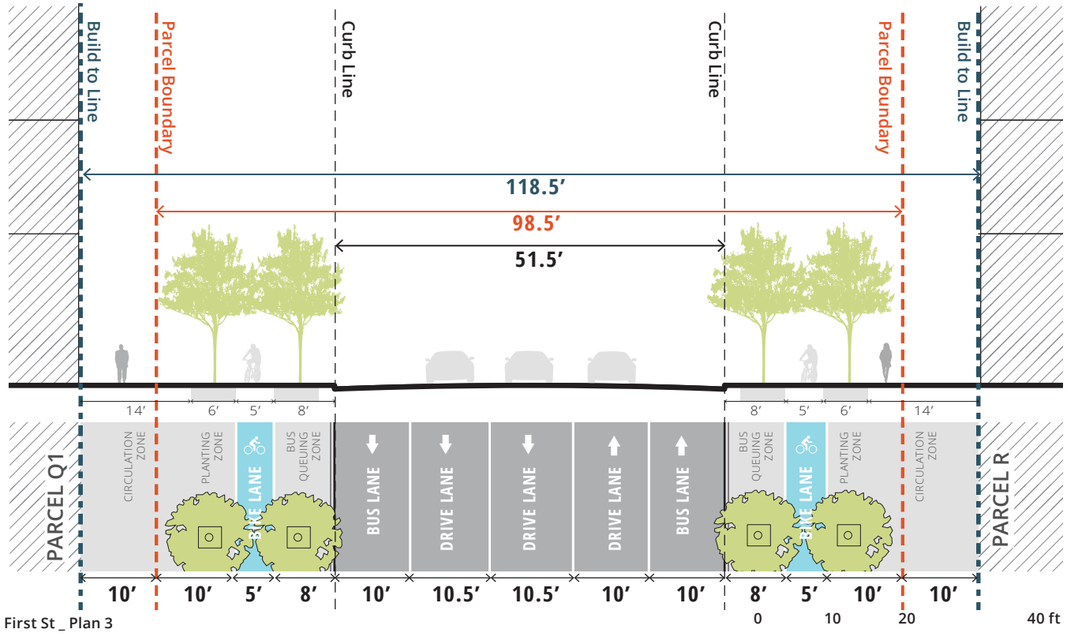
First St _Concept Plan 1

First St _ Concept Section 2



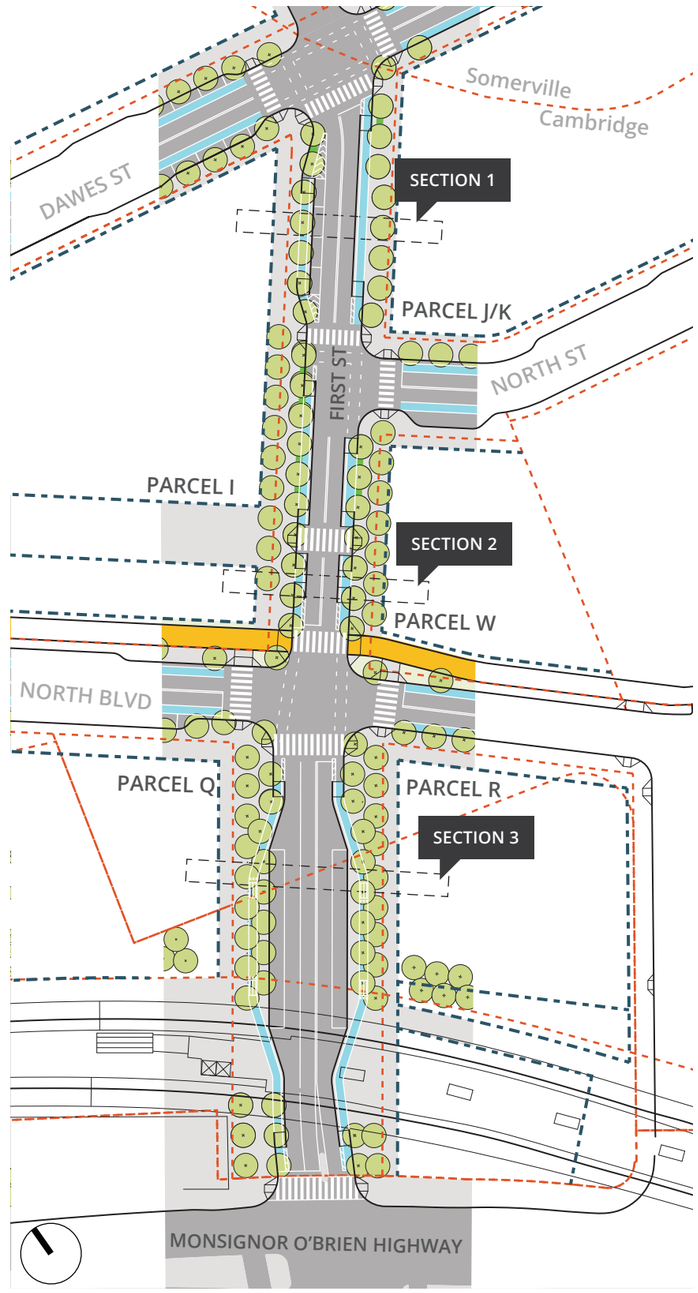
First St _ Plan 2

First St _ Concept Section 3



First St _ Plan 3

0 10 20 40 ft



Dawes Street Plan

0 50 100 200 ft

EXHIBIT: 42 FIRST STREET ILLUSTRATIVE DRAWINGS

3.2.2 DAWES STREET

Dawes Street is an important east-west connector running between Water Street and the Brian Murphy Staircase. Street trees will be planted on both sides of the street, and an additional landscape area will be provided on the north side of Dawes, between First Street and the Murphy Staircase, to improve the pedestrian experience on this sunnier side of the street. The widened sidewalk area provides opportunities for seating, play, art, LID swales etc. to be incorporated into the public realm.

Note: Building setbacks are based on “EXHIBIT: 14 SETBACK DIAGRAM” on page 21







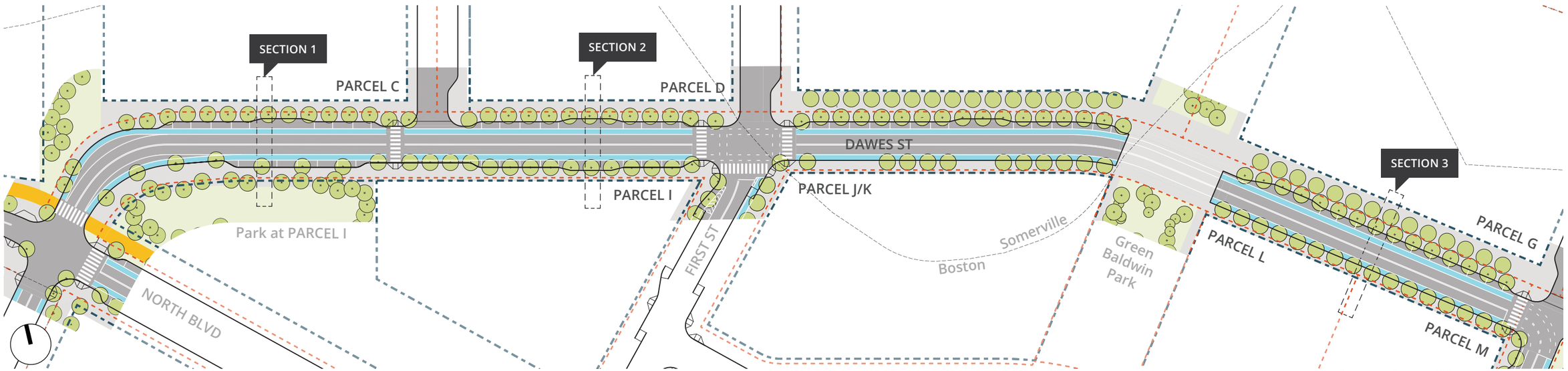




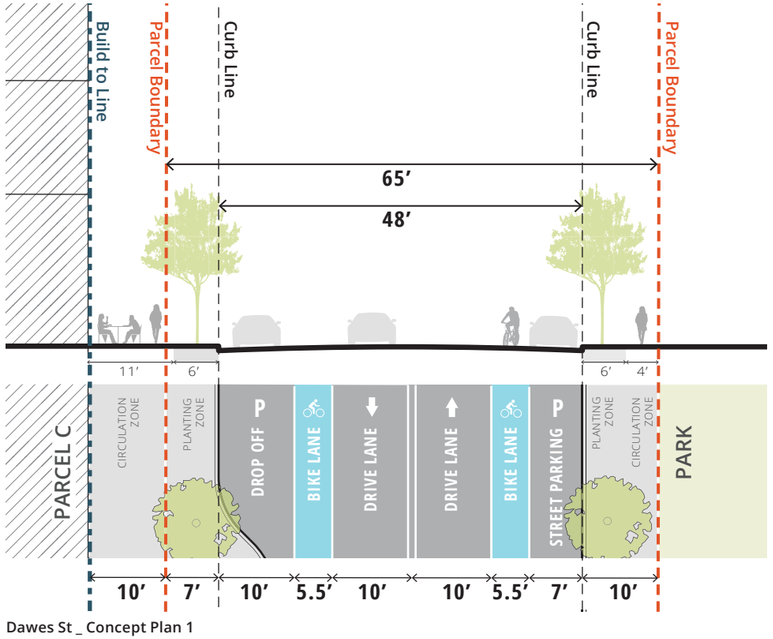
EXHIBIT: 43 DAWES STREET PRECEDENTS

1. Street in Cambridge. Image Source: MVVA Photo
2. Kendall Square, Cambridge. Image Source: MVVA Photo
3. Binney Street, Cambridge. Image Source: MVVA Photo
4. Promenade des artestes montreal. Image Source: https://travelhearttravel.wordpress.com/2015/06/15/the-sights-and-sounds-of-montreal/
5. Street in Washington DC. Image Source: MVVA photo



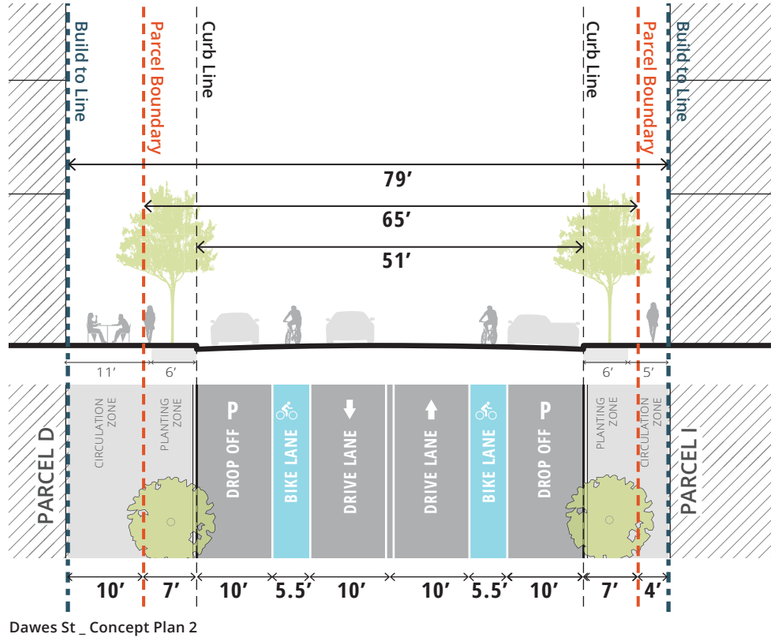


Dawes Street



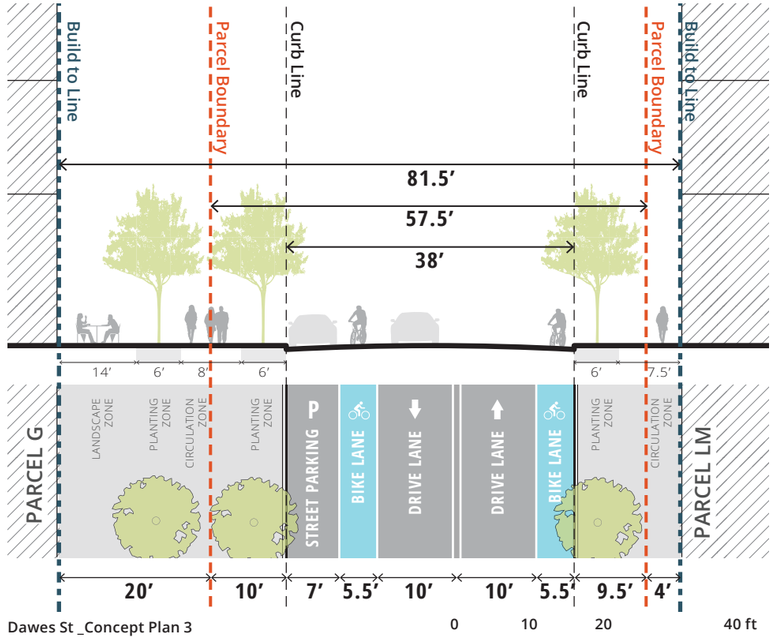
Dawes St _ Concept Section 1

Dawes St _ Concept Plan 1



Dawes St _ Concept Section 2

Dawes St _ Concept Plan 2



Dawes St _Concept Plan 3

0 10 20 40 ft

EXHIBIT: 44 DAWES STREET ILLUSTRATIVE DRAWINGS

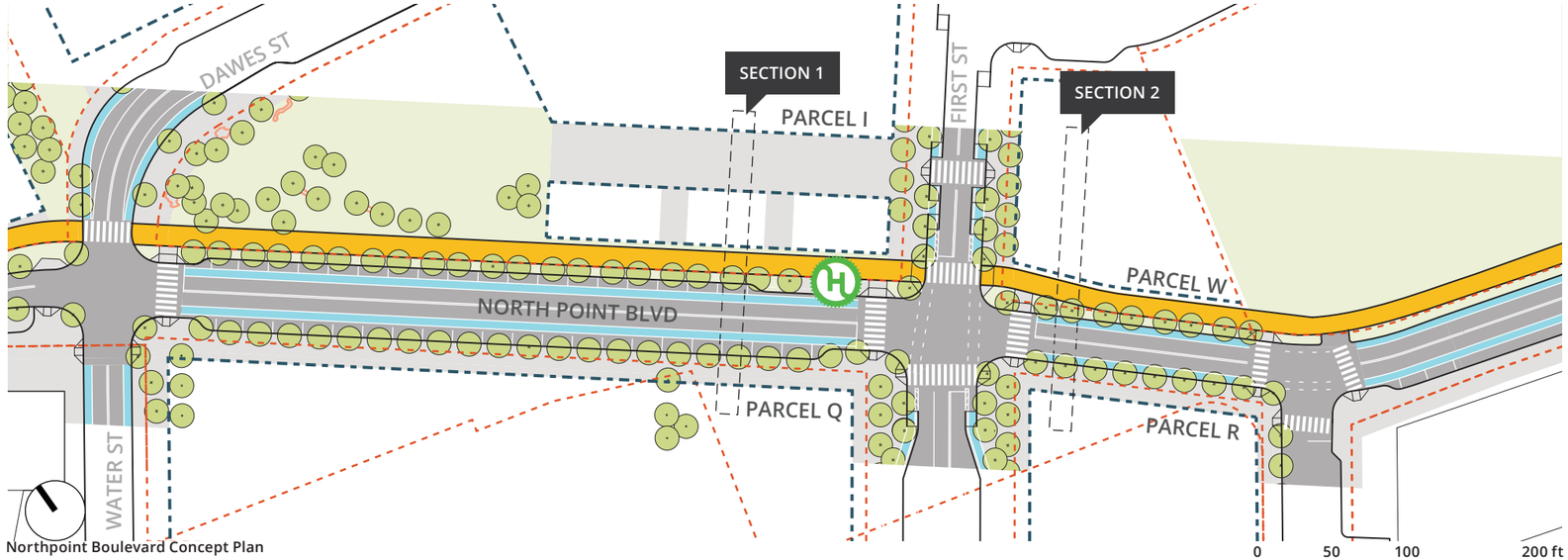
3.2.3 NORTH POINT BOULEVARD

NorthPoint Boulevard is an important east-west connector linking NorthPoint to NorthPoint Park. The distinguishing character of NorthPoint Boulevard is that it is lined continuously with the multi-use path on one sideand also borders NorthPoint Common, the retail plaza, and Parcel I Park. Street trees will be planted on both sides of the street where possible, and the design of the Somerville Community Path should be handled as a part of the street and sidewalk section of NorthPoint Boulevard. It should also meet the standards required for buffers and signage.

Note: Building setbacks are based on “EXHIBIT: 14 SETBACK DIAGRAM” on page 21



EXHIBIT: 45 NORTHPOINT BLVD. ILLUSTRATIVE DRAWINGS



Northpoint Boulevard Concept Plan



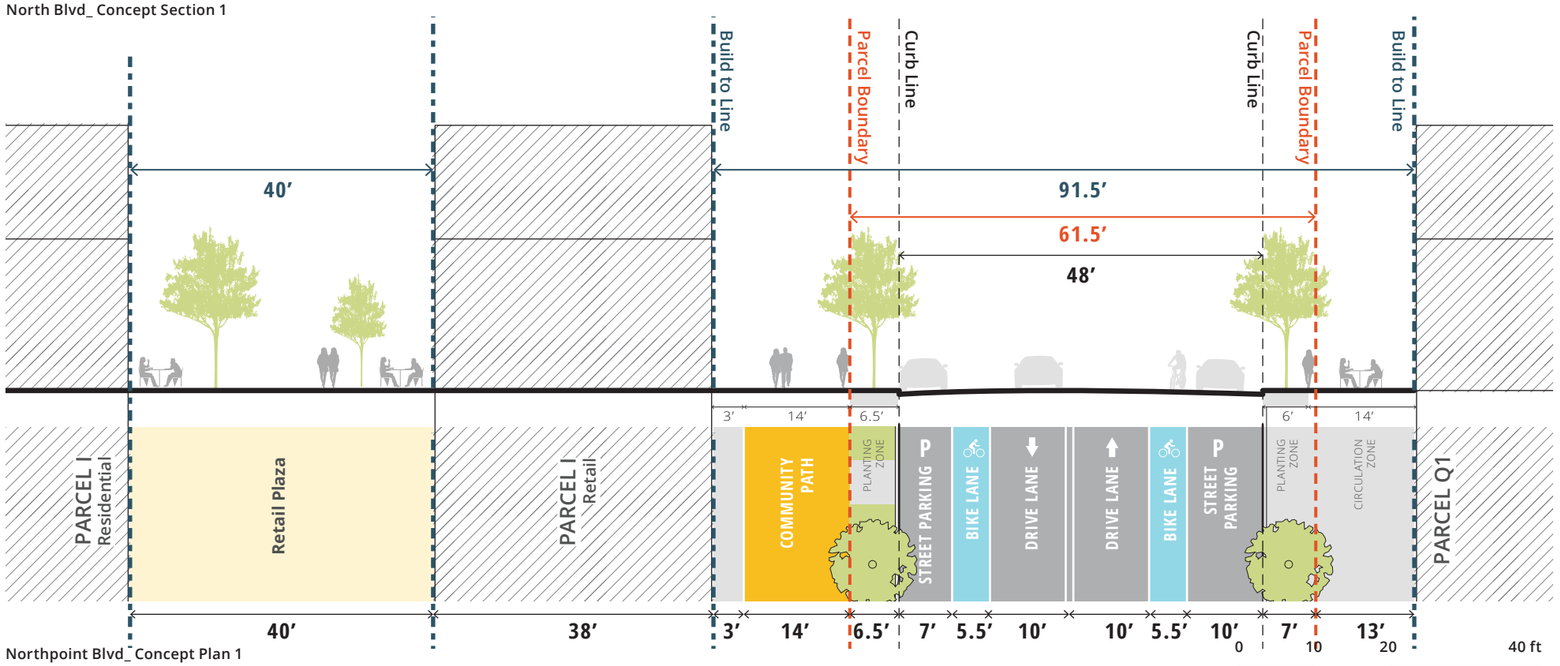




EXHIBIT: 46 NORTHPOINT BLVD. PRECEDENTS

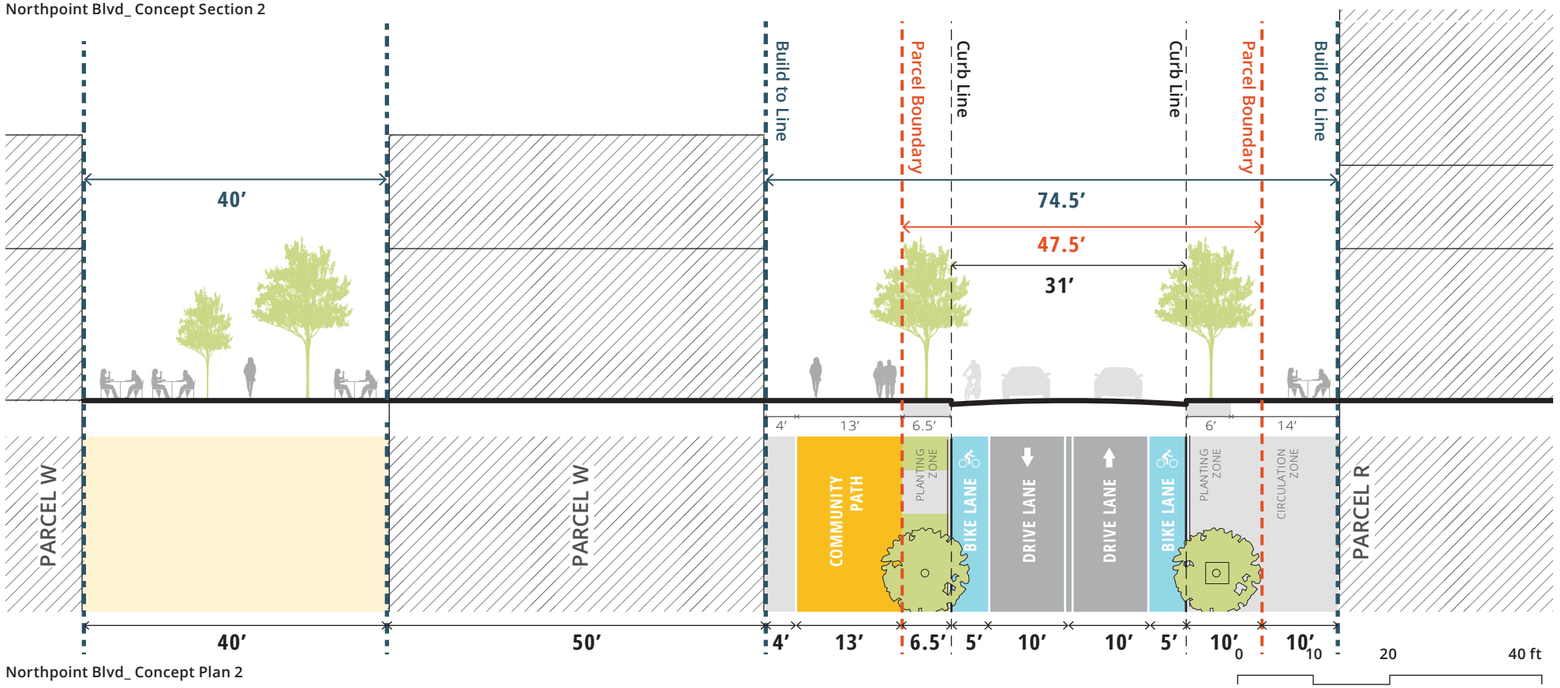
1. Street in Washington DC. Image Source: MVVA Photo
2. Bloor Street, Toronto. Image Source: http://www.deeproot.com/blog/blog-entries/toronto-captures-rain-on-downtown-streetscape-silva-cell-case-study-bloor-street
3. La Rambla, Barcelona. Image Source: http://www.gettyimages.com/detail/photo/street-cafe-on-la-rambla-in-barcelona-high-res-stock-photography/557824297

North Blvd_ Concept Section 1



Northpoint Blvd_ Concept Plan 1

Northpoint Blvd_ Concept Section 2



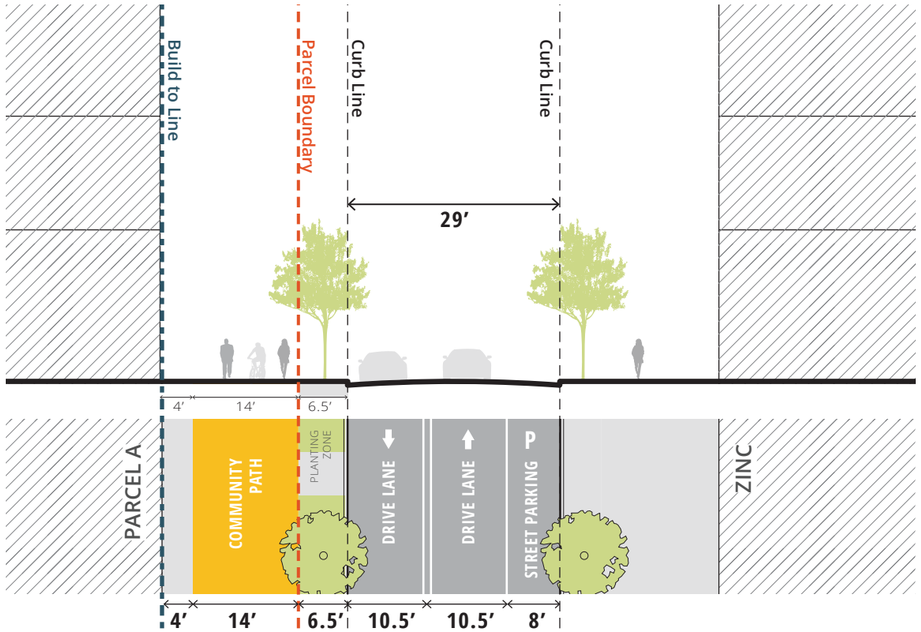
Northpoint Blvd_ Concept Plan 2

3.2.4 WEST BOULEVARD

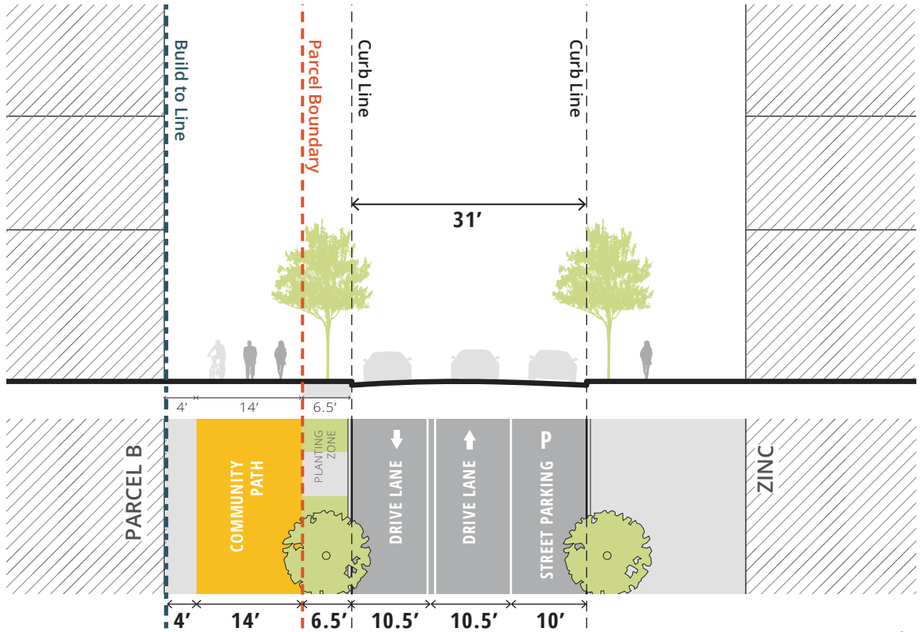
West Boulevard is a continuation of NorthPoint Boulevard. Street trees will be planted on both sides of the street, which will terminate in a public open space at the western end of NorthPoint and the Community Path connection to Somerville. The design of the Multi-Use Path should be handled as a part of the street and sidewalk section of West Boulevard and NorthPoint Boulevard, and should meet the standards required for buffers and signage. The termination of West Boulevard at the west end of the site should be designed to accommodate the future Urban Ring project and other connections.

Note: Building setbacks are based on “EXHIBIT: 14 SETBACK DIAGRAM” on page 21

West Blvd _ Concept Section 1

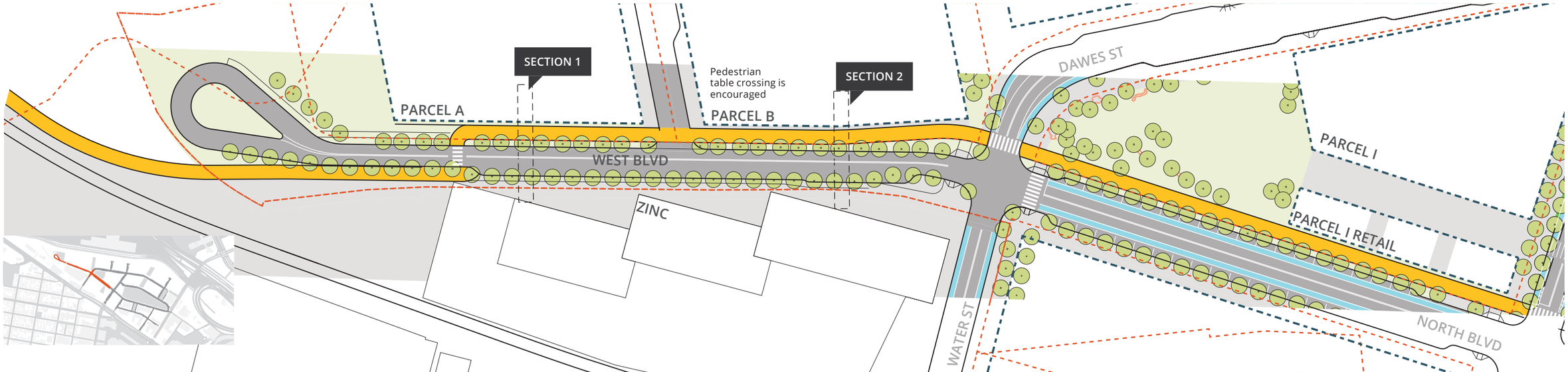


West Blvd _ Concept Section 2



West Blvd _ Concept Plan 1

West Blvd _ Concept Plan 2



West Boulevard Concept Plan

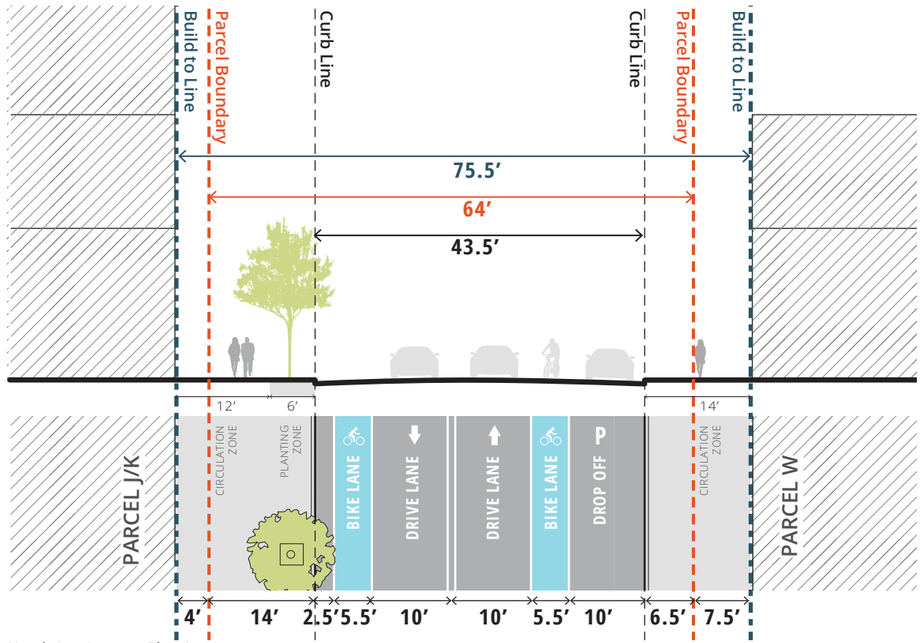
EXHIBIT: 47 WEST BLVD. ILLUSTRATIVE DRAWINGS

3.2.5 NORTH STREET

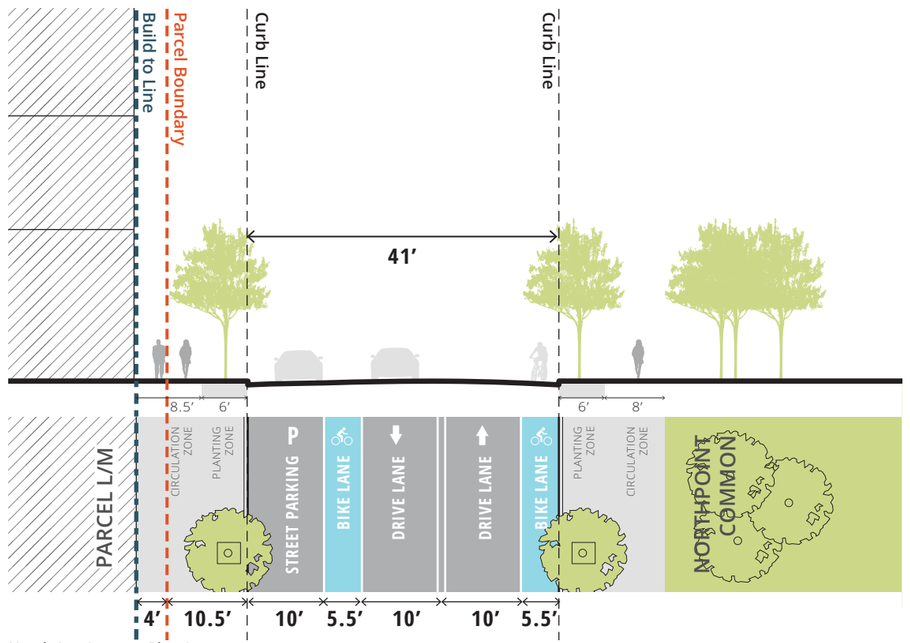
North Street defines the northern edge of NorthPoint Common and will have a single row of street trees on its north side to shade the sidewalk. On the south side trees planted at the edge of the Common will serve as street trees, allowing the park itself to extend as close as possible to the street.

Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21

North St _ Concept Section 1

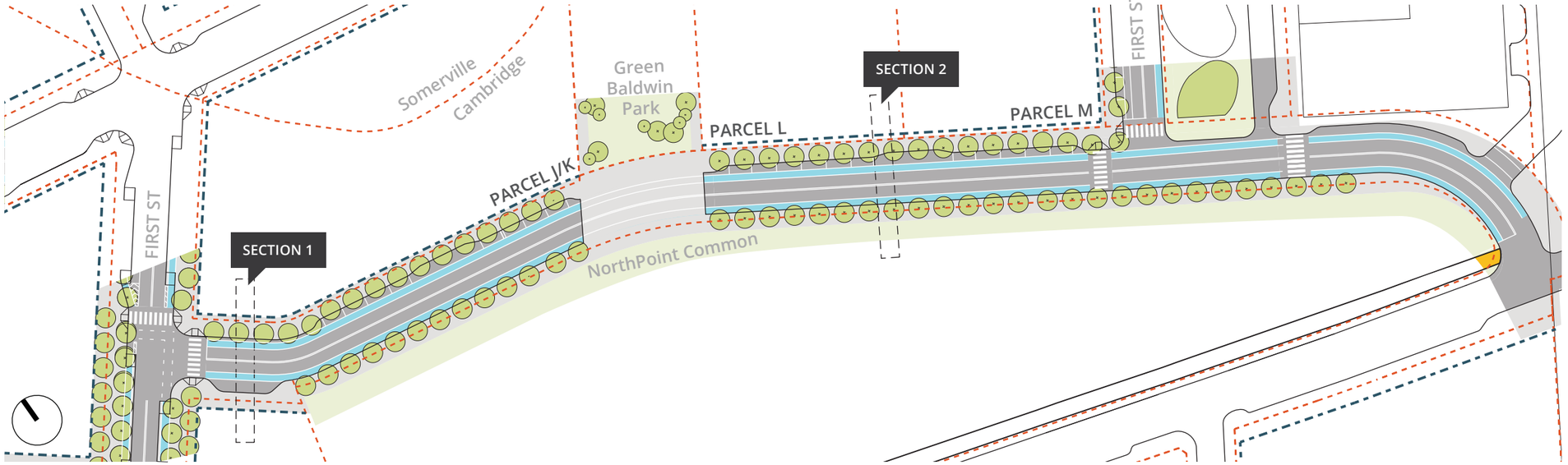


North St _ Concept Section 2



North St _ Concept Plan 1

North St _ Concept Plan 2





North Street Concept Plan

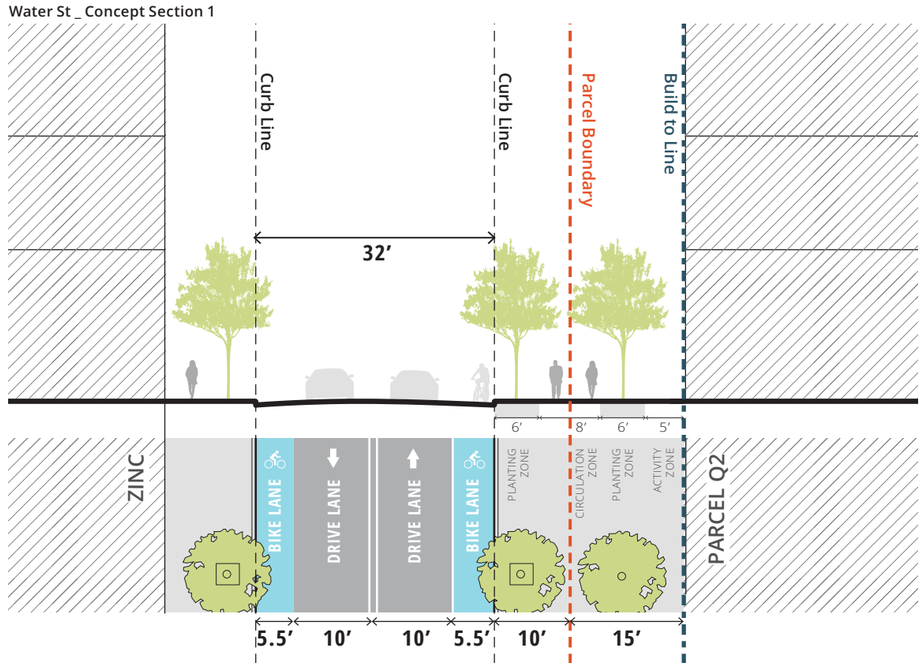
EXHIBIT: 48 NORTH STREET ILLUSTRATIVE DRAWINGS

3.2.6 WATER STREET

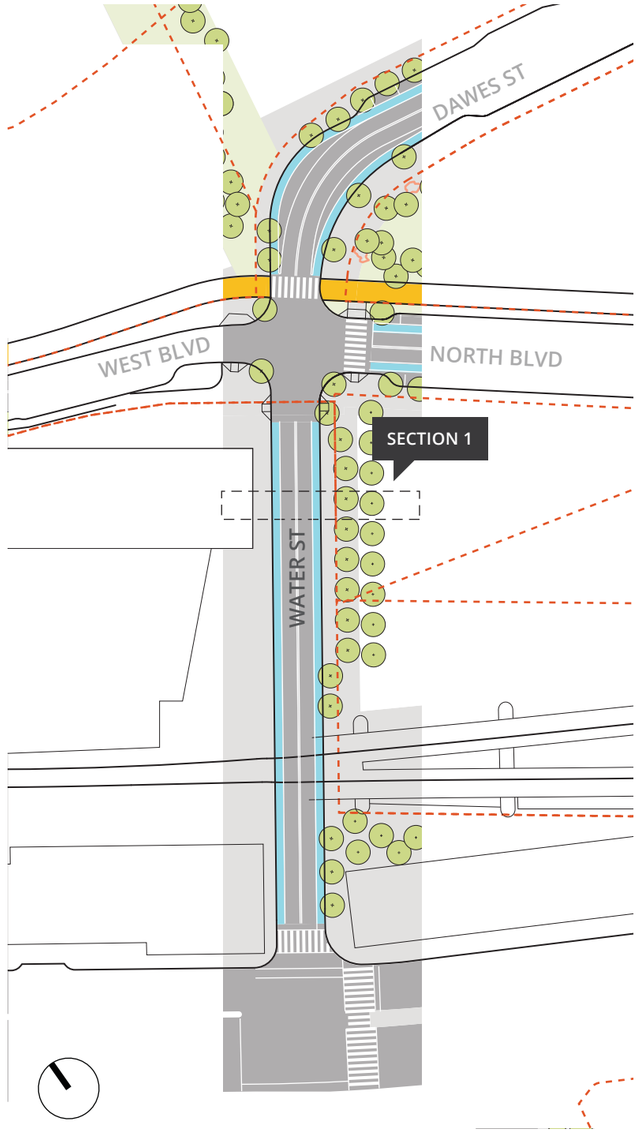
Water and East Streets are important connections to the existing East Cambridge neighborhood from NorthPoint. These streets will be designed to emphasize visual connections to the public open space spine running through the center of NorthPoint. A double row of street trees will be planted on the east side of Water Street on land owned by NorthPoint to create a welcoming pedestrian experience and open views to the public open space on Parcel I. East Street will have trees on both sides, with an existing double row on the east side at Sierra (Parcel S), connecting to the existing NorthPoint Common. These streets will have trees lining the road to signal open space and visually connect O'Brien highway to the open space within Northpoint.

Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21





Water St _ Concept Plan 1



Water St Concept Plan

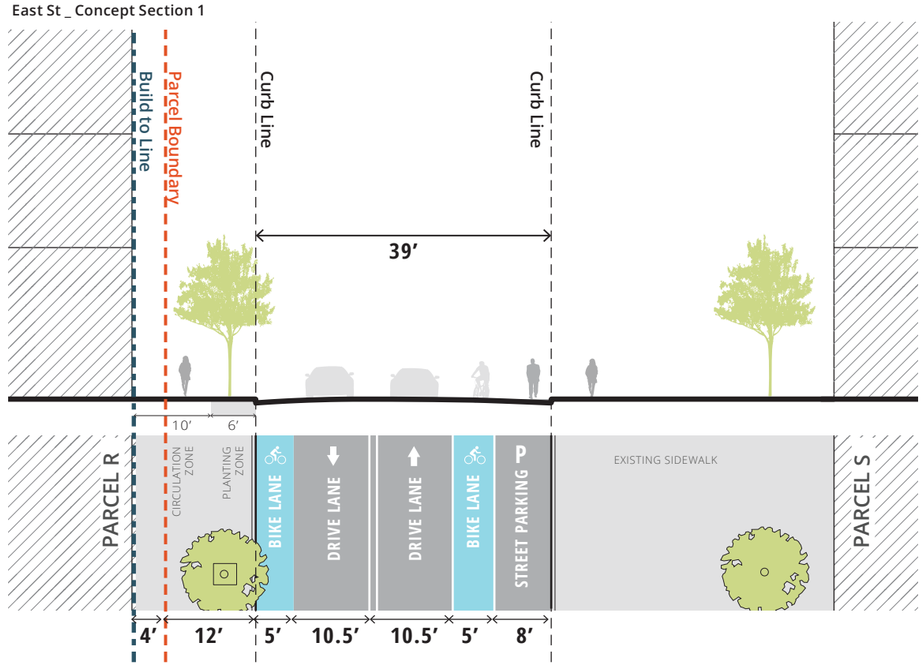
EXHIBIT: 49 WATER STREET ILLUSTRATIVE DRAWINGS

3.2.7 EAST STREET



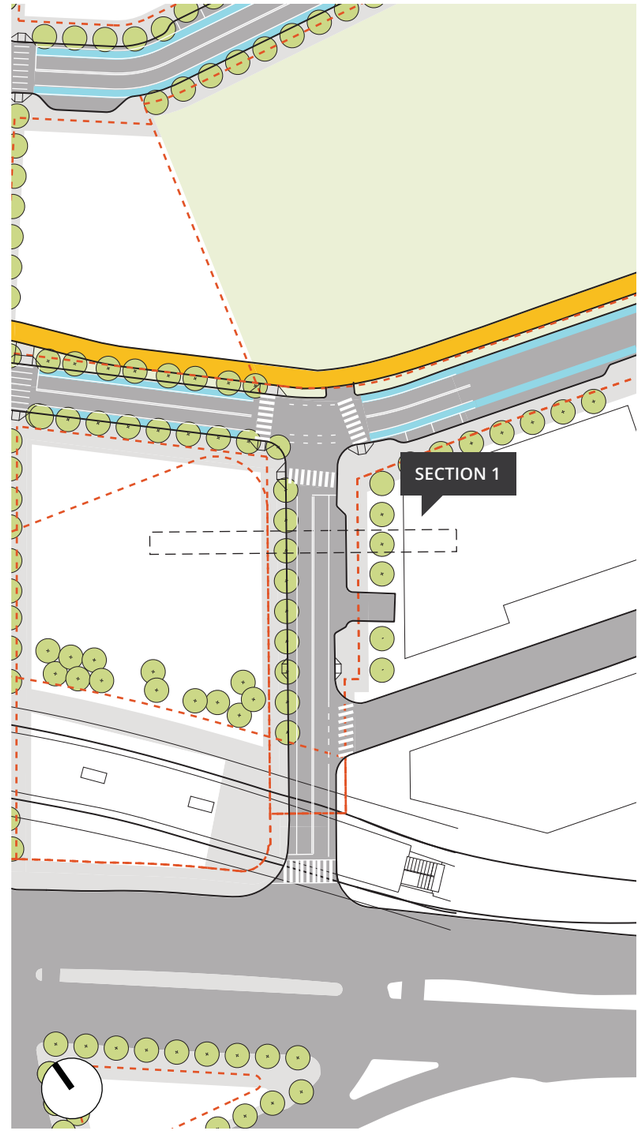
Note: Building setbacks are based on “EXHIBIT: 14 SETBACK DIAGRAM” on page 21

East St _ Concept Section 1



East St _ Plan 1

0 10 20 40 ft



East St Plan

0 50 100 200 ft

EXHIBIT: 50 EAST STREET ILLUSTRATIVE DRAWINGS

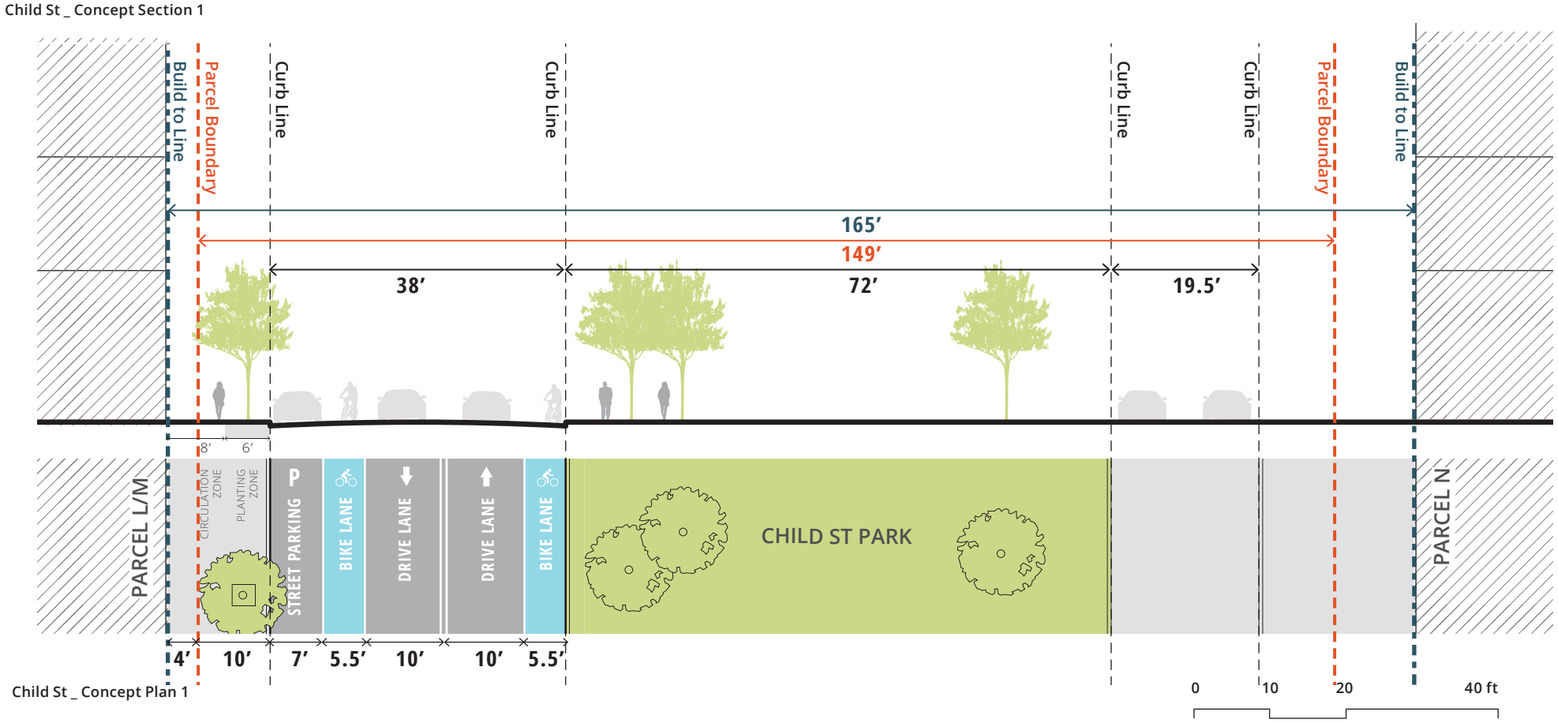
3.2.8 CHILD STREET



Child St Concept Plan

0 50 100 200 ft

Child St _ Concept Section 1



Child St _ Concept Plan 1

0 10 20 40 ft

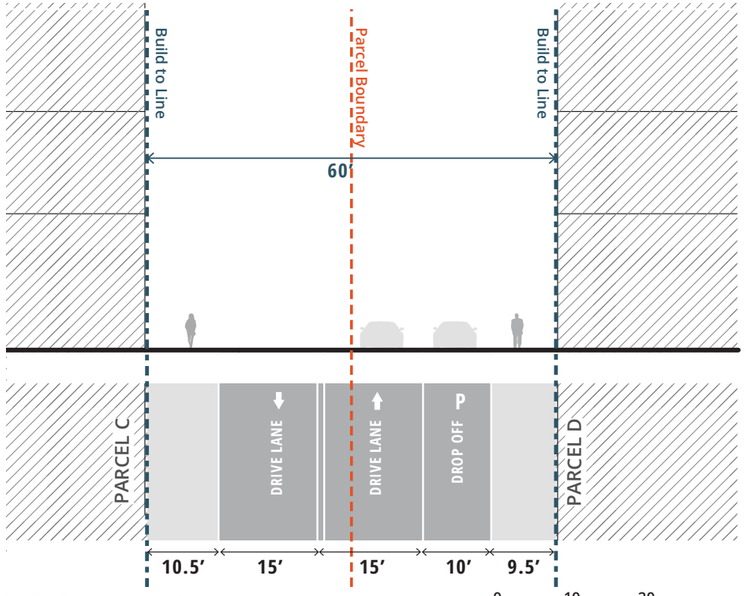


EXHIBIT: 51 CHILD STREET ILLUSTRATIVE DRAWINGS

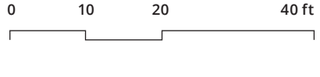
Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21

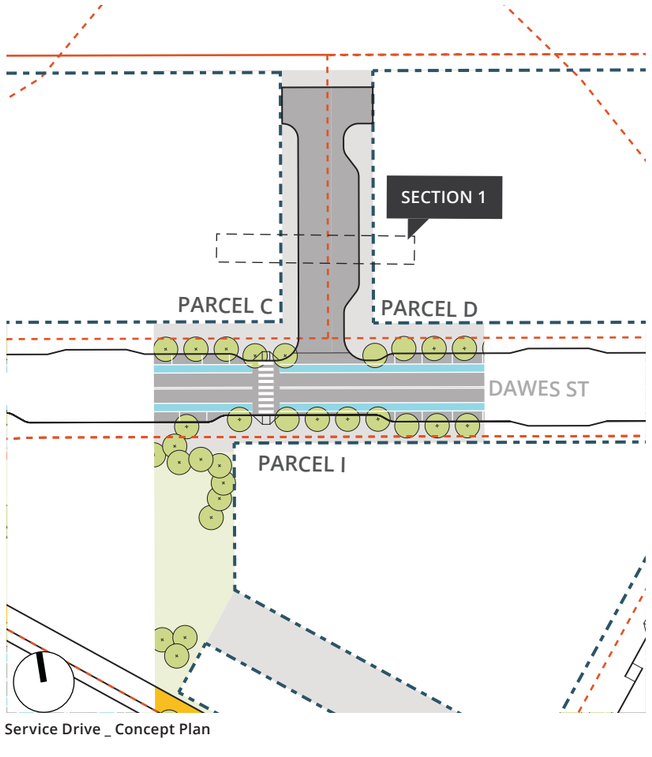
3.2.9 SERVICE DRIVES

Service Drive _ Concept Section 1



Service Drive _ Concept Plan 1





Service Drive _ Concept Plan



Service Street Concept Plan

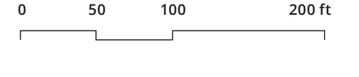




EXHIBIT: 52 SERVICE DRIVE ILLUSTRATIVE DRAWINGS

1. Cady's Alley in Georgetown, Washington D.C. Image Source: http://patch.com/district-columbia/georgetown/pop-holiday-bazaar-comes-georgetowns-design-district-0

Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21



04
Transportation and Public Transit Nodes

4.1 TRANSIT

One of the great strengths of NorthPoint is that it is well served by transportation infrastructure. It is situated between the Green Line Lechmere T Station and the Orange Line Community College T Station. It contains stops for several MBTA bus lines as well as the EasyRide shuttle. The site contains a major pedestrian thoroughfareat the Multi-use Path, and abuts a major automobile arterial, Monsignor O'Brien Highway. Additionally, the East Cambridge street network extends into NorthPoint, and provides pedestrian, bicycle and automobile connectivity throughout the site. Bicycle parking and hubway stations are also provided.

The design of the public realm at Northpoint should capitalize on this rich network of transit connectivity. Transportation nodes should be supported with bus shelters, amenities (trash cans, information screens, landscaping, shading, etc.) and wayfinding signage. Where feasible, intermodal connections should be supported - for example locating bicycle parking near Lechmere Station.

- Preserve rights of way for future Urban Ring project.
- Integrate retail and other public activities with any new transit stations.

4.2 PEDESTRIAN

Provide pedestrian crossings/phases at all major intersections. The multi-use path will act as a key facility for people walking and bicycling.

4.3 BICYCLE/OTHER NON-MOTORIZED VEHICLES

The infrastructure should support people of all ages and ability to be able to travel by bicycle safely and comfortably.

Bicycle infrastructure should follow the below guidelines.

- Provide bicycle lanes on major streets, and a protected bicycle lane along First Street
- Provide secure, sheltered bicycle racks in all new commercial and multi-family residential buildings and near transit stations, as per the zoning requirements
- Provide bicycle racks in convenient locations in retail areas, as per the zoning requirements.
- Where feasible, new building projects should provide short-term bicycle parking on building parcels rather than in public sidewalks where they could block public sidewalks

NorthPoint will support two Hubway stations, one at the base of the Brian T. Murphy Memorial Staircase and one in the vicinity of North First Street and NorthPoint Boulevard.

- Use of the Hubway bicycles is to be encouraged

4.4 GILMORE BRIDGE/ORANGE LINE LOCUS

As a major vehicular transit-way and as the pedestrian connection to the Orange Line, the Gilmore Bridge affords opportunities to make direct connection from NorthPoint to the Community College MBTA Station and to Charlestown and beyond, thus enhancing the quality of the pedestrian environment.

Building design in the parcels that are adjacent to Gilmore Bridge should be consistent with the following principles:

- The building massing should be designed to create a character and scale in keeping with the Gilmore Bridge
- At least one of the buildings shall include a public staircase and elevator to move people walking and biking, from ground level to bridge level
- Retail development near this edge will enhance the quality of pedestrian movement
- The envelope guidelines require the public realm to be extended through the buildings to make important connections between the Gilmore Bridge and the site
- These commercial and retail buildings are encouraged to have a consistent edge along both the public streets at ground level and at the bridge level
- Articulated entry points and a plaza at bridge level may help integrate these buildings into the site development
- Lightness and transparency at the ground level of the buildings are encouraged especially on the facades facing the principal public streets and green spaces

4.5 LECHMERE SQUARE LOCUS

The new Lechmere Square, at the convergence of Monsignor O'Brien Highway, Cambridge Street and First Street, will be both a major entrance to the site and a major transit gateway. It will be a preferred location for those entering and exiting the site on foot, by bicycle, and by mass transit. The overall composition of these mixed-use parcels with the MBTA station is intended to have a "gateway" quality to celebrate this major entrance to the site. Lechmere Square also forms an entrance gateway to the Cambridge Street retail district forming a natural transition between East Cambridge and the site.

Building design in the parcels adjoining Lechmere Square should be consistent with the following principles:

- The buildings that define the new Lechmere Square should be set back from the street to create gracious sidewalks
- Ground level retail activity should open out onto the sidewalks to further enhance the public realm.
- The building massing should be designed to create and promote the character and scale of the proposed Lechmere Square
- Major entrances to retail should be located on public streets and on corners wherever possible. Entrances should relate to crosswalks and pathways that lead to bus stops and the transit station
- The ground level plaza near Lechmere Station should be designed with an eye to its multimodal transit role and include accommodations for T riders, bus riders, bicyclists, pedestrians and motorists
- In order to minimize automobile traffic on First Street at Lechmere Square, signage should be installed to encourage automobiles entering NorthPoint from the south to use Museum Way and those entering from the north to use Water Street

4.6 MBTA FACILITIES

Building design in the parcels adjoining the MBTA Facilities to the north of the site should be consistent with the following principles:

- Building design should consider the existing and future MBTA facilities to the north of the site
- The orientation of buildings on the parcels abutting the MBTA tracks to the north should mitigate noise generated by transit operations
- Noise and vibration should be abated where necessary, through thoughtful design and relevant acoustical treatments
- The open spaces on parcels Q and R should be vibrant, active, safe public spaces for people, designed with an eye to accommodating multimodal transportation needs such as benches and shade for pedestrians, shelters for bus riders, covered and uncovered bicycle parking for cyclists, on-street parking for motorists, safe site lighting and wayfinding signage for all
- The plazas should be made universally accessible

4.7 WAYFINDING

Wayfinding elements should follow the below guidelines.

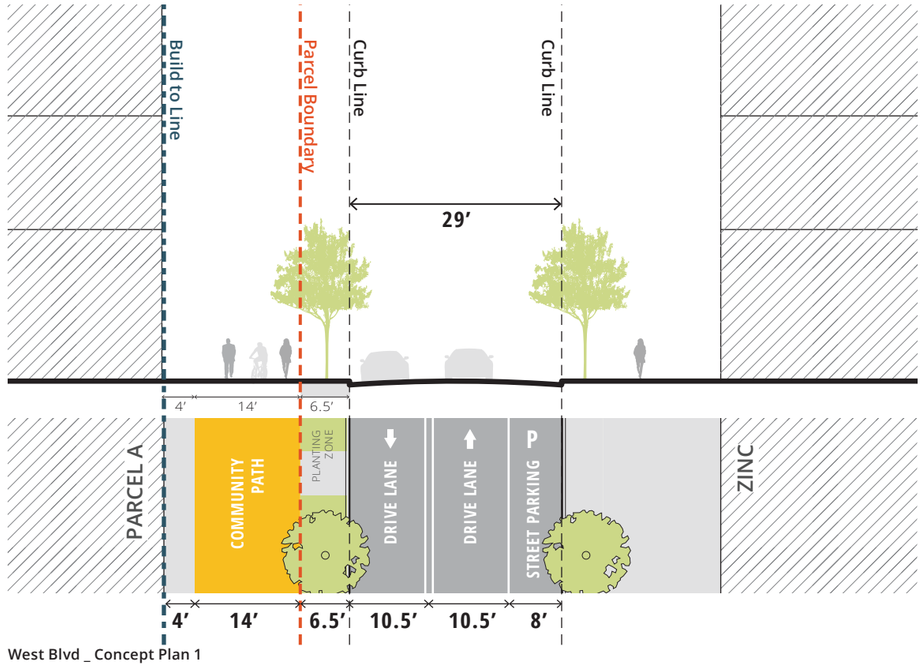
- Provide appropriate and approved wayfinding signage for bicyclists, pedestrians and vehicles.
- Provide information kiosks that show walking and biking distances to major destinations such as Lechmere Station, Community College Station, NorthPoint Park, etc.
- Accommodate the installation of real-time transit and Hubway monitors/screens where feasible

4.8 MULTI-USE PATH

The multi-use path that traverses the entire site is a vital urban asset, connecting NorthPoint to the NorthPoint parks, across the North Bank Bridge to Charlestown, and to the future crossing to Boston. It is also an essential element of a regional system that will eventually connect through Somerville, to the Minuteman Commuter Bikeway and beyond. The following guidelines address the design of the path and adjacent elements including built spaces and the landscape:

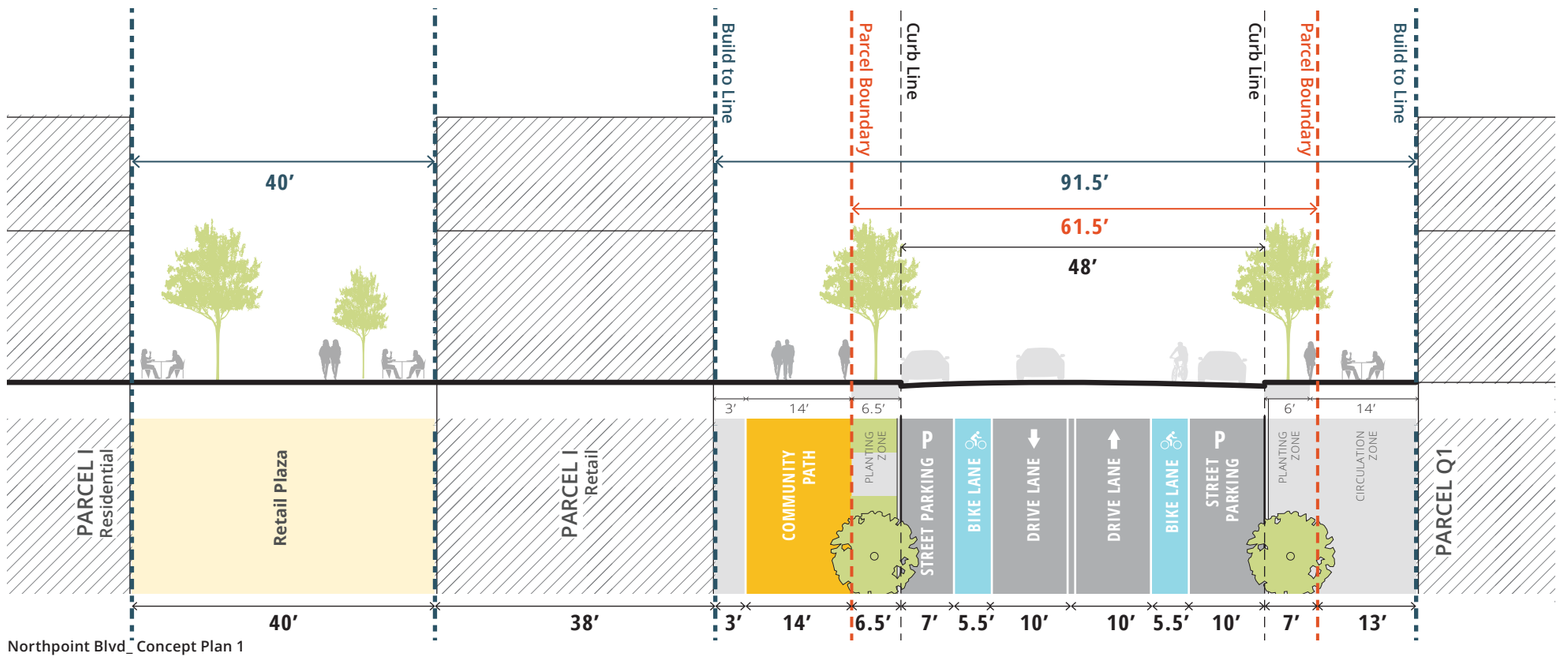
- The path should be fourteen feet wide with three foot buffers (can be hardscape or flat landscape); two foot buffers are permissible at pinch points
- Landscape elements should be considered to shade the path, but trees must be set back far enough from the path to maintain a three foot buffer even when considering the future trunk widths, and root barriers to be put in place to prevent roots from damaging the path
- The location of any doors on buildings in the retail plaza abutting the multi-use path should be carefully considered. Doors may not open directly onto the path; facades must be set away from the path so that people are able to easily and safely get off the path and away from through-movement and have plenty of space to navigate. A plaza area in front of a building may be one way to accommodate this, for example
- The continuity and identity of the path should be maintained throughout. Consistent and carefully curated signage and wayfinding may help to ensure such clarity and character. It may also enhance user experiences and safety along the trail
- User safety should be considered in every stage and element of the path's design
- The path should be well-lit for safety. As it is next to a roadway, shared lighting may serve both but a lighting assessment should be done to confirm this

West Blvd _ Concept Section 1



West Blvd _ Concept Plan 1

North Blvd_ Concept Section 1



Northpoint Blvd_ Concept Plan 1

EXHIBIT: 53 MULTI-USE PATH ILLUSTRATIVE DRAWINGS



05
Block Guidelines

5.1 PARCEL A

Parcel Size: 65,373 sq ft
Permitted GFA: 231,610 sq ft

Uses: Residential
Parking: Below grade and up to three above grade

Maximum Height: 120'

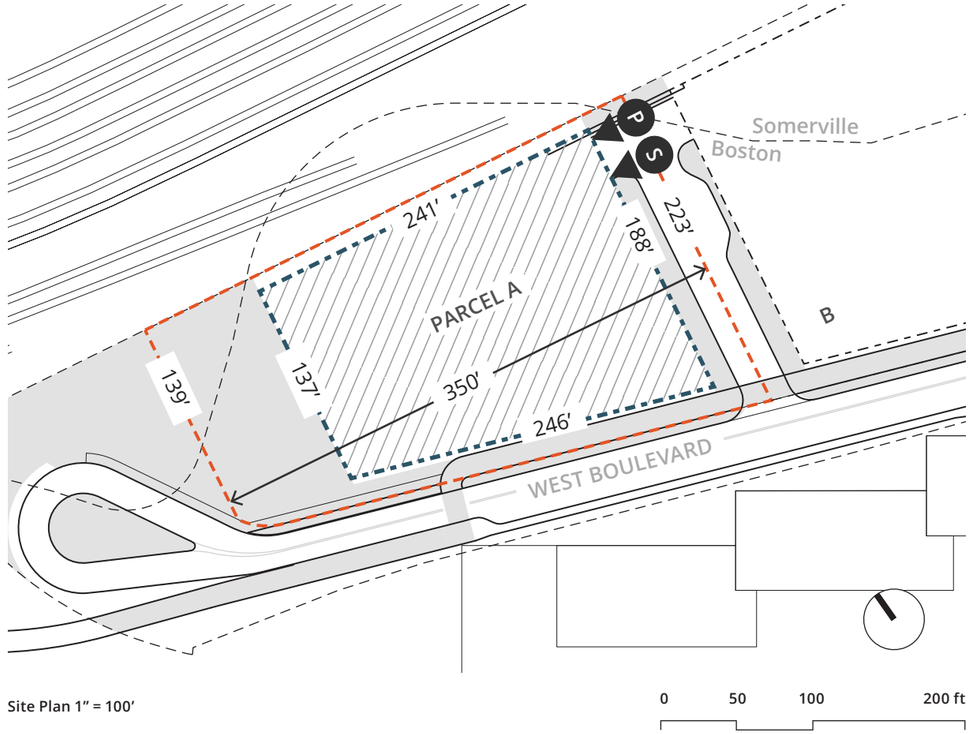
Primary pedestrian access: West Blvd
Vehicular access: West Blvd

Parcel A is a residential building that is located at the western most end of NorthPoint. It is a highly visible gateway building as one enters NorthPoint via the Green Line extension and the Community Path from Somerville.

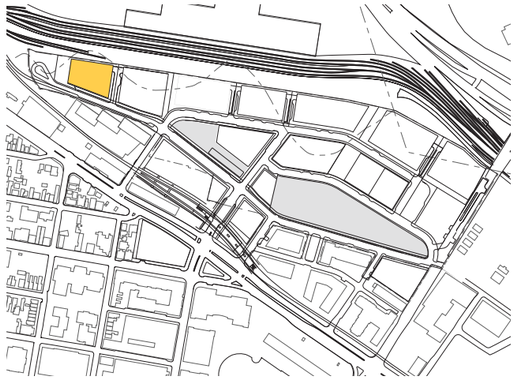
The building design shall celebrate the western entry into NorthPoint through special architecture treatment of the corner of the building. Building design shall give special consideration to the streetscape and scale of West Boulevard by successfully integrating a variety of residential types (Section 2.2.1). Special consideration should be given to the relationship to the north with the railyards.

The building configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are important in defining the character of West Boulevard. The top portion of the building shall be set back from the West Boulevard Façade and located along the eastern portion of the building. Above-grade parking should be screened along West Boulevard, potentially with residential units, or other active uses.

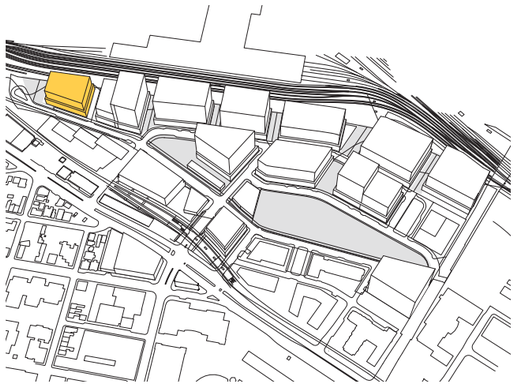
Relationship to Parcel B and the Zinc building should be carefully studied in creating a comfortable pedestrian experience. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.



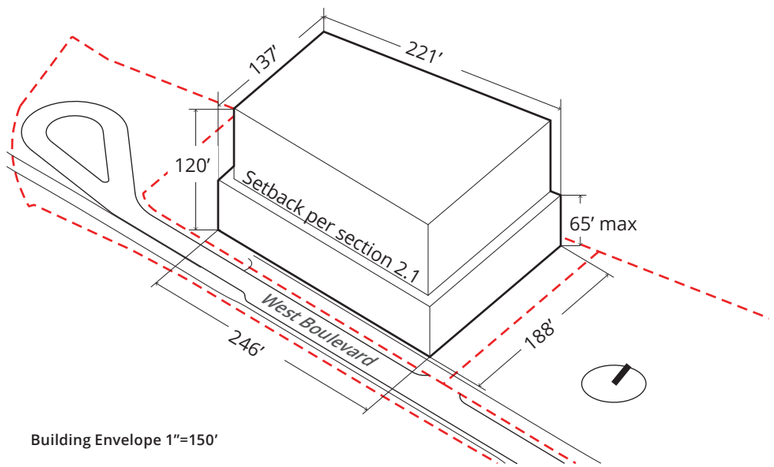
Site Plan 1" = 100'



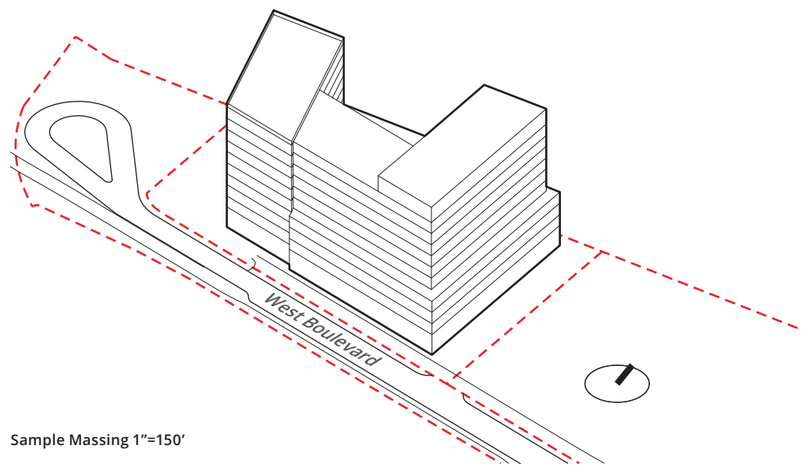
Key Map



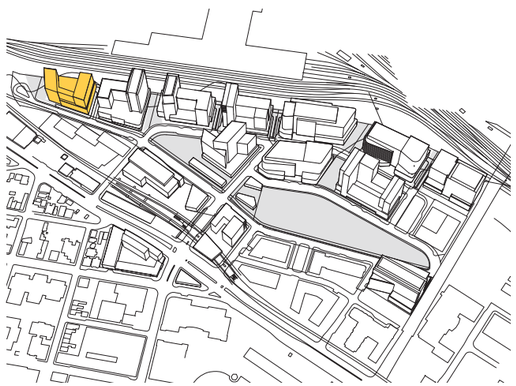
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 54 PARCEL A ILLUSTRATIVE DRAWINGS

5.2 PARCEL B

Parcel Size: 80,325 sq ft
Permitted GFA: 316,390 sq ft

Uses: Residential
Parking: Above and below grade

Maximum Height: 120'/220'

Primary pedestrian access: Dawes St, West Blvd
Vehicular access: West Blvd

Parcel B is a residential building that is located at the terminus of park at the west end of Water Street at the intersection of West Boulevard, Dawes Street and pocket park to the east.

Create a special visual terminus to the park at the west end of Water Street using special architectural treatment that highlights the location. The building design shall give special consideration to the streetscape and scale of Dawes Street and West Boulevard by successfully integrating a variety of residential types (Section 2.2.1). Special consideration should be made to the relationship to the north with the railyards.

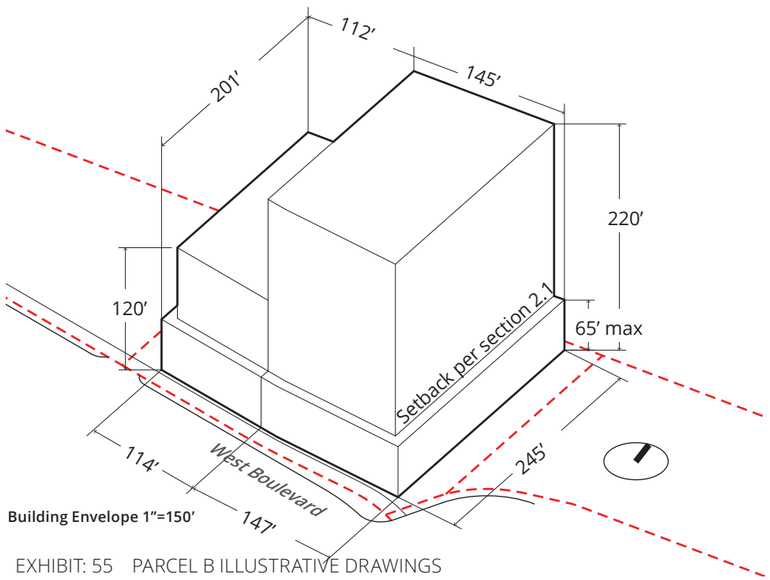
The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows, and minimize shadows on parks and surrounding buildings. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of the West Boulevard. The top portion of the building shall be setback from West Boulevard façade and located along the eastern portion of the building. Above-grade parking should be screened along West Boulevard, potentially with residential units, or other active uses.

Relationship to Parcel C and the Zinc building should be carefully studied in creating a comfortable pedestrian experience. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.

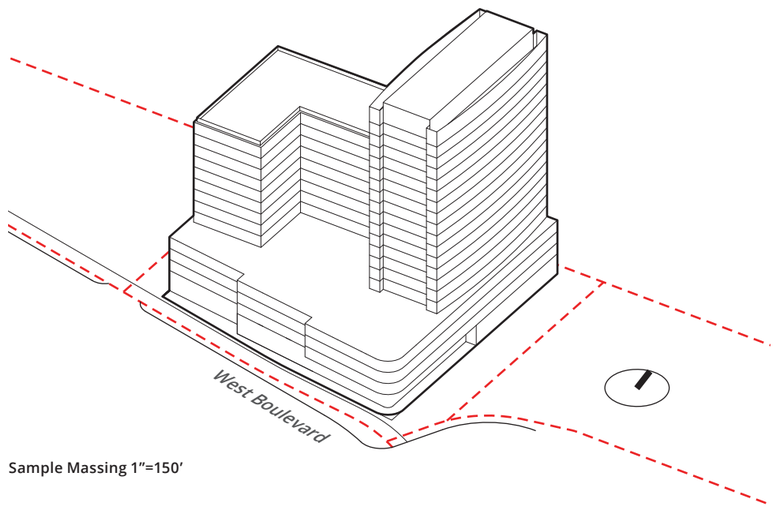


Site Plan 1" = 100'

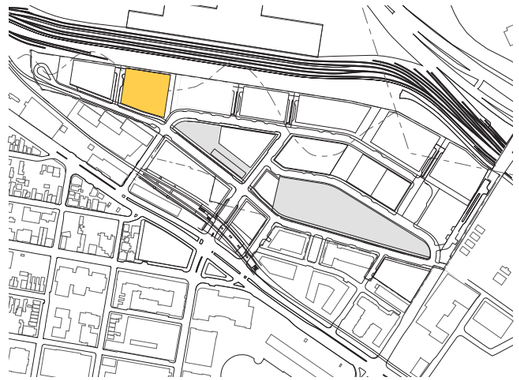
0 50 100 200 ft



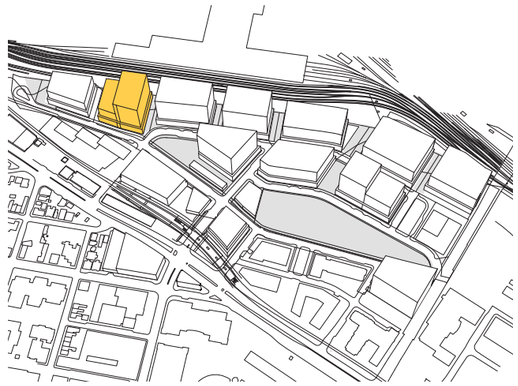
Building Envelope 1"=150'



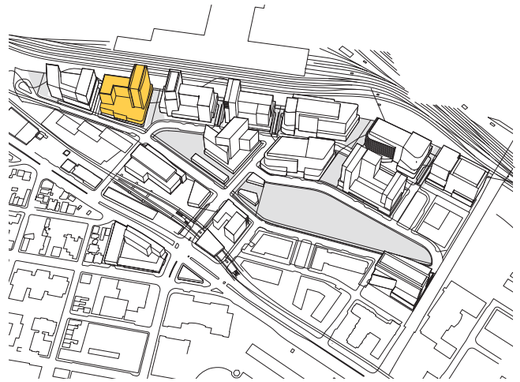
Sample Massing 1"=150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 55 PARCEL B ILLUSTRATIVE DRAWINGS

5.3 PARCEL C

Parcel Size: 69,003 sq ft
Permitted GFA: 348,000 sq ft

Uses: Mixed-use
Parking: Above and below grade

Maximum Height: 220'

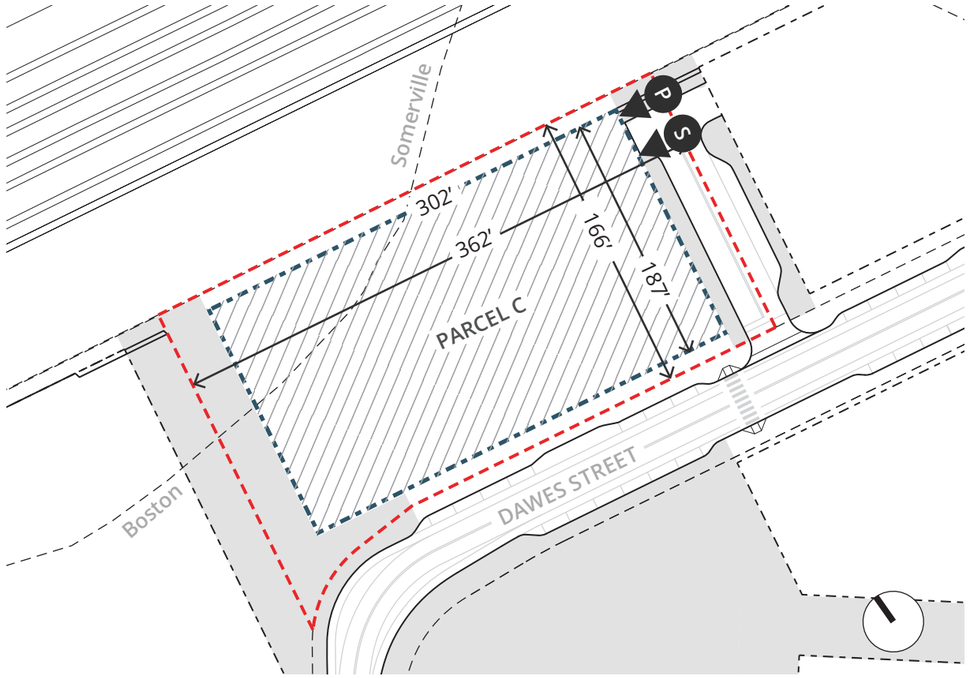
Primary pedestrian access: Dawes St
Vehicular access: Dawes St

Parcel C is a mixed-use building located prominently at the western end of Dawes Street and at the visual terminus of Water Street. The parcel enjoys an important edge of the park at the west end of Water Street to the south and the pocket park to the west.

Create a special visual terminus to Water Street using special architectural treatment that highlights the location. The design of the building should recognize its significant presence on Water Street Park on Parcel I, as well as its relationship to the green finger. The building design shall give special consideration to the streetscape and scale of Dawes Street and the pocket park on the West by successfully integrating a variety of residential types (Section 2.2.1). Special consideration should be given to the relationship to the north with the railyards.

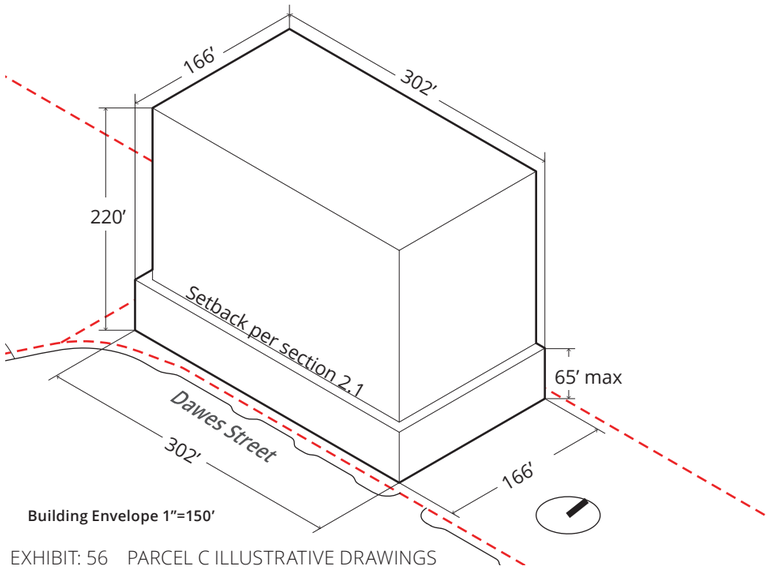
The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows, and minimize shadows on parks and surrounding buildings. The top of the building should be located towards the eastern side of the parcel and set back by at least ten feet from the podium. Above-grade parking should be screened along Dawes Street, potentially with residential units, or other active uses.

The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.

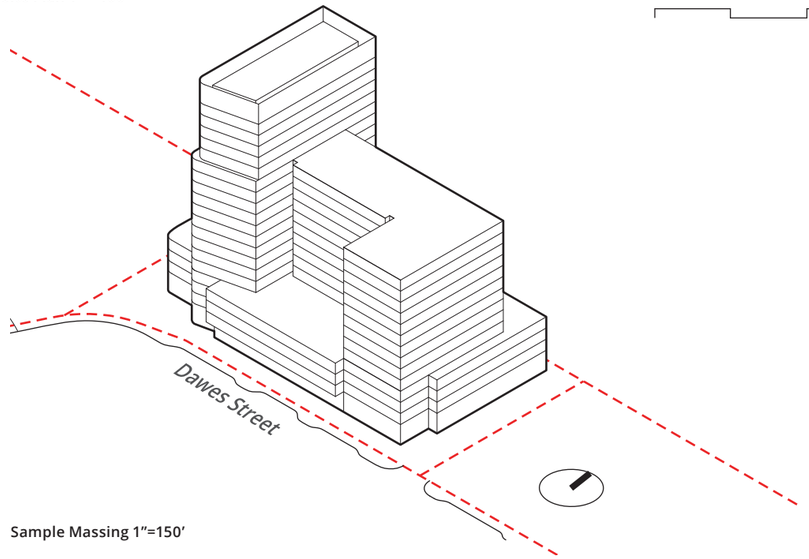


Site Plan 1" = 100'

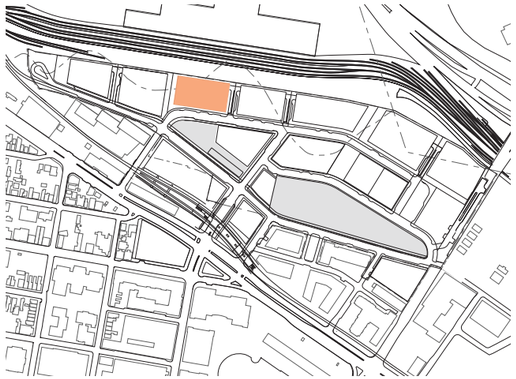
0 50 100 200 ft



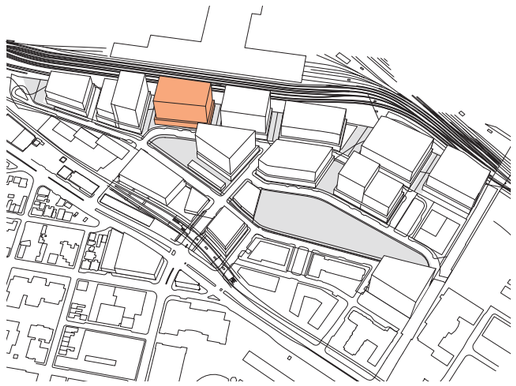
Building Envelope 1"=150'



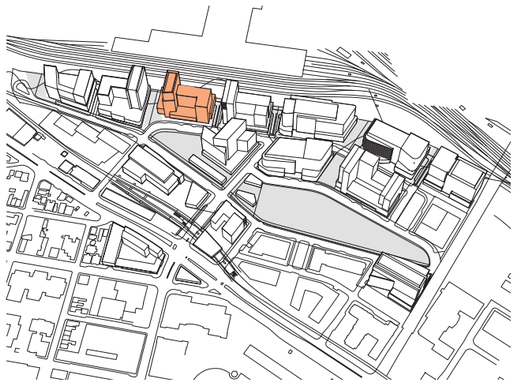
Sample Massing 1"=150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 56 PARCEL C ILLUSTRATIVE DRAWINGS

5.4 PARCEL D

Parcel Size: 59,838 sq ft
Permitted GFA: 340,000 sq ft

Uses: Mixed-use
Parking: Above and below grade

Maximum Height: 220'

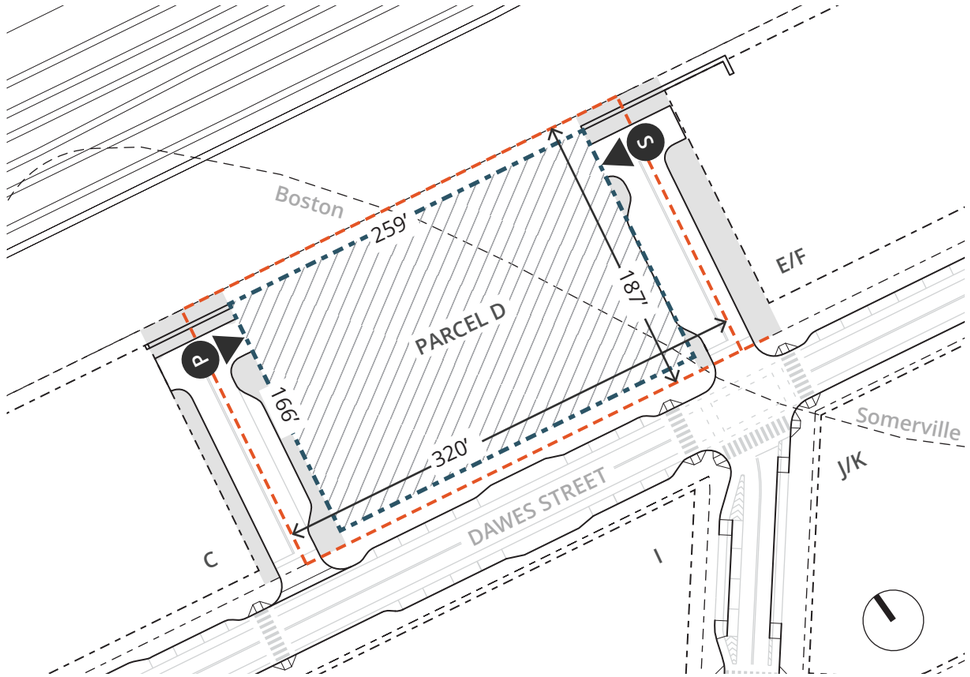
Primary pedestrian access: Dawes St
Vehicular access: Dawes St

Parcel D is a residential building that also includes MBTA parking. The parcel is located directly behind Parcel I and along Dawes Street.

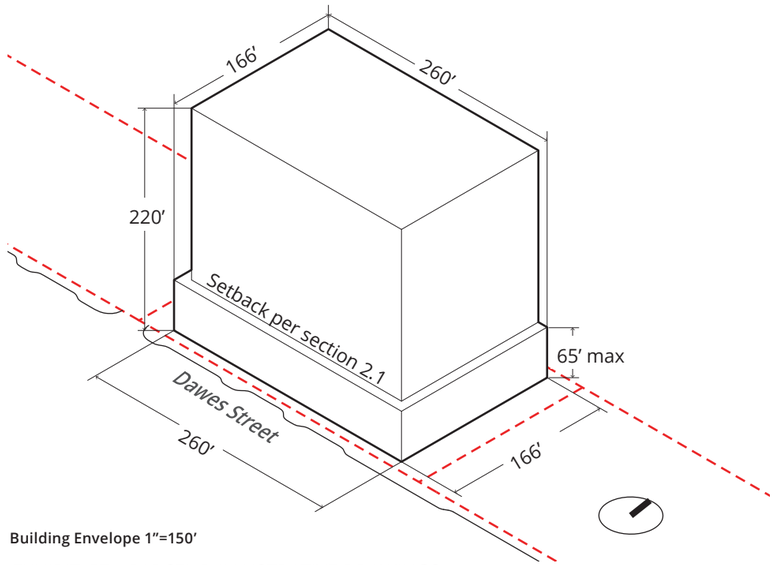
The top of the building should be set back by at least ten feet from the podium. The building design shall give special consideration to the streetscape and scale of Dawes Street by successfully integrating a variety of residential types (Section 2.2.1). Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (Section 3.2.2). Special consideration should be made to the relationship to the north with the railyards.

The building configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Above-grade parking should be appropriately screened along Dawes Street, potentially by residential or commercial uses.

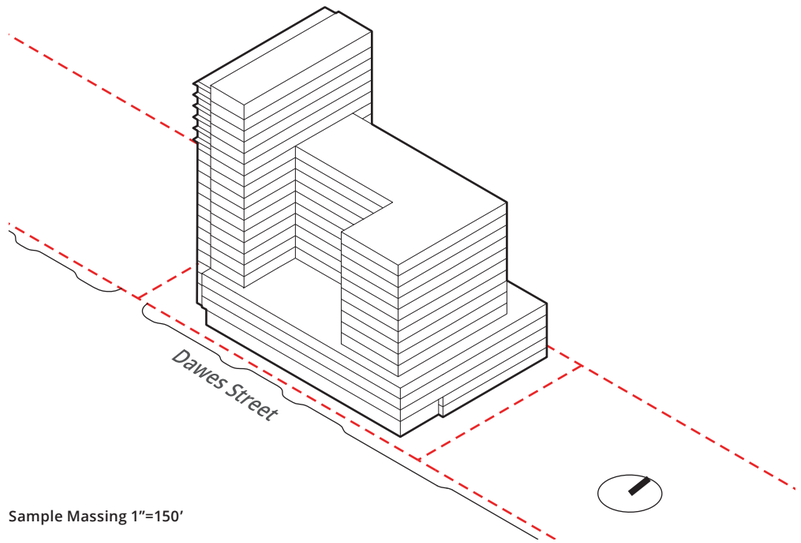
Relationship to the Parcel I building should be carefully studied to create a comfortable pedestrian experience along Dawes. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.



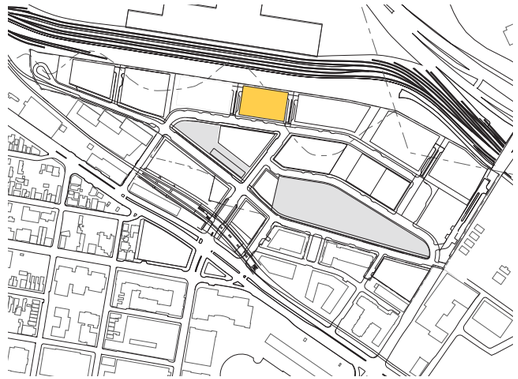
Site Plan 1" = 100'



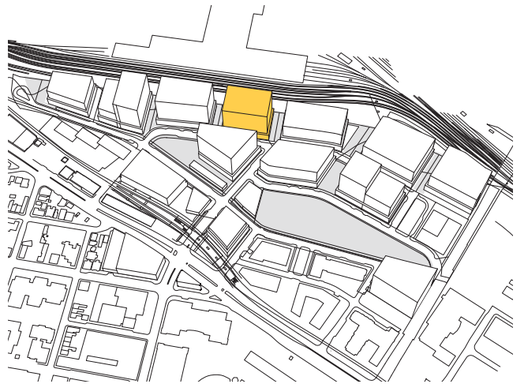
Building Envelope 1"=150'



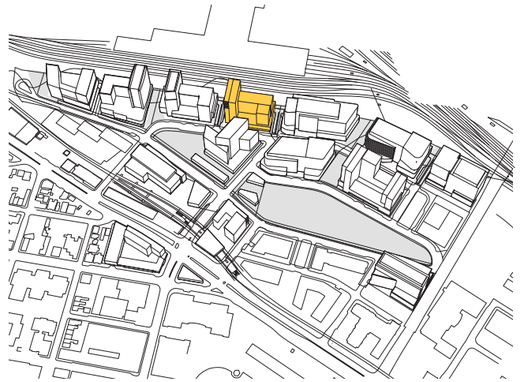
Sample Massing 1"=150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 57 PARCEL D ILLUSTRATIVE DRAWINGS

5.5 PARCEL EF

Parcel Size: 87,225 sq ft
Permitted GFA: 400,000 sq ft

Uses: Commercial
Parking: Above and below grade

Maximum Height: 150'

Primary pedestrian access: Dawes St
Vehicular access: Dawes St

Parcel EF is a commercial building on Dawes Street with one of its corners located prominently at the visual terminus of North First Street and at its intersection with Dawes Street. The other corner of this building also enjoys a prominent location on pocket park north of Baldwin Park.

Create a special visual terminus to North First Street using special architectural treatment that highlights the location. The building design shall give special consideration to the streetscape and scale of Dawes Street and the scale and character of the pocket park north of Baldwin Park. The building design shall give special consideration to the activation of the ground floor. Special corner treatment should be considered at Dawes Street and the pocket park north of Baldwin Park to create a visual relationship from NorthPoint Common. Special consideration should be given to the relationship to the north with the railyards.

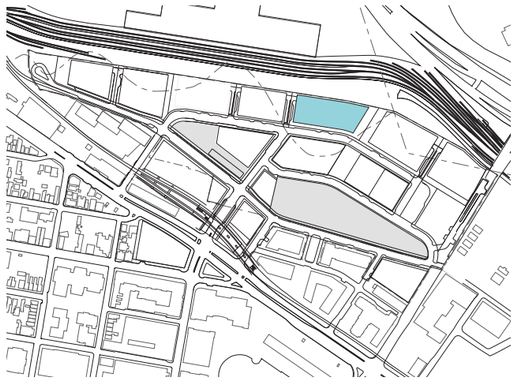
The building configuration shall positively use the orientation and exposure to sun by means of terraces, and minimize shadows on parks and surrounding buildings. Top portion of the building should be set back from the pocket park north of Baldwin Park to create a comfortable human scale. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining the character of Dawes Street (Section 3.2.2).

Relationship to the Parcel JK building should be carefully studied in creating a comfortable pedestrian experience along Dawes Street. Parking and service uses should be located on the service street to the west. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.

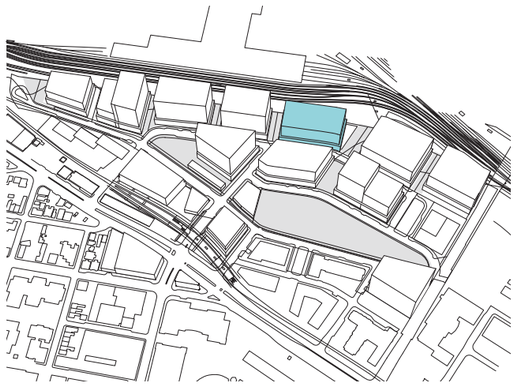


Site Plan 1" = 100'

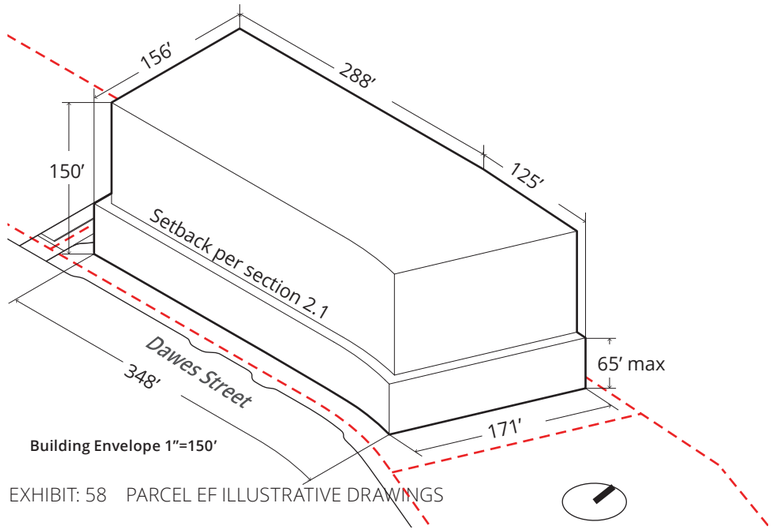
0 50 100 200 ft



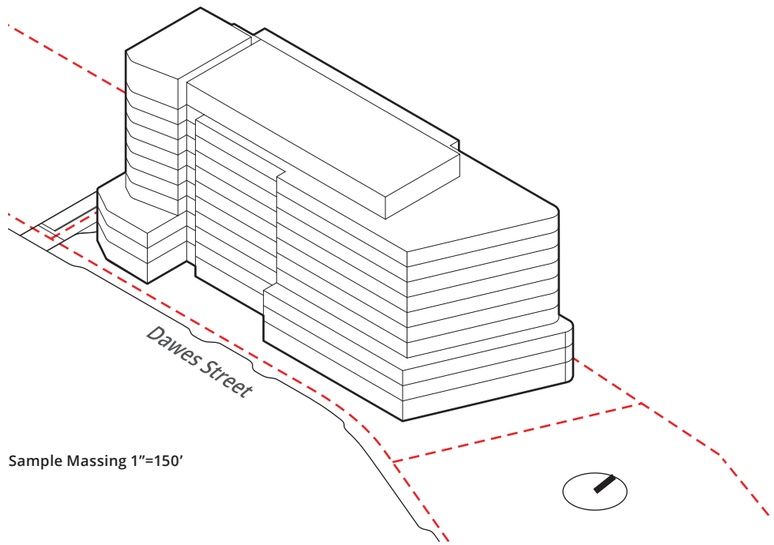
Key Map



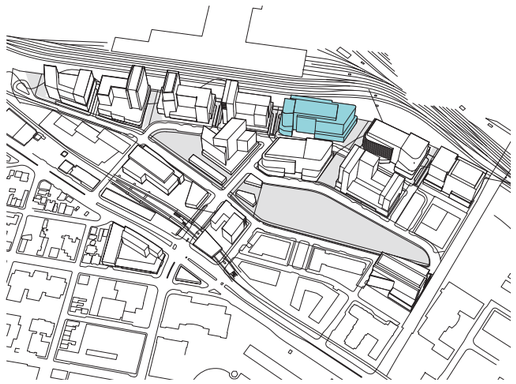
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 58 PARCEL EF ILLUSTRATIVE DRAWINGS

5.6 PARCEL G

Parcel Size: 101,610 sq ft
Permitted GFA: 410,000 sq ft

Uses: Commercial
Parking: Above and below grade

Maximum Height: 220′

Primary pedestrian access: Dawes St
Vehicular access: Dawes St

Parcel G is a commercial building located on Dawes Street. The western corner of this building enjoys a prominent location on pocket park north of pocket park north of Baldwin Park.

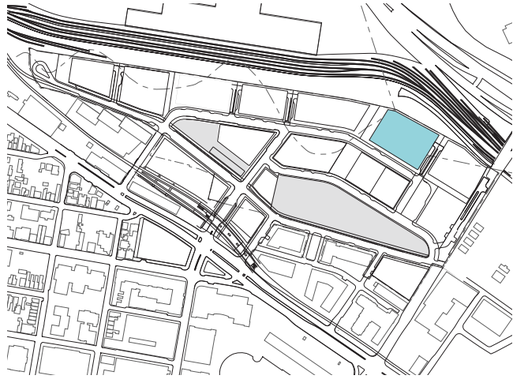
Special corner treatment should be considered at Dawes Street and the pocket park north of Baldwin Park to create a visual relationship from NorthPoint Common. Building design shall give special consideration to the streetscape, scale and legibility of Dawes Street, and the scale and character of the pocket park north of Baldwin Park. The building design shall give special consideration to the activation of the ground floor. Special consideration should be made to the relationship to the north with the railyards.

The configuration shall positively use the orientation and exposure to sun by means of terraces, and minimize shadows on parks and surrounding buildings. Top portion of the building should be set back from the pocket park north of Baldwin Park to create a comfortable human scale. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (Section 3.2.2).

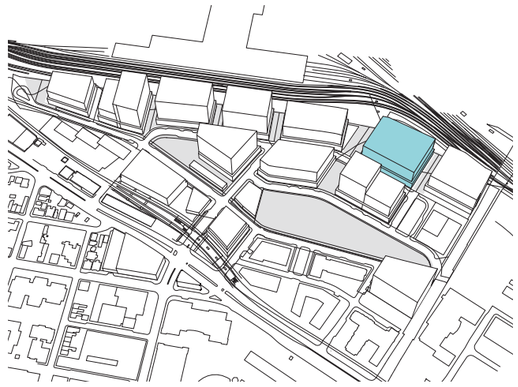
Relationship to Parcel L and M buildings should be carefully studied in creating a comfortable pedestrian experience along Dawes Street and a skyline identity. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.



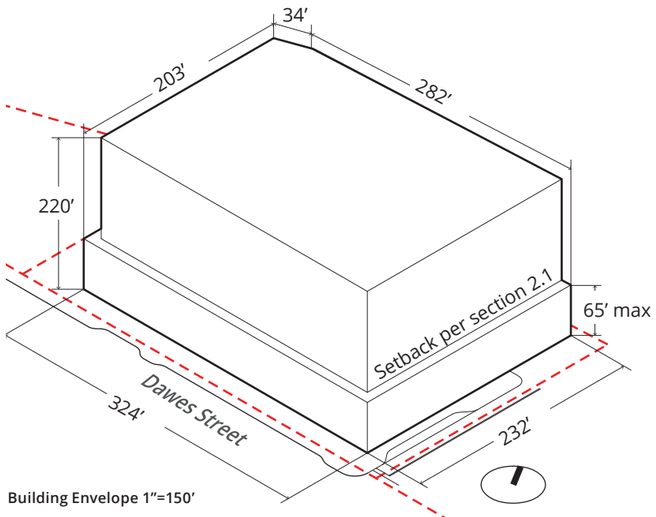
Site Plan 1" = 100′



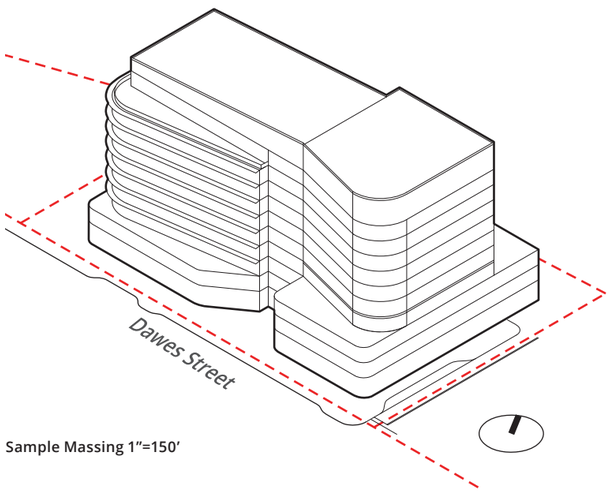
Key Map



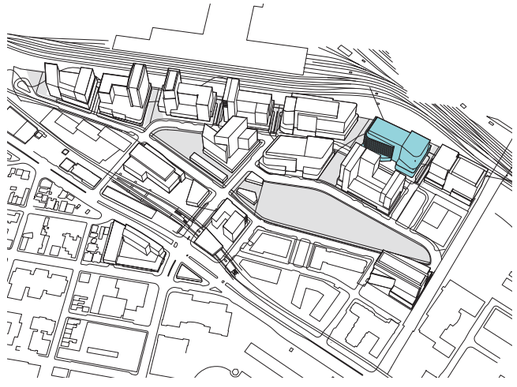
Building Envelope Axonometric



Building Envelope 1"=150′



Sample Massing 1"=150′



Sample Massing Axonometric

EXHIBIT: 59 PARCEL G ILLUSTRATIVE DRAWINGS

5.7 PARCEL H

Parcel Size: 79,430 sq ft
Permitted GFA: 345,000 sq ft

Uses: Commercial
Parking: Above and below grade

Maximum Height: 150′

Primary pedestrian access: Dawes St
Vehicular access: Dawes St

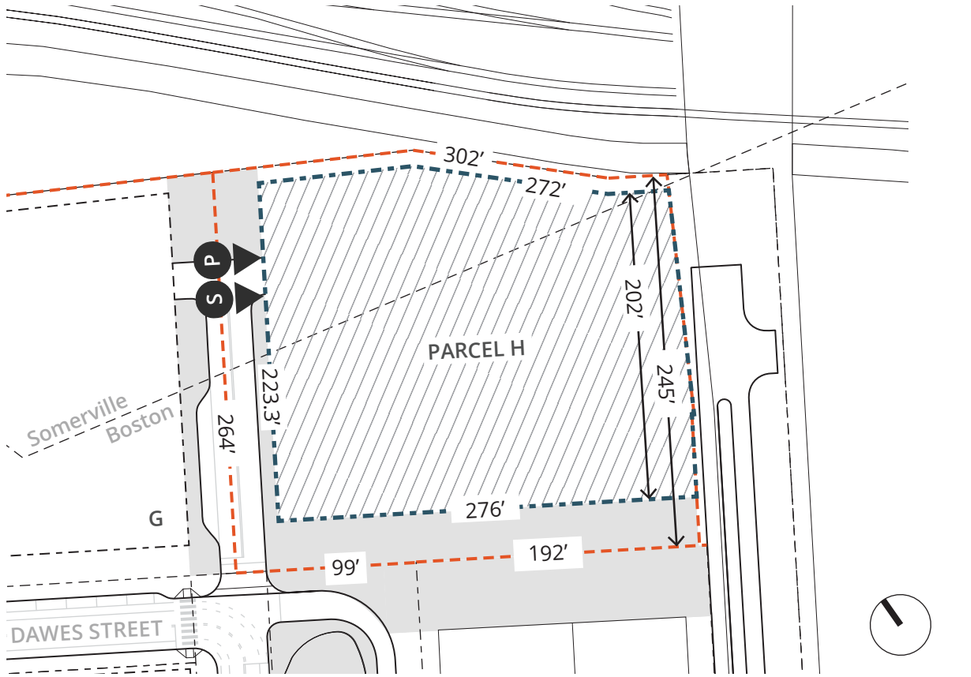
Parcel H is a commercial building prominently located on Gilmore Bridge, the Brian P. Murphy Memorial Staircase and at the end of Child Street Park.

The building design should create a special visual terminus to Child Street Park and contribute to the scale and character of this park using visual articulation, welcoming ground floor programs such as lobbies, and a high level of transparancy. Iconic presence of the building on Gilmore Bridge from the City of Boston and regional transit ways should be carefully considered.

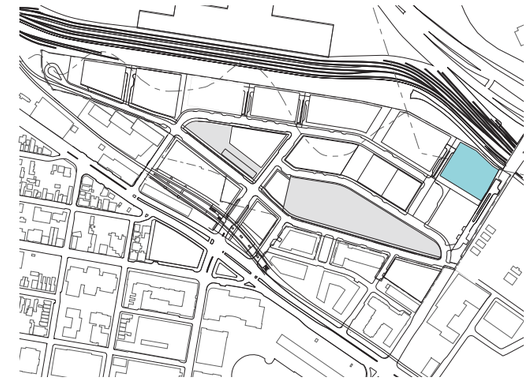
The building design shall give special consideration to the streetscape and scale of Dawes Street, The Brian P. Murphy Memorial Staircase and the Gilmore Bridge. Engagement with and activation of Brian P. Murphy Stair should be carefully considered and east-west connections on and beside the Murphy Staircase should be studied. The building design should encourage entrances at the Gilmore Bridge elevation to create a more dynamic pedestrian environment leading to the Orange Line T stop and Charlestown. The sidewalk on the Gilmore Bridge may be extended up to the building. The building design should also consider the northeast corner to be inviting to pedestrians and bicycles arriving from Community College Orange Line Station. Special consideration should be given to the relationship to the north with the railyards.

Building configuration shall positively use the orientation and exposure to sun by means of terraces and minimize shadows on parks and surrounding buildings. Top portion of the building should be concentrated to the north of the parcel and set back from Child Street Park to create a comfortable human scale. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (Section 3.2.2).

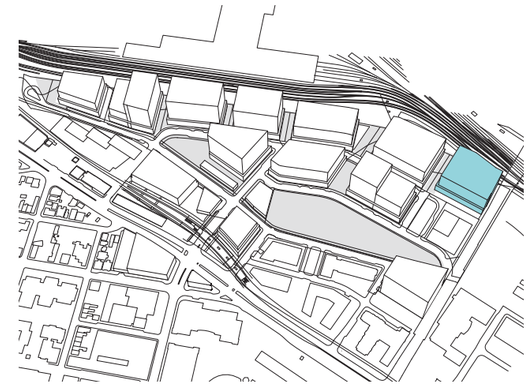
Relationship to Parcel N and G buildings should be carefully studied in creating an overall skyline identity. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.



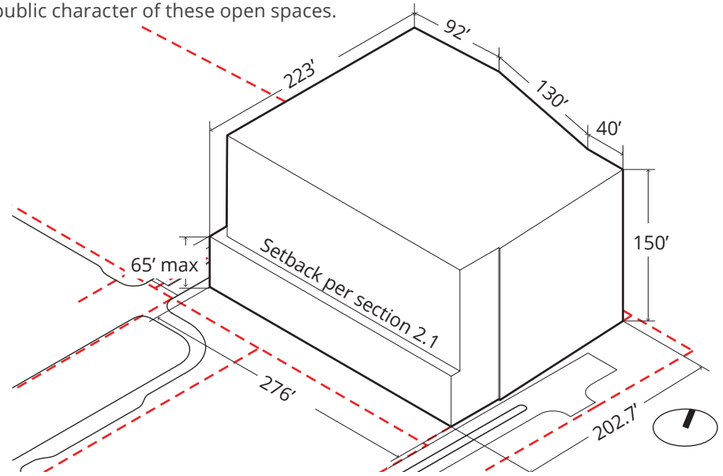
Site Plan 1″ = 100′



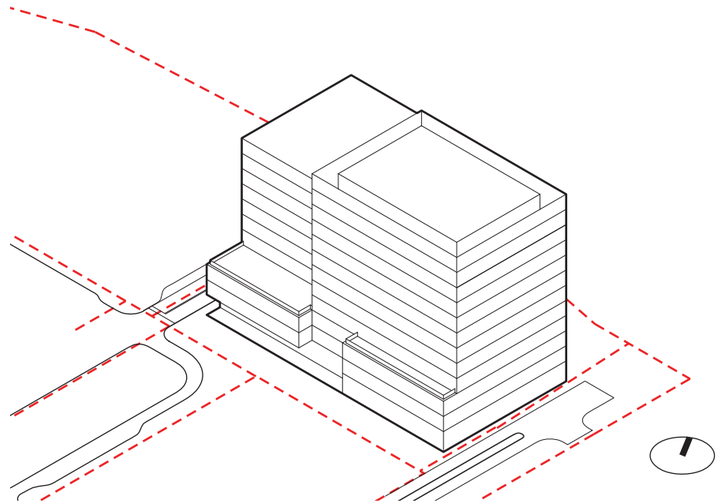
Key Map



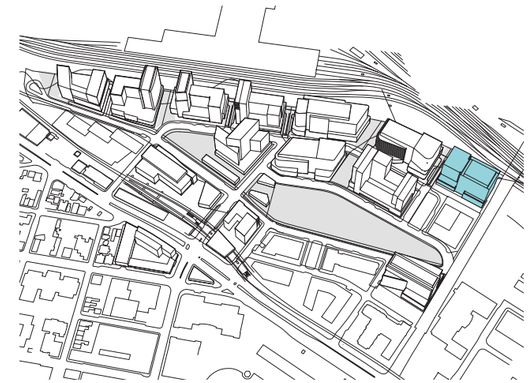
Building Envelope Axonometric



Building Envelope 1″=150′



Sample Massing 1″=150′



Sample Massing Axonometric

EXHIBIT: 60 PARCEL H ILLUSTRATIVE DRAWINGS

5.8 PARCEL I

Parcel Size: 100,837 sq ft
Permitted GFA: 390,000 sq ft

Uses: Mixed-use
Parking: Below grade

Maximum Height: 220′

Primary pedestrian access: First St, Dawes St, North Point Blvd
Vehicular access: Dawes St

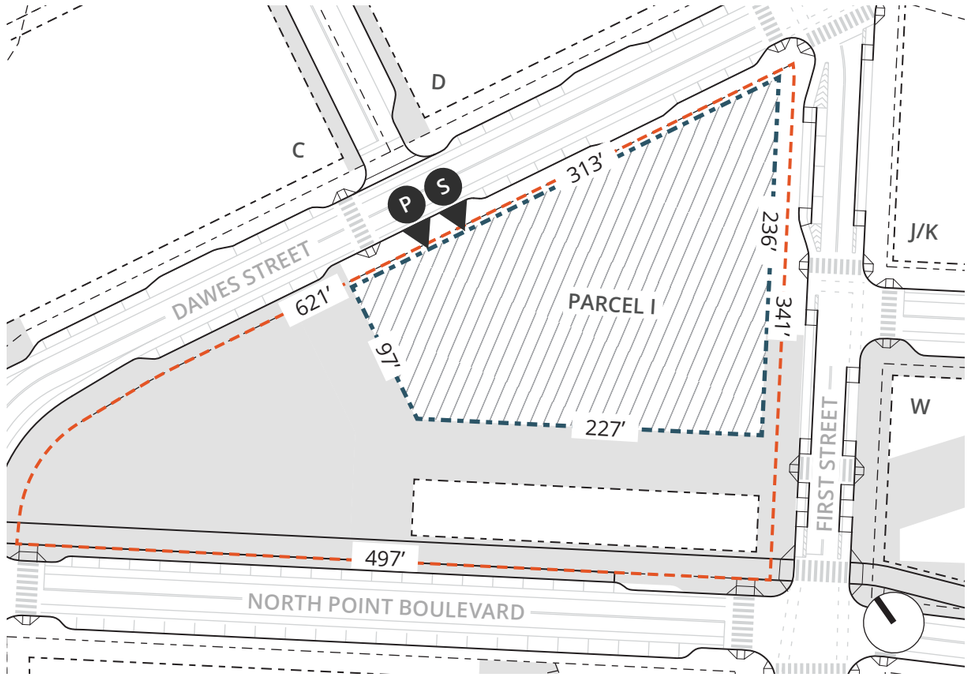
Parcel I is the most prominent building in NorthPoint situated at the lynch pin intersection of North First Street, NorthPoint Boulevard, NorthPoint Common and Dawes Street. This mixed-use/residential parcel also consists of the retail plaza and park at the end of Water Street.

The building on Parcel I should resolve multiple geometries that converge on this site to create an iconic top of the building that also becomes a visual landmark for NorthPoint. In designing the top of the building, its presence as it is seen from First Street in East Cambridge, NorthPoint Common and Water Street Park should be considered.

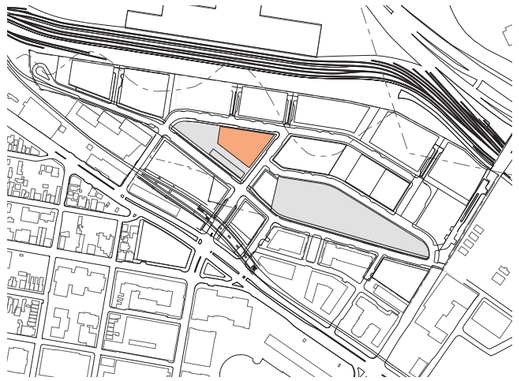
The building design shall give special consideration to the streetscape, scale and character of the park at the end of Water Street, North First Street, Dawes Street and the retail plaza. Retail frontage should be maximized along North First Street and the retail plaza.

Building configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Top portion of the building should be set back from the retail plaza and open space to create a comfortable human scale along the plaza and in relationship to small retail buildings. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining the character of Dawes and North First Street.

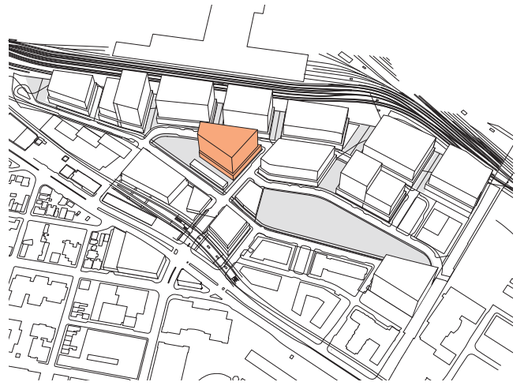
Relationship to Parcel JK and Parcel D buildings should be carefully studied in creating an overall skyline identity. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.



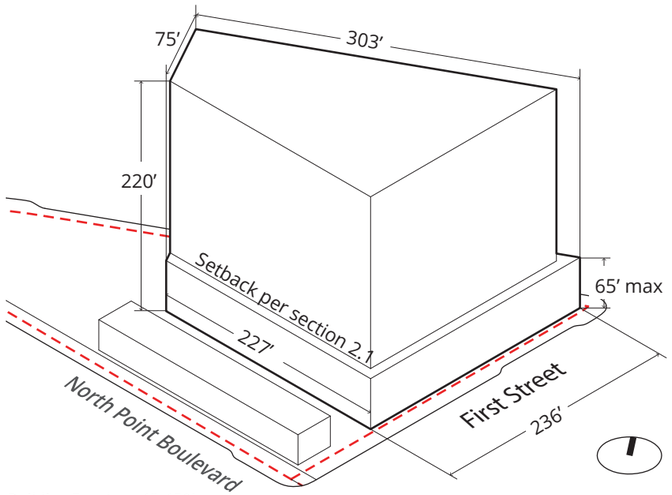
Site Plan 1" = 100′



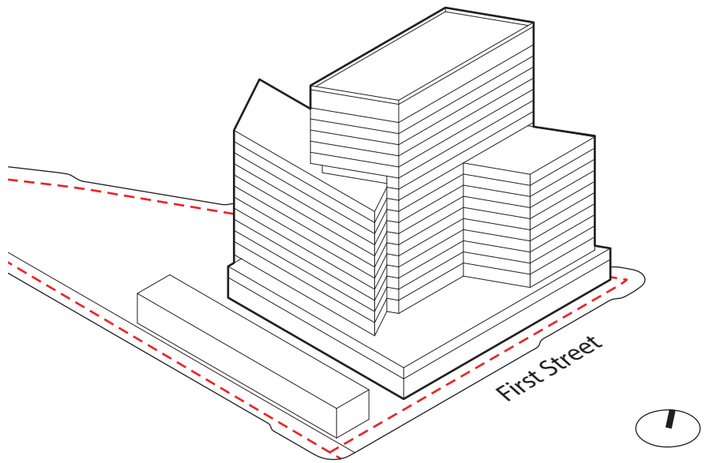
Key Map



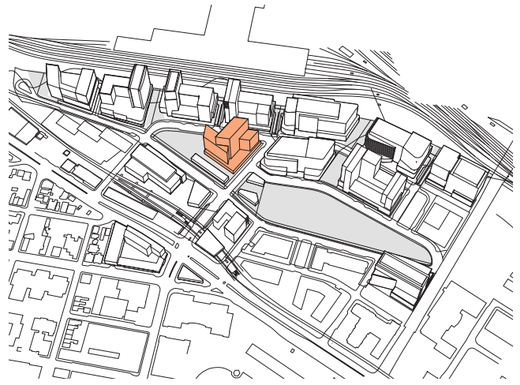
Building Envelope Axonometric



Building Envelope 1"=150′



Sample Massing 1"=150′



Sample Massing Axonometric

EXHIBIT: 61 PARCEL I ILLUSTRATIVE DRAWINGS

5.9 PARCEL I RETAIL

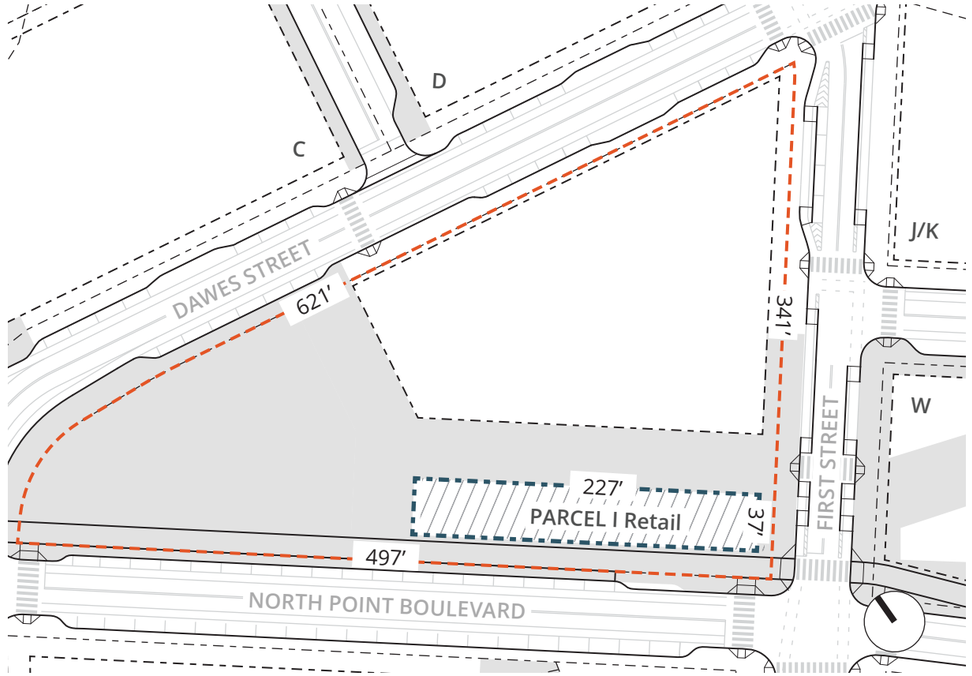
Parcel I small retail buildings are an important component of NorthPoint public realm. They are created to activate the public realm and also create a sense of human scale that will balance the scale of adjacent buildings. Further, they are important elements that enhance east-west connectivity between NorthPoint Common and Water Street Park, while defining North First Street as a retail corridor.

The small retail buildings should be designed to have a visual presence from First Street as well as Water Street Park. Retail frontage should be maximized along North First Street and the retail plaza. In designing these buildings, it is important to shape them to maintain visual connections to NorthPoint Common from First Street and the Retail Square.

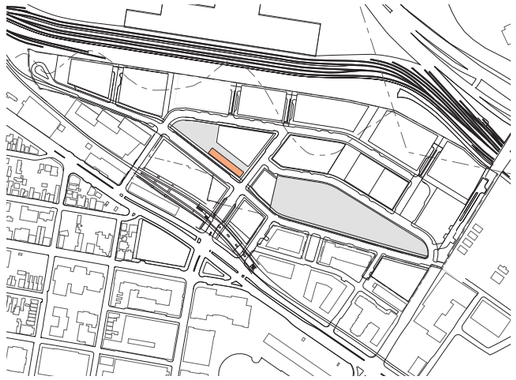
Building design shall give special consideration to the streetscape and scale of the Water Street Park and the retail plaza; retail frontage should be maximized along all sides. Transparency is highly encouraged to enable views through the retail buildings. The design of the retail buildings should maintain clear physical and visual lines of sight between NorthPoint Common, Parcel W and Water Street Parks. These structures should have interesting roofscapes as they will be highly visible from the majority of the buildings at NorthPoint.

North-south through connections from NorthPoint Boulevard/Multi-use Path to the retail plaza should be provided. The design of these buildings should carefully follow the Multi-Use Path Guidelines (Section 4.8).

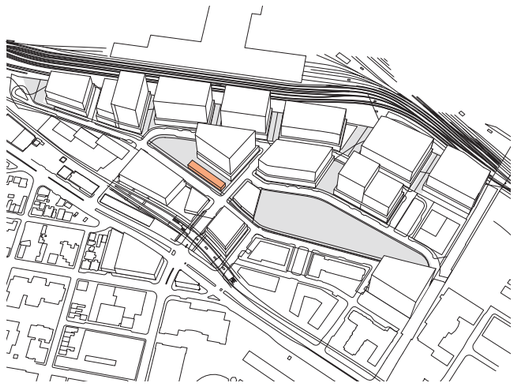
Building configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows, and minimize shadows on parks and surrounding buildings.



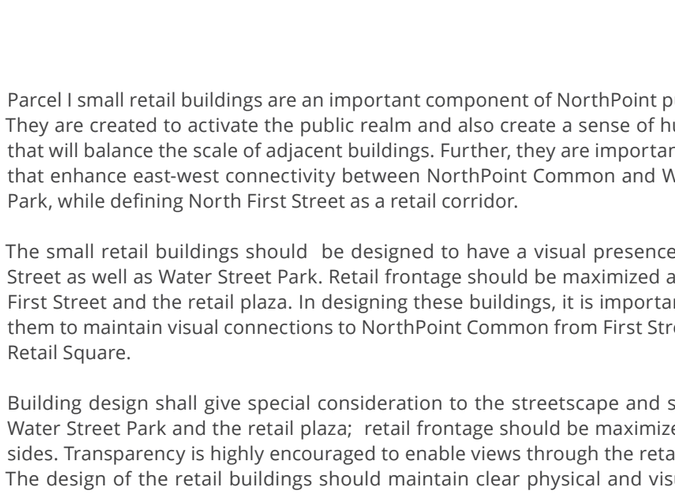
Site Plan 1" = 100'



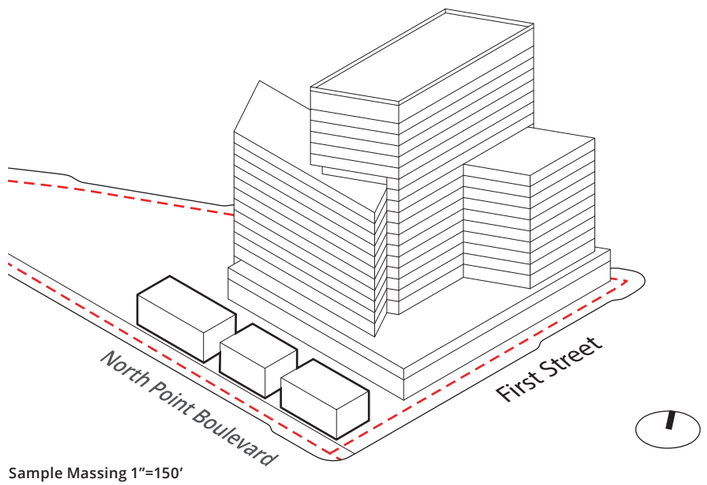
Key Map



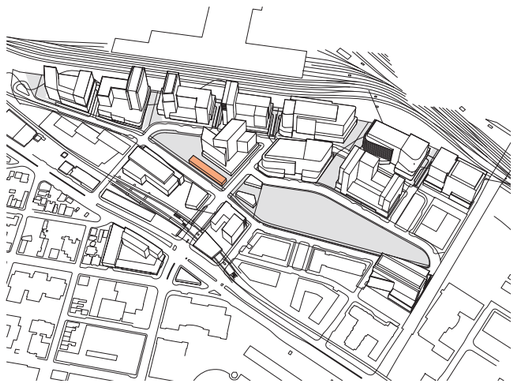
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 62 PARCEL I RETAIL ILLUSTRATIVE DRAWINGS

5.10 PARCEL JK

Parcel Size: 62,502 sq ft
Permitted GFA: 370,000

Uses: Mixed-use
Parking: Below grade

Maximum Height: 150'

Primary pedestrian access: North St, First St
Vehicular access: Dawes St

Parcel JK is a prominent building in NorthPoint situated on North First Street at North Street. This commercial building also enjoys a presence on Baldwin Park and NorthPoint Common.

The building on Parcel JK will be highly visible from North First Street and also presents a broad facade along the park. The opportunity to create an iconic presence should be balanced with mitigating the massing and scale of the building. In designing this building its presence as it is seen from North First Street, NorthPoint Common and Baldwin Park should be carefully considered. Building design shall give special consideration to the streetscape and scale of North First Street, North Street and Baldwin Park.

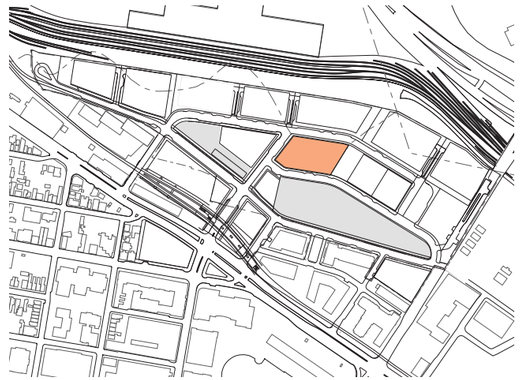
The building design shall give special consideration to the transparency and activation of the ground floor. Retail frontage should be maximized along North First Street and the western portion of North Street.

Building configuration shall positively use the orientation and exposure to sun by means of terraces, and minimize shadows on parks and surrounding buildings. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes and North Street.

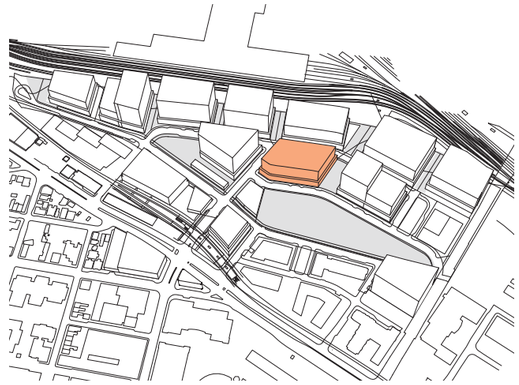
Relationship to Parcel EF and Parcel I buildings should be carefully studied in creating an overall skyline identity. The design should recognize that the building on this parcel abuts Baldwin Park, and take into consideration views, shadows, noise and the public character of these open spaces.



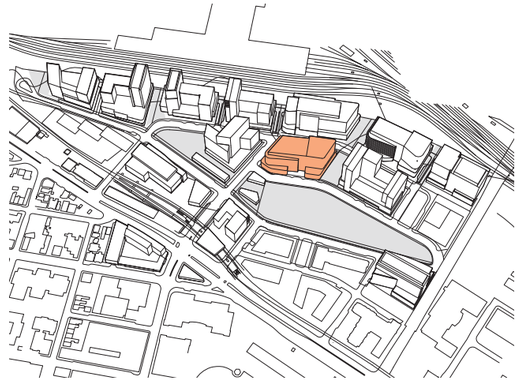
Site Plan 1" = 100'



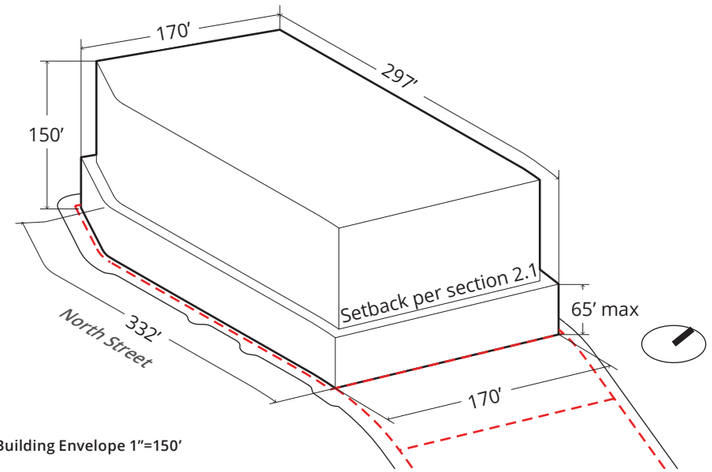
Key Map



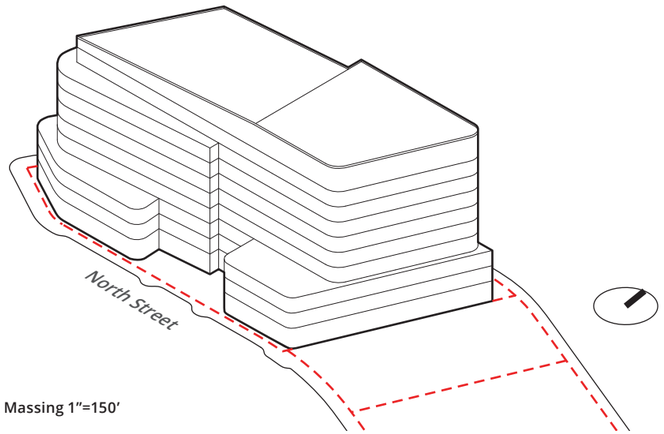
Building Envelope Axonometric



Sample Massing Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'

EXHIBIT: 63 PARCEL JK ILLUSTRATIVE DRAWINGS

5.11 PARCEL LM

Parcel Size: 30,475 sq ft (L) 30,475 sq ft (M)
Permitted GFA: 286,000 sq ft (L) 208,400 sq ft (M)

Uses: Residential
Parking: Below grade

Maximum Height: L 220′ and M 150′

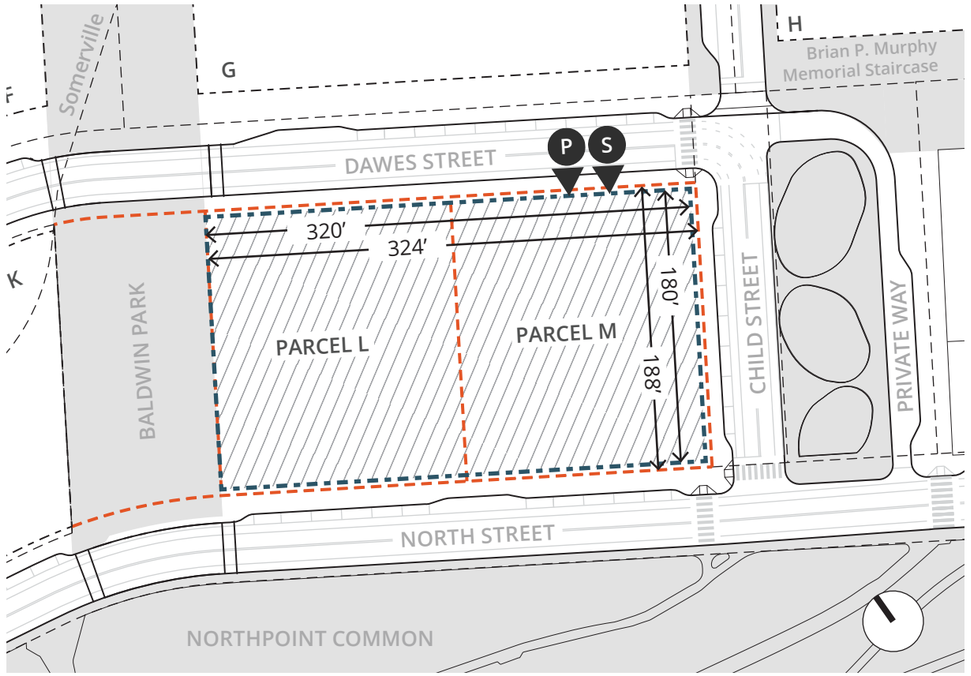
Primary pedestrian access: North St, Dawes St
Vehicular access: Dawes St

Parcel LM is a residential building(s) located at the corner of NorthPoint Common and Baldwin Park on North Street.

The building on Parcel LM will be highly visible from North First Street and also presents a broad facade along the park. The opportunity to create an iconic presence should be balanced with mitigating the massing and scale of the building. Buildings should avoid continuous massing longer than 100 feet facing residential streets and 200 feet facing mixed-use and retail streets. If massing extends beyond this length, it should be made permeable and visually articulated as several smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements.

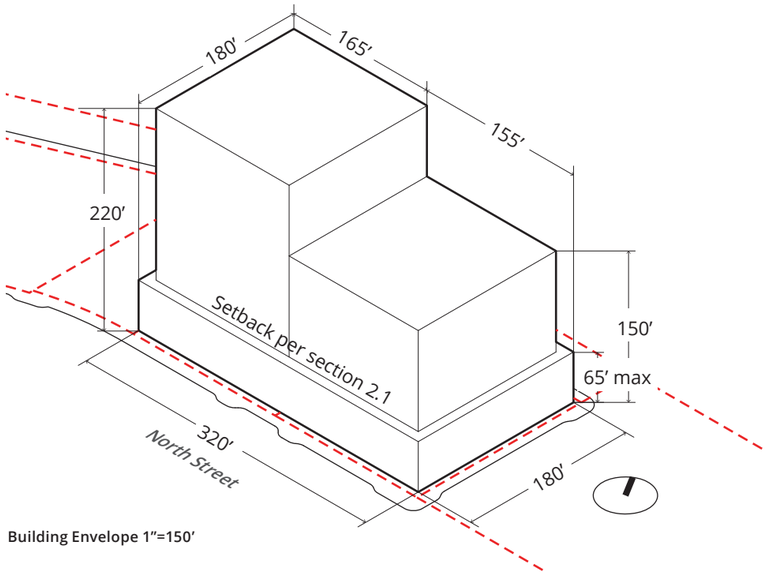
In designing this building, its presence as it is seen from NorthPoint Common, Child Street and Baldwin Park should be carefully considered. The building design shall give special consideration to the streetscape and scale of North Street, Dawes Street, Child Street and Baldwin Park, and contribute to the character and scale of open space to encourage informal interaction and enliven the streetscape with active ground floor uses and a variety of residential types (S.2.2.1). Retail frontage should be focused at the corner of Baldwin Park and North Street.

The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining the character of Dawes and North Street and Baldwin Park. Relationship to Parcel G and existing buildings should be carefully studied in creating an overall skyline identity. The design should recognize that the building on this parcel abuts Baldwin Park and Child Street Park, and take into consideration views, shadows, noise and the public character of these open spaces.

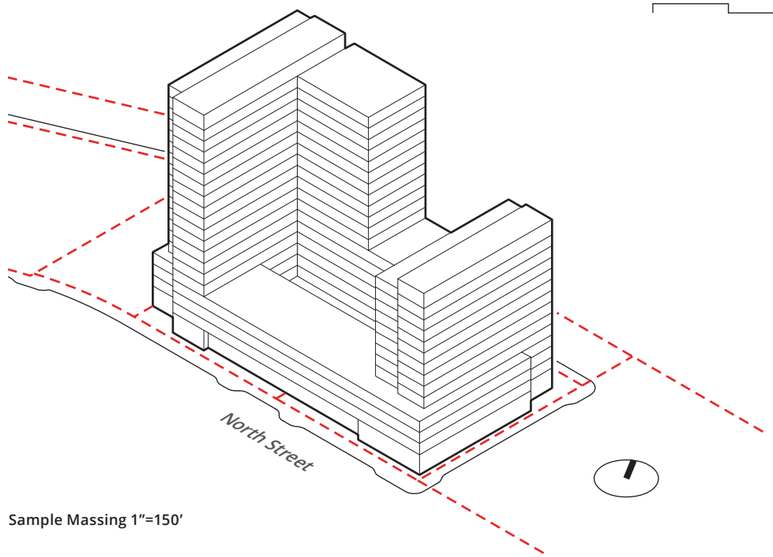


Site Plan 1″ = 100′

0 50 100 200 ft

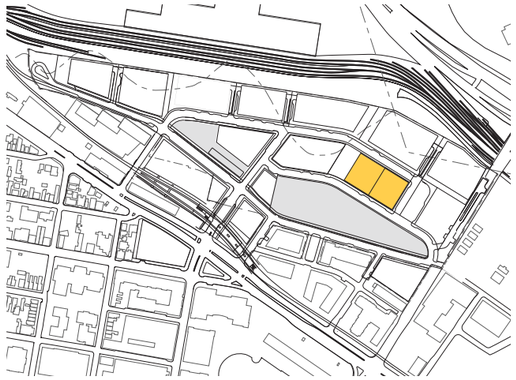


Building Envelope 1″=150′

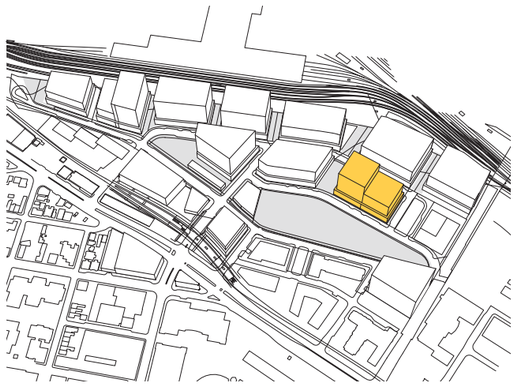


Sample Massing 1″=150′

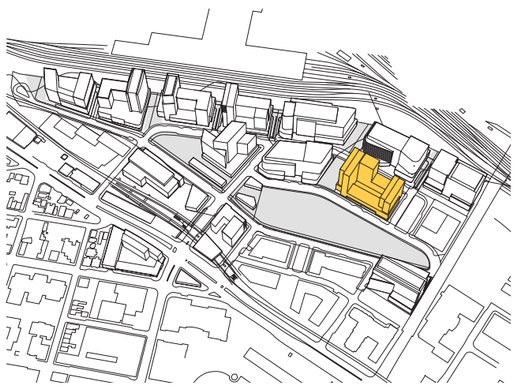
EXHIBIT: 64 PARCEL LM ILLUSTRATIVE DRAWINGS



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

5.12 PARCEL Q1

Parcel Size: 11,584 sq ft
Permitted GFA: 14,000 sq ft

Uses: Commercial
Parking: Below grade

Maximum Height: 42'

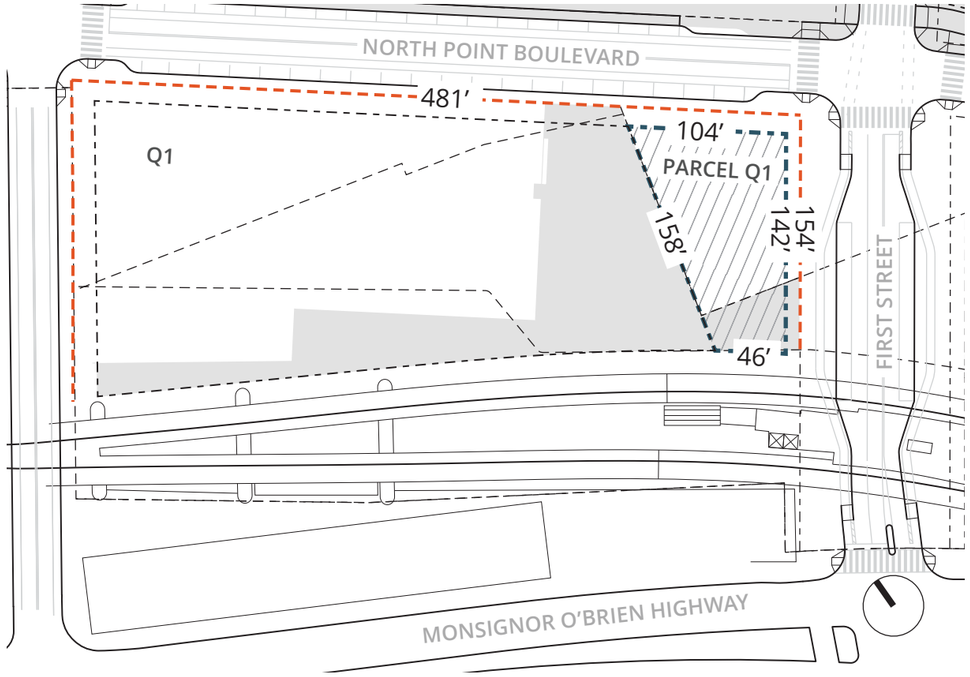
Primary pedestrian access: First St, North Point Blvd
Vehicular access: North Point Blvd

Parcel Q1 is an important corner retail building at the critical intersection of North First Street and NorthPoint Boulevard. Unlike the two other small retail buildings on Parcel I and Parcel W, which are a part of the public realm, Parcel Q1 should be treated as an urban street corner building.

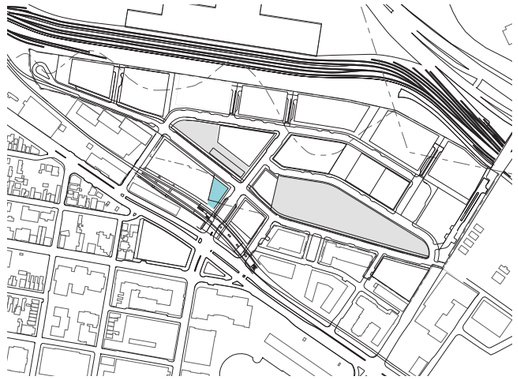
The design of the building should recognize its significant presence on the corner of North First Street and NorthPoint Boulevard and the role of green connectivity down First Street to NorthPoint Common. In designing these buildings, it is important to shape them to maintain visual connections to NorthPoint Common from First Street and the Retail Square. Special consideration should be made to the relationship to the MBTA Green line viaduct to the south.

The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Special corner treatment should be considered on NorthPoint Boulevard and North First Street. The building design shall give special consideration to the streetscape, scale and character of First Street and the retail plaza; retail frontage should be maximized along all sides with a high level of transparency. Second floor terraces for restaurant seating are encouraged. These structures should have interesting roofscape as they will be highly visible from the majority of the buildings at NorthPoint.

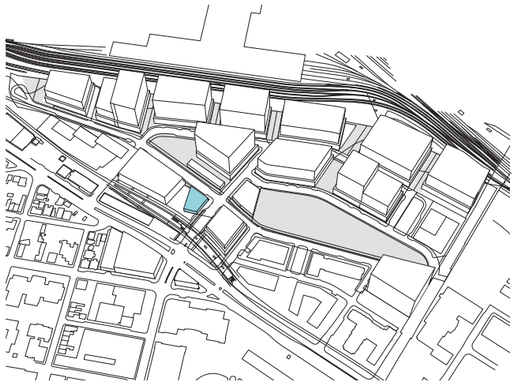
Building design shall accommodate new T Station to positively define the public realm. It should contribute to the activities, character and the scale of proposed Lechmere Square. Building design shall accommodate the activities of First Street that is designed as a major transit transfer and retail hub. It shall give special attention to interface with the T line to reduce noise and vibration by thoughtful building design and acoustical treatments. The building mass on First Street will be set back from the street to allow for gracious sidewalks.



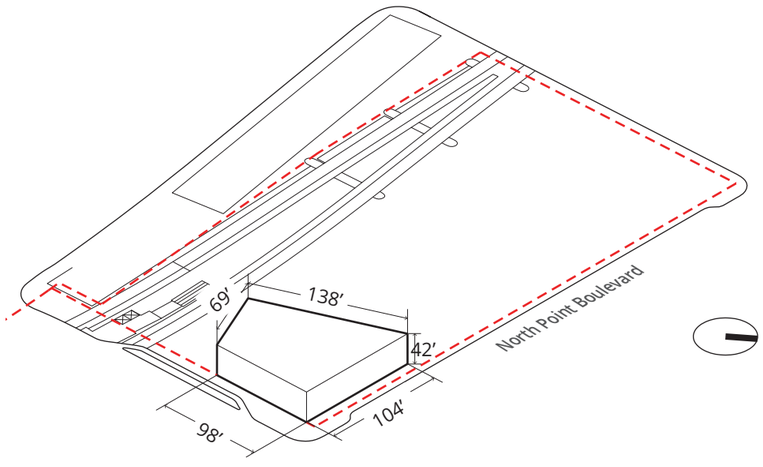
Site Plan 1" = 100'



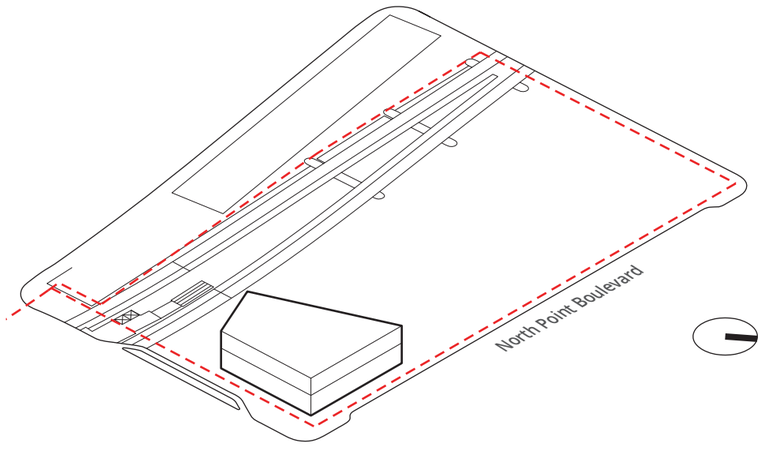
Key Map



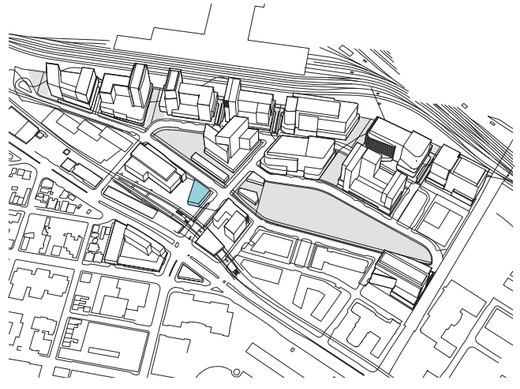
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 65 PARCEL Q1 ILLUSTRATIVE DRAWINGS

5.13 PARCEL Q2

Parcel Size: 114,928 sq ft
Permitted GFA: 151,062 sq ft

Uses: Commercial
Parking: Below grade

Maximum Height: 85'

Primary pedestrian access: North Point Blvd, Water St
Vehicular access: Water St

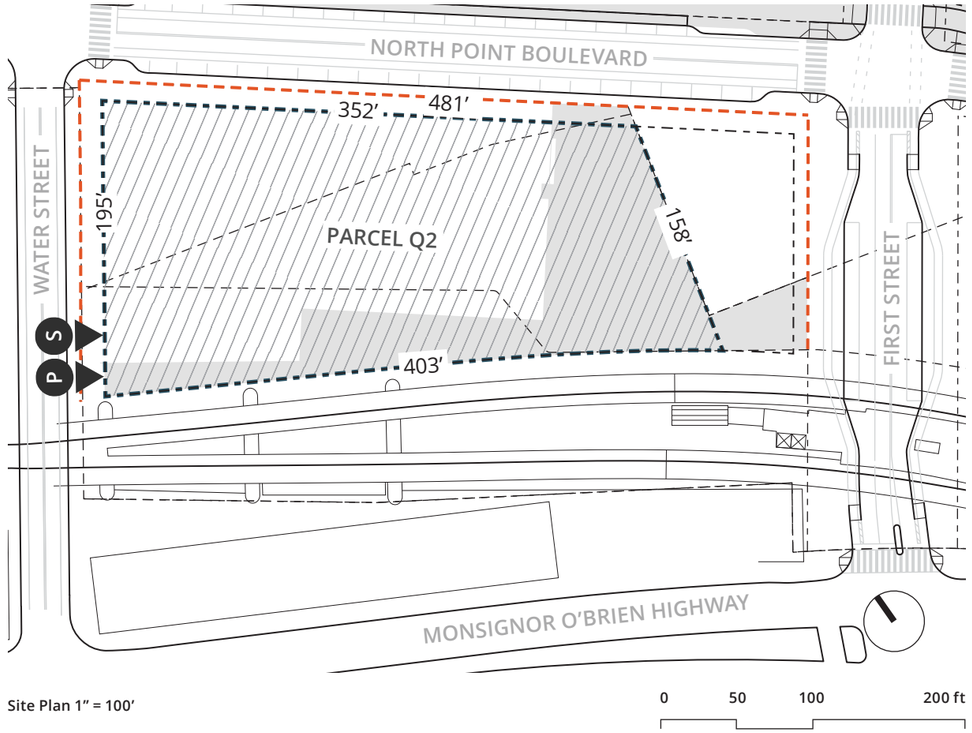
Parcel Q2 is a commercial building located on NorthPoint Boulevard. The parcel enjoys a very important edge of park at the end of Water Street and a pocket open space immediately to the east (between Parcels Q1 and Q2).

Create a special visual terminus to Water Street using visual articulation of base/middle and top. Buildings should avoid continuous massing longer than 100 feet facing residential streets and 200 feet facing mixed-use and retail streets. If massing extends beyond this length, it should be made permeable and visually articulated as several smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements.

The building design shall give special consideration to the streetscape, scale and character of NorthPoint Boulevard, Water Street and the pocket park to the east. The design of the building should recognize its significant visual presence on Parcel I open space. The building design shall give special consideration to the streetscape, scale and character of First Street and the retail plaza; retail frontage should be maximized along all sides with a high level of transparency. Active ground floor frontage should be maximized along NorthPoint Boulevard and the pocket park. Special consideration should be made to the relationship to the MBTA Green line viaduct to the south.

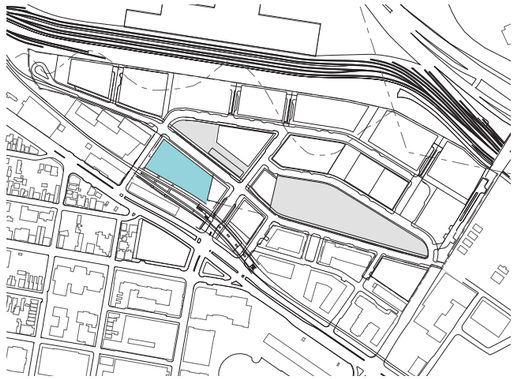
The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Special corner treatment should be considered on NorthPoint Boulevard. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of NorthPoint Boulevard.

Building design shall accommodate new T Station to positively define the public realm. It shall give special attention to interface with the T line to reduce noise and vibration by thoughtful building design and acoustical treatments. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.

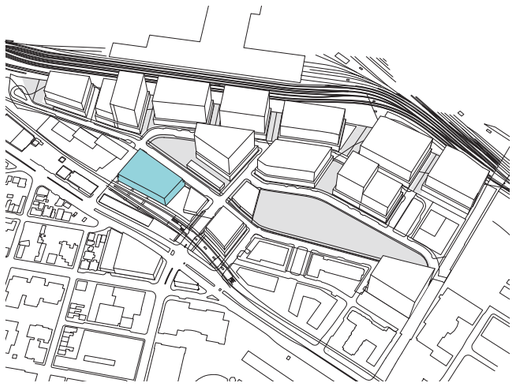


Site Plan 1" = 100'

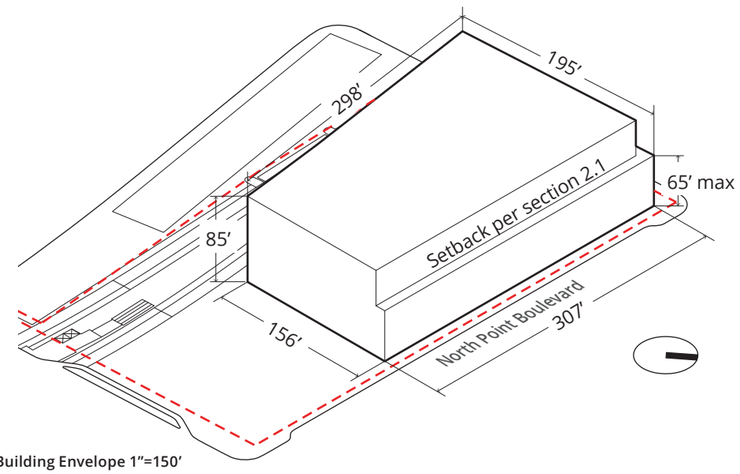
0 50 100 200 ft



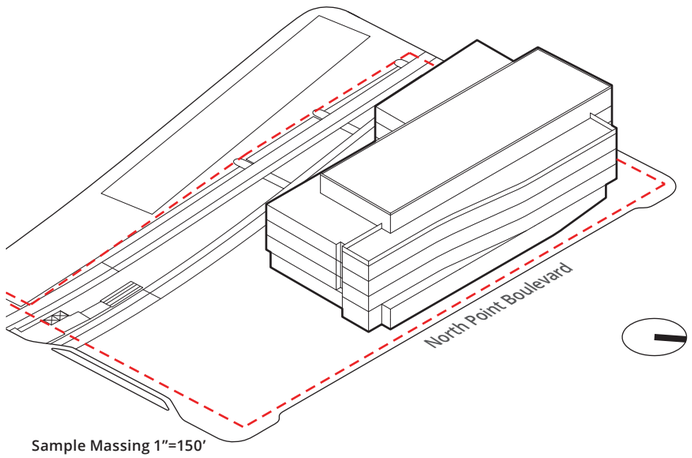
Key Map



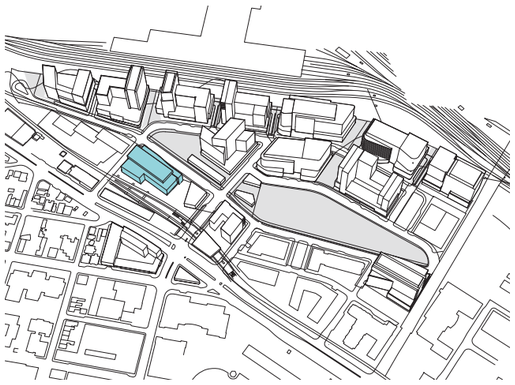
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 66 PARCEL Q2 ILLUSTRATIVE DRAWINGS

5.14 PARCEL R

Parcel Size: 46,343 sq ft
Permitted GFA: 148,945 sq ft

Uses: Mixed-Use
Parking: Below grade

Maximum Height: 85'

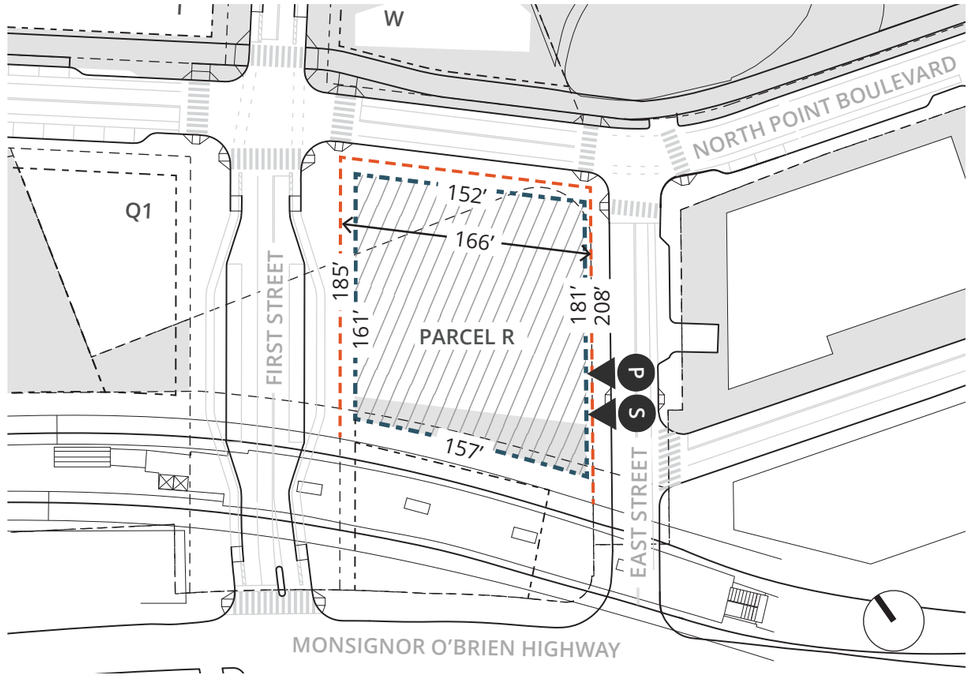
Primary pedestrian access: First St, North Point Blvd
Vehicular access: East St

Parcel R is a small, but a very important gateway building to NorthPoint. This residential building is located prominently on North First Street, East Street and NorthPoint Boulevard. The parcel enjoys a very important frontage on NorthPoint Common.

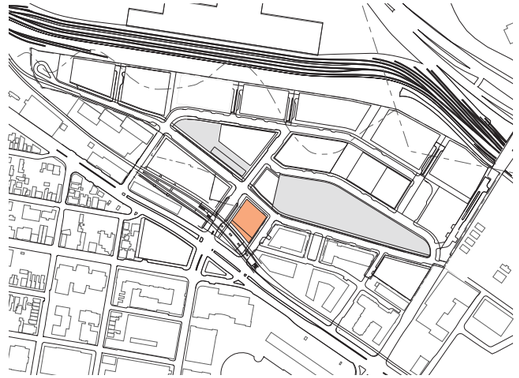
In designing this building, its presence as it is seen from North First Street, Msgr. O'Brien Highway and NorthPoint Common should be carefully considered. The building design shall give special consideration to the streetscape and scale of North First Street, NorthPoint Boulevard and East Street. Retail frontage should be maximized along North First Street and NorthPoint Boulevard . The ground floor shall address primary streets with a high level of transparency, and could include retail stores, restaurants, cafes and building entrances. Special consideration should be made to the relationship to the MBTA Green line viaduct to the south.

The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows, and minimize shadows on parks and surrounding buildings. Special corner treatment should be considered on NorthPoint Boulevard. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of North First Street and NorthPoint Boulevard.

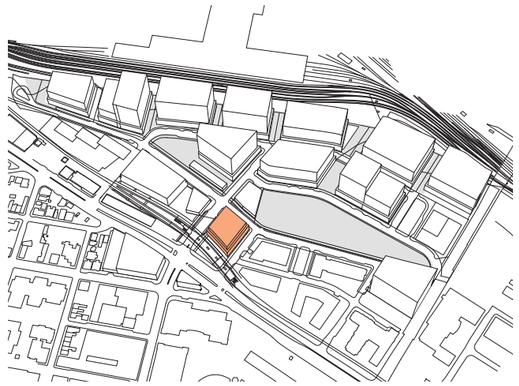
Building design shall accommodate the activities of First Street that is designed as a major transit transfer and retail hub. Building design shall accommodate new T Station to positively define the public realm. It should contribute to the activities, character and the scale of proposed Lechmere Square. It shall give special attention to interface with the T line to reduce noise and vibration by thoughtful building design and acoustical treatments.



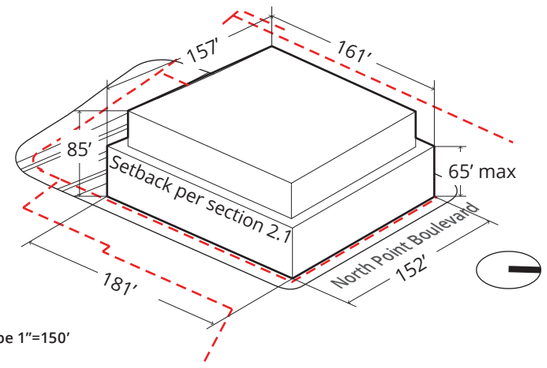
Site Plan 1" = 100'



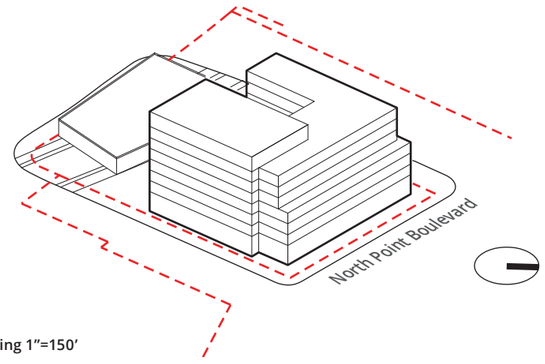
Key Map



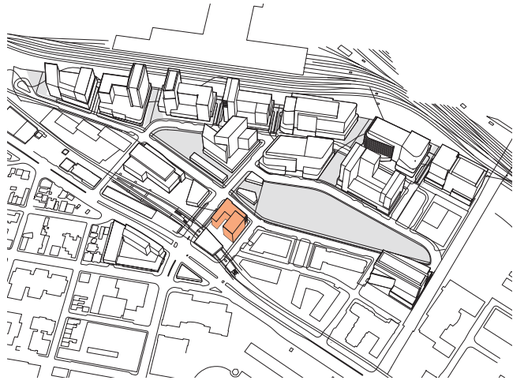
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 67 PARCEL R ILLUSTRATIVE DRAWINGS

5.15 PARCEL U

Parcel Size: 45,969 sq ft
Permitted GFA: 320,000 sq ft

Uses: Commercial
Parking: Above and below grade

Maximum Height: 220'

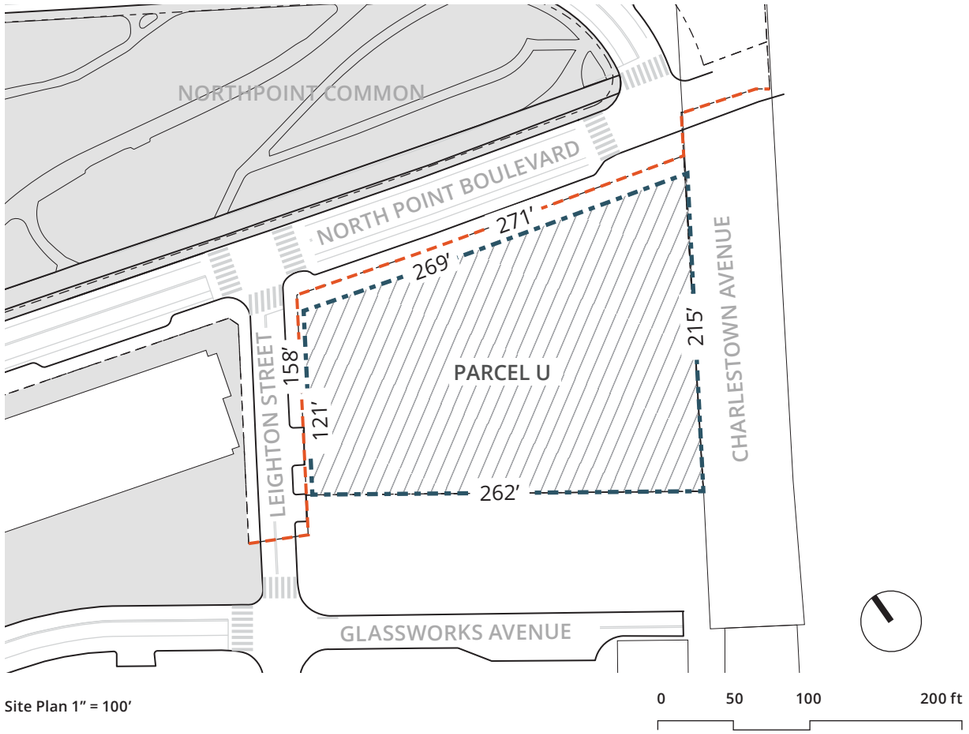
Primary pedestrian access: North Point Blvd, Charlestown Ave
Vehicular access: Leighton St

Parcel U is a commercial building prominently located on Gilmore Bridge and on NorthPoint Boulevard. The parcel enjoys a very important frontage on NorthPoint Common.

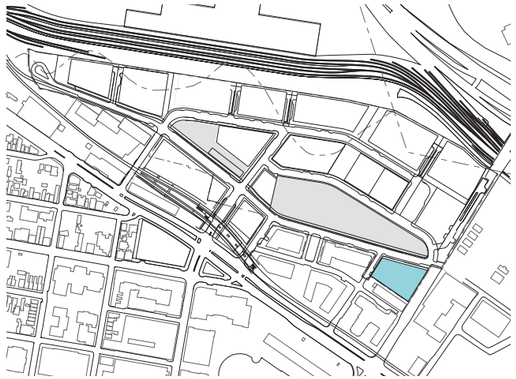
Iconic presence of the building on Gilmore Bridge from the City of Boston and regional transit ways should be carefully considered. The building design shall give special consideration to the streetscape and scale of NorthPoint Boulevard, Leighton Street and the Gilmore Bridge.

The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Taller elements of the building should be set back from NorthPoint Common to create a comfortable human scale. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of NorthPoint Boulevard.

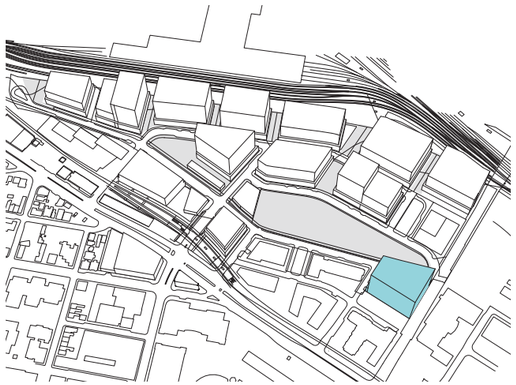
Relationship to Parcel Tango and Archstone should be carefully studied. Building design should positively contribute to the streetscape on the South Park Street and take advantage of the views to the central park and surrounding areas. Building design shall make a special effort to respond to and integrate the adjoining Charles E. Smith Development, now renamed Avalon. Building design should have entrances from the Gilmore Bridge at a higher level to create an opportunity for enhanced public realm.



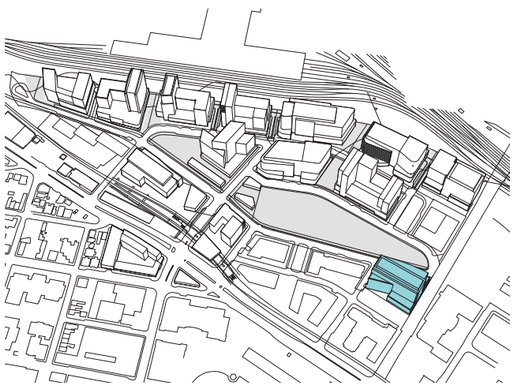
Site Plan 1" = 100'



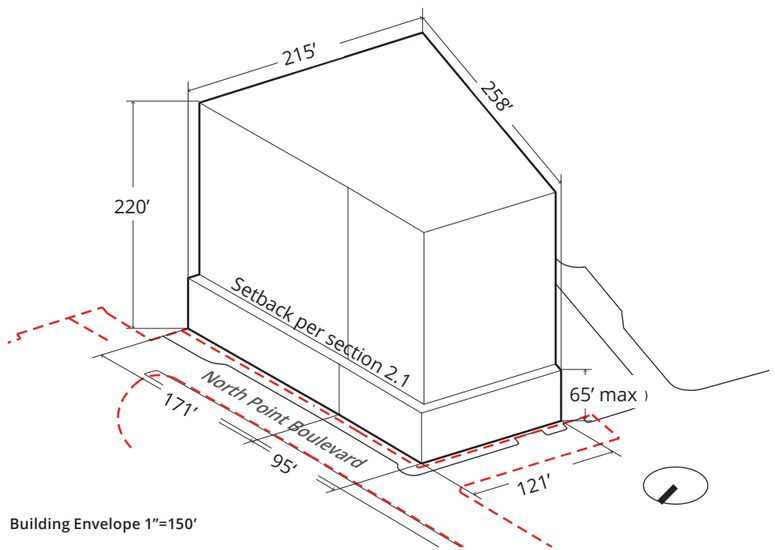
Key Map



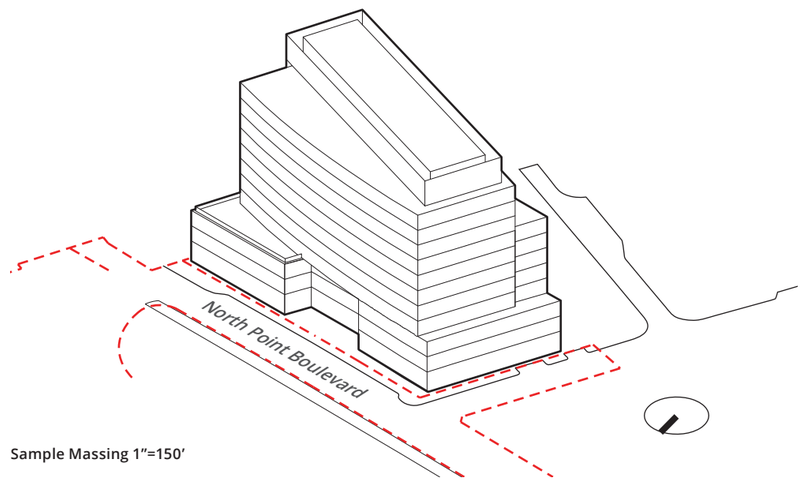
Building Envelope Axonometric



Sample Massing Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'

EXHIBIT: 68 PARCEL U ILLUSTRATIVE DRAWINGS

5.16 PARCEL V

Parcel Size: 60,006 sq ft
Permitted GFA: 199,855 sq ft

Uses: Residential
Parking: Below grade

Maximum Height: 35’/65’

Primary pedestrian access: Cambridge St
Vehicular access: Cambridge St

Parcel V is an important parcel that integrates NorthPoint closely with the East Cambridge neighborhood. It also forms a gateway to the neighborhood and Cambridge Street retail. This parcel will be for residential use and will also be the location of the public market.

Iconic presence of the building from Msgr. O’Brien Highway and Lechmere Station should be carefully considered. The building design shall give special consideration to the streetscape and scale of North First Street, Cambridge Street and Msgr. O’Brien Highway. Scale transition to smaller-scale buildings to the west should be carefully considered.

The configuration shall positively use the orientation and exposure to sun by means of balconies, terraces and bay windows and minimize shadows on parks and surrounding buildings. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Cambridge Street.

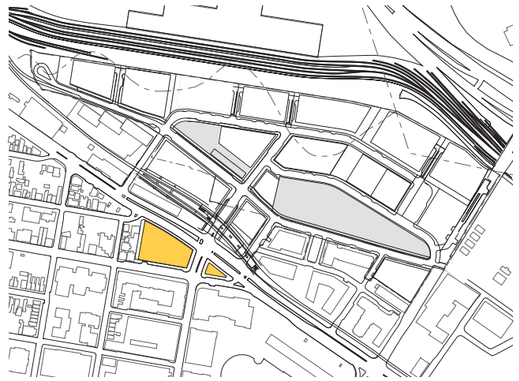
Elements of the existing MBTA Green line shed or architectural character should be maintained along Cambridge Street. Material articulation or architectural detailing should be used to humanize the scale of the buildings.

The building mass on First Street will be set back from the street to allow for gracious sidewalks. The ground floor shall address primary streets with a high level of transparency, and could include retail stores, restaurants, cafes and building entrances. First Street is designed as a major transit transfer and retail hub with a focus on pedestrian movement – building design should make any necessary consideration to accommodate these activities.

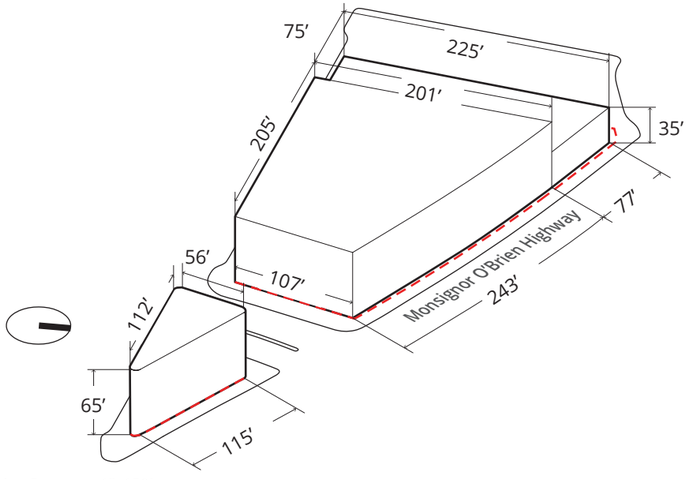
Building design shall facilitate and enhance the important transition from the East Cambridge neighborhood to NorthPoint, especially the pedestrian movement across O’Brien Highway to the new Lechmere T Station. Building design shall make a special effort to respond to and integrate with the nearby residential project at One First Street.



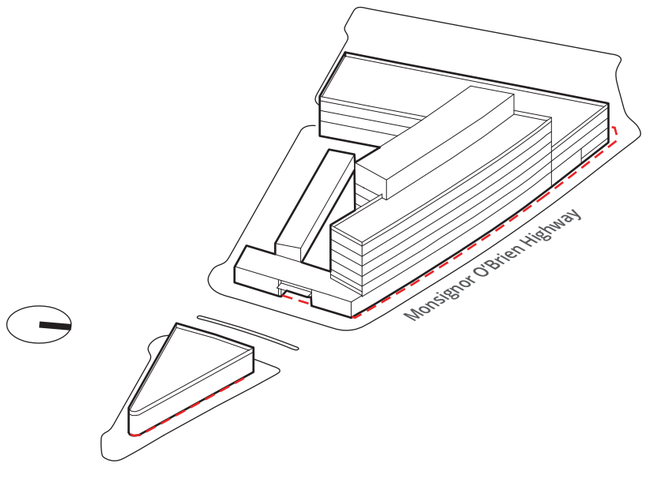
Site Plan 1” = 100’



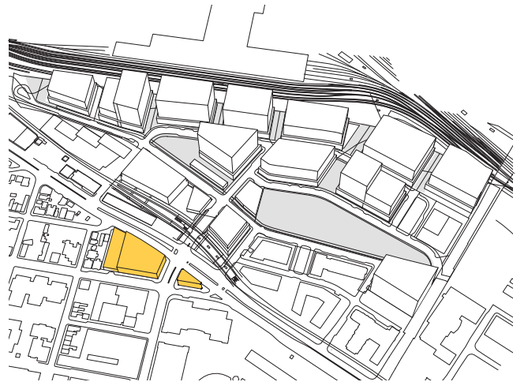
Key Map



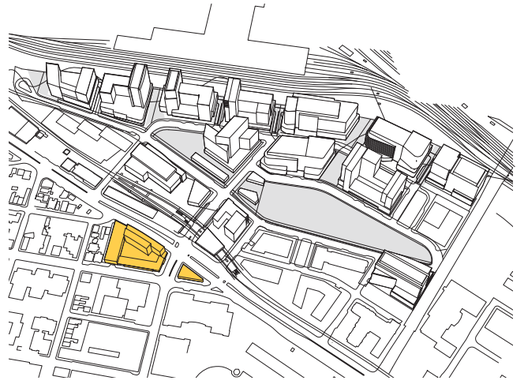
Building Envelope 1”=150’



Sample Massing 1”=150’



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 69 PARCEL V ILLUSTRATIVE DRAWINGS

5.17 PARCEL W

Parcel Size: 20,743 sq ft
Permitted GFA: 18,000 sq ft

Uses: Commercial
Parking: N/A

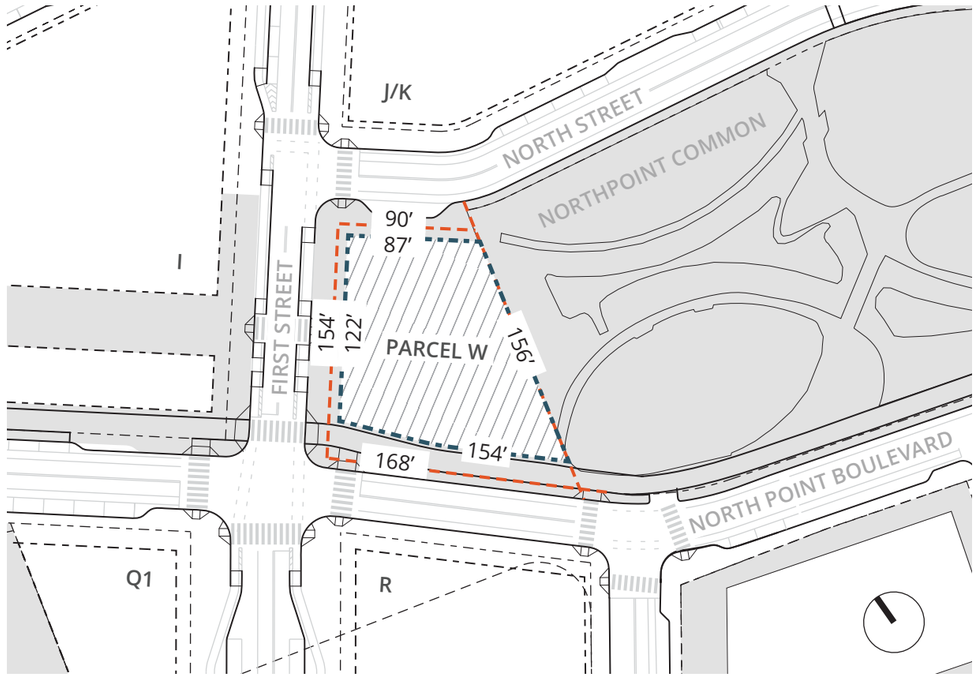
Maximum Height: 85'/220'

Primary pedestrian access: First St, North St, North Point Blvd
Vehicular access: North St

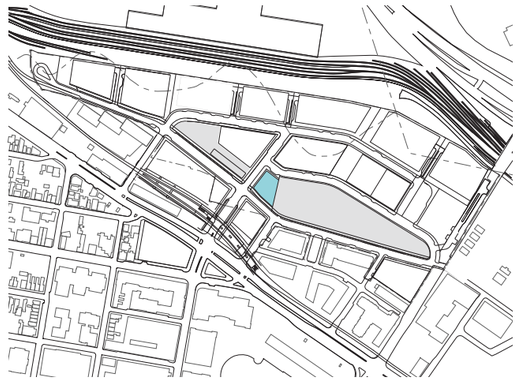
Parcel W's small retail buildings are an important component of NorthPoint public realm and are planned to activate NorthPoint Common. They are important in establishing human scale in NorthPoint – but also enhance east-west connectivity between NorthPoint Common and Parcel I.

In designing these buildings, it is important to shape them to maintain visual connections to NorthPoint Common from First Street and the Retail Square. The design for the retail plaza should explore shading devices such as pergolas or canopies that are create an important visual identity for Parcel W as an important component of NorthPoint's public realm. The small retail buildings should be designed to have a visual presence from First Street and the train station. Transparency is highly encouraged to enable views through the retail buildings.

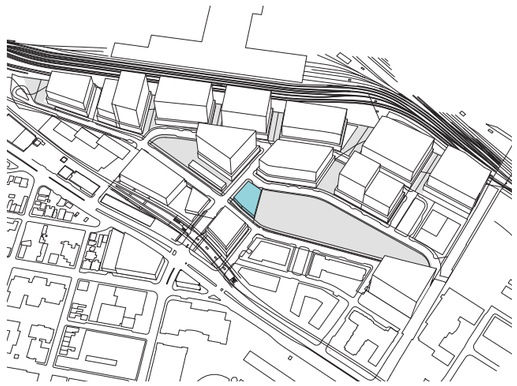
The building design shall give special consideration to the streetscape and scale of NorthPoint Common and the retail plaza; retail frontage should be maximized along all sides. Second floor terraces for restaurant seating are encouraged. These structures should have interesting roofscape as they will be highly visible from the majority of the buildings at NorthPoint.



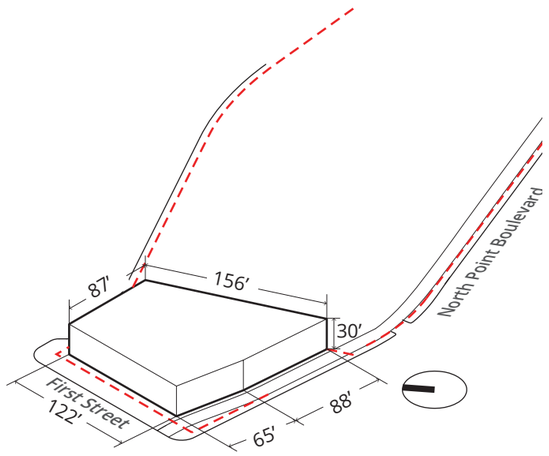
Site Plan 1" = 100'



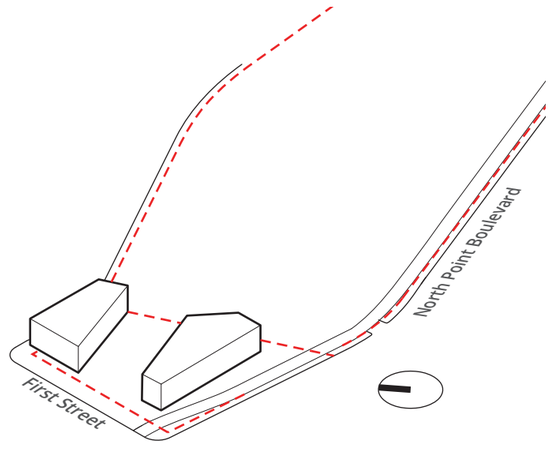
Key Map



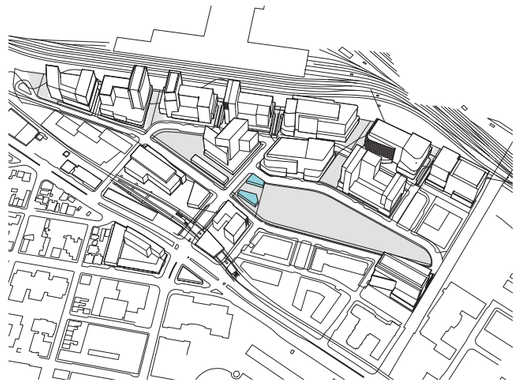
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 70 PARCEL W ILLUSTRATIVE DRAWINGS



06
Model Images and Digital Renderings













DIVCO WEST
OWNER AND DEVELOPER

HYM
DEVELOPMENT ADVISOR

CBT ARCHITECTS
MASTER-PLANNING AND URBAN DESIGN

MICHAEL VAN VALKENBURGH ASSOCIATES
LANDSCAPE ARCHITECT

GOULSTON & STORES
GALLUCCIO & WATSON
LEGAL

GSP
PCA
RETAIL

BEALS + THOMAS
CIVIL

VHB
TRAFFIC

WALKER
PARKING

Exhibit E Amendment No. 6 to Cambridge PUD Special Permit

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	179 Amendment #6 (Major)
Location of Premises:	O'Brien Highway at First and East Streets in the North Point District and the MBTA Green Line Lechmere Station at Cambridge Street and O'Brien Highway
Zoning:	North Point Residence District / PUD-6 Residence C-2B District / PUD-4A
Applicant:	DW NP Property, LLC
Owners:	DW NP Property, LLC c/o DivcoWest Real Estate Services One Kendall Square, Ste. B3201 Cambridge, MA 02139 Massachusetts Bay Transportation Authority 10 Park Plaza, Boston, MA 02116
Application Date:	April 11, 2016
First Public Hearing and Preliminary Determination:	June 7, 2016
Second Public Hearing and Decision:	July 26, 2016
Date of Filing Decision	September 2, 2016
Summary of Proposal:	Major Amendment to Planned Unit Development Special Permit (Sections 13.70 and 13.50) and Project Review Special Permit (Section 19.20) to allow modifications to the arrangement of uses, roads, building sites and building massing within the Development Parcel. No change to the total Gross Floor Area (GFA) or mix of uses is proposed.
Decision:	**GRANTED, with conditions.**

2016 SEP -2 A 10:13
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts

For further information concerning this Decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Application for Amendments to PUD Development Plan and Project Review Special Permits, dated April 11, 2016, including Application Forms, Detailed Narrative of Proposed Amendments, Exhibits A-N, and Appendices including Revised Statistical Summary of the Approved Master Plan, Full-size Revised 40-scale Roadway Network Schematic Plans (5 sheets), and Full-size Existing Conditions Plans (5 sheets). Also attached was a letter from the East Cambridge Planning Team dated February 7, 2016.

2. Final Development Plan for Amendments to PUD Development Plan and Project Review Special Permits, dated July 7, 2016, including July 1, 2016 letter from Tom Sullivan of DivcoWest, Application Forms, Detailed Narrative of Proposed Amendments, Exhibits A-N, and Appendices including Revised Statistical Summary of the Approved Master Plan, Full-size Revised 40-scale Roadway Network Schematic Plans (5 sheets), and Full-size Existing Conditions Plans (5 sheets).

3. Supplemental package of documents including memorandum on Selected Topics Discussed in First Public Hearing dated July 7, 2016; matrix responding to various topics dated July 7, 2016; and North Point Retail Vision prepared by Graffito SP dated July 6, 2016.

4. Draft North Point Urban Design Guidelines submitted on July 20, 2016.

Other Documents

5. Memo to the Planning Board from Community Development Department staff, dated May 31, 2016.

6. Memo to the Planning Board from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated May 31, 2016, with attached memo from VHB (on behalf of the Applicant) to Joseph E. Barr dated April 6, 2016.

7. Letter to the Planning Board from Shawna Sullivan, Director of Public Affairs, EF Properties, dated June 2, 2016.

8. Letter to the Planning Board from Patrick Magee on behalf of the East Cambridge Business Association, dated June 7, 2016.

9. Letter to the Planning Board from Cambridge City Councillor Timothy J. Toomey, Jr., dated June 7, 2016.

10. Planning Board Preliminary Determination granted June 7, 2016, filed with the City Clerk on June 27, 2016 (corrected cover sheet filed July 1, 2016).

11. Memo to the Planning Board from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated July 19, 2016.

12. Memo to the Planning Board from Community Development Department staff, dated July 20, 2016.

APPLICATION SUMMARY

The Application seeks a Major Amendment to Special Permit #179 first issued on March 11, 2003 and subsequently amended through Minor Amendments issued on March 6, 2007 and November 18, 2008, Major Amendments issued on November 16, 2012 and February 13, 2015, and a Minor Amendment issued on July 30, 2015. The application represents an amended Final Development Plan seeking a Major Amendment to the Planned Unit Development Special Permit and Project Review Special Permit from the Planning Board in accordance with Sections 12.37 and 12.34 and Section 19.20 of the Zoning Ordinance.

The Application proposes adjustments to the site Master Plan, including: a redistribution of open space resulting in a new, approximately 30,000 square-foot active use park on Water Street (Parcel I); the creation of a grouping of small-scale retail buildings in the center of the project (Parcels I, Q and a new Parcel W); addition and relocation of "finger parks" to align with and extend view corridors; reparcelization of building sites resulting in a reduction in length of some sites (Parcels A, B/C/D, E/F, G/H and Q, which is separated into two sites Q1 and Q2); realignment of some streets including North First Street (the extension of First Street north of Monsignor O'Brien Highway), North Point Boulevard, and some side streets, along with the elimination of some minor side streets; modest redistribution of the approved use and scale of development on various building sites, including a shift in the parcels eligible for 220' tall buildings (within zoning limitations); revised project phasing; and a request for an interim commercial use on Parcel H. (Note that in this document the terms "Block" and "Parcel" may be used interchangeably to refer to locations of buildings within the PUD).

The Application proposes no changes to total Gross Floor Area (GFA), minimum residential GFA, maximum commercial GFA, maximum retail GFA, traffic generation, number of parking spaces, total open space area, height zones or number of 220' tall buildings.

FINDINGS

Based on a review of submitted Application materials and testimony given at the public hearing, the Board makes the following findings with reference to the special permits being sought.

1. Major Amendment to Planned Unit Development Special Permit (Sections 12.37 and 12.36)

   The following standards are set forth in the Zoning Ordinance regarding Major Amendments to Planned Unit Development Special Permits.

   12.36.4 The Planning Board shall make the decision to approve or disapprove the application for a Special Permit to construct a Planned Unit Development no later than ninety (90) days after the public hearing concerning the Development Proposal. Approval of the Final Development Plan shall be granted only upon determination by the Planning Board that the Final Development Plan meets the evaluation criteria set forth in Section 12.35.3 and contains any revisions to the Development Proposal required by the Planning Board.

   In issuing a Preliminary Determination, the Board found that the proposed amendments remain consistent with the criteria set forth in Section 12.35.3, and reaffirms such Findings as set forth below.

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

   The Board finds that the proposed amendment remains consistent with the General Development Controls set forth in Section 12.50 and the development controls of the applicable PUD zoning districts. The total parcel size, development density, mix of uses, and parking have not changed from the previously approved Final Development Plan. The proposed changes represent substantial but moderate shifts in the overall distribution of uses and massing, and a reshaping of the system of roadways, public spaces and building sites within the development master plan. All environmental standards currently applicable to the Final Development Plan will continue to be met.

   (2) The Development Proposal conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.

   At the master plan level, the Revised Final Development Plan is a moderate departure from the previously approved Final Development Plan and remains consistent overall with the Eastern Cambridge Design Guidelines and the Eastern Cambridge Planning Study. The revised Final Development Plan includes more detail on the design principles that will apply to building and site designs, streets and open spaces, and those design principles will be set forth and illustrated in even greater detail through a revised North Point Design Guidelines document.

(3) The Development Proposal provides benefits to the city that outweigh its adverse effects.

The Board finds that the Revised Final Development Plan will continue to provide a net benefit to the city in light of the considerations below.

In making this determination the Planning Board shall consider the following:

(a) The quality of the 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

The Revised Final Development Plan continues to provide a mix of uses at various densities, and provides open spaces, streets and retail uses that will benefit the general public, consistent with the plans and zoning requirements for the area.

(b) Traffic flow and safety

The Application Materials and other supporting information presented to the Planning Board indicate that the traffic impacts of the proposed modifications have been carefully studied. The Traffic, Parking and Transportation Department has indicated that the proposed Major Amendment remains consistent with the original transportation framework for the North Point development.

(c) Adequacy of utilities and other public works

Utilities and public works will continue to be designed and constructed in accordance with City standards and with the Conditions of the originally approved PUD Special Permit.

(d) Impact on existing public facilities within the city

The proposed modifications are not anticipated to result in any additional impact on other public facilities.

(e) Potential fiscal impacts

The proposed modifications are not expected to result in negative fiscal impacts for the project or the City.

Additionally, the Board finds that the Final Development Plan contains revisions in response to those requests set forth in the Preliminary Determination, as set forth below.

1. *The Final Development Plan should address the comments provided to the Planning Board by the Community Development Department and the Traffic, Parking and Transportation Department, which are attached to this Preliminary Determination.*

   The Revised Final Development Plan, along with supplemental materials provided by the Applicant on July 20, 2016, responds directly to those comments.

2. *The Final Development Plan should include larger and more detailed site drawings, and a physical three-dimensional model illustrating the bulk of existing and proposed buildings should be presented at the second public hearing.*

   The Revised Final Development Plan and supplemental materials provided to the Board and presented at the public hearing contain more detailed illustrations of the intended design outcomes. The Applicant presented a model at the public hearing on July 26, 2016, illustrating the scale and bulk of existing and proposed buildings.

3. *The Final Development Plan should better describe the intended changes to the character of the planned First Street extension north of Monsignor O'Brien Highway, particularly at the proposed new "Site W." The current proposal is a departure from the original plan, which included a wider and more landscaped extension of First Street. While the current proposal seeks to emphasize a more intimate retail-focused streetscape, the Board feels it is important to maintain visual connections and cues that will lead from the relocated MBTA station to the central open space and community path, which are key public amenities.*

   The Revised Final Development Plan and supplemental materials provided to the Board and presented at the public hearing provide a clearer description of the proposed First Street design, which retains many of the landscape features that will help lend the corridor a stronger open space character while still aiming to provide a slightly more intimate, pedestrian and bicycle-oriented urban retail corridor.

4. *The Final Development Plan should include more study of the character of the "finger parks" both as open space amenities and as opportunities for physical and visual connections through the site. One of the Board's concerns is that the current proposal removes side streets from the perimeter of these spaces and connects them directly to building sites, which may result in those spaces feeling less welcoming to the public. The removal of side streets also raises questions about where informal pick-up/drop-off activities for new buildings will occur. Another concern is that some "finger parks" north of Dawes Street appear to be intended to serve as parking and loading access drives, and more information should be provided about the character of those spaces and how they will affect activity along Dawes Street. Another specific area to be looked at further is the proposed "turnaround" at the far western edge of the site and the adjacent open space.*

   The Revised Final Development Plan and supplemental materials provided to the Board and presented at the public hearing better illustrate the intent of the "finger parks" to

provide opportunities for pedestrian and bicycle connection and circulation while still providing space for programmed and informal activities. An updated set of Design Guidelines, presented to the Board in draft form, suggest bordering these parks with public circulation areas as a potential mechanism to prevent these spaces from appearing to be the private realm of surrounding buildings.

5. *The Final Development Plan should provide further explanation of how the "retail square" will retain a predominantly local character, and not become a "destination retail" center that would potentially attract more vehicle trips to the site.*

   The Applicant has provided a retail report that describes the intended mix of retail uses, which demonstrates that retailers will be smaller-scale establishments oriented to primarily serve residents of the development and surrounding neighborhood, and will not have the larger stores that are characteristic of a "destination retail" center.

6. *The Final Development Plan should provide information about the "I-cubed" application under consideration at the state level, and what alternative funding options may be pursued if that application is not approved.*

   The Applicant has provided a comprehensive status update, and indicates that the Applicant will remain responsible for funding any infrastructure improvements not funded through the "I-cubed" program.

7. *The Final Development Plan should include additional information, to the extent available, about the MBTA's plans to construct the relocated Lechmere Station with a reduced design scope, and what opportunities there may be to enhance the station design in the future.*

   The Applicant has provided a response, indicating that it is currently the responsibility of the MBTA to complete the station as part of the Green Line Extension project, and that the Applicant has committed $3 million (in addition to the cost of acquiring the rights to MBTA-owned portions of the Development Parcel) to fund public realm improvements around the new station and to maintain such areas in perpetuity, and has agreed to match the City's recent $12.5 million contribution to the Green Line Extension project, for a total joint contribution of $25 million, as set forth in the above-referenced letter memorandum on Selected Topics discussed in First Public Hearing dated July 7, 2016 from the Applicant to the Planning Board.

8. *The Final Development Plan should include information in response to questions raised at the public hearing regarding the ownership and title of land within the Development Parcel.*

   The Applicant has provided a response indicating that it has confirmed its fee ownership title to the remaining developable parcels in North Point, other than those owned by the MBTA, with a title insurance policy issued by Chicago Title Insurance Company.

2. Major Amendment to Project Review Special Permit (Section 19.20)

The Planning Board finds that the proposed Major Amendment results in a Final Development Plan that continues to meet the criteria for approval of a Project Review Special Permit, with reference to the zoning provisions set forth below:

19.25.1 Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. . .

Based on the analysis provided in the Application Materials and with reference to the memoranda from the Traffic, Parking and Transportation Department dated May 31, 2016 and June 19, 2016, the Board finds that the proposed revisions to the Master Plan, which do not substantially change the program of uses, will not result in a substantial change to the traffic impacts of the project as originally analyzed. Therefore the Board finds that the proposed Major Amendment will not result in any further impact on city traffic.

19.25.2 Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed Major Amendment continues to improve the urban design characteristics of the project at a Master Plan level, and continues to respond positively to the City's planning objectives for the area, established in the PUD-6 and PUD-4A zoning, the Eastern Cambridge Planning Study, and the Eastern Cambridge Design Guidelines, as set forth above in these Findings.

With reference to the objectives in Section 19.30, the revised Master Plan, as was the case with the original Master Plan, envisions a development that will transform a large, mostly vacant development parcel into a new urban neighborhood that integrates positively with the surrounding context, prioritizes pedestrian and bicycle travel, is sensitively designed to minimize adverse environmental impacts, provides a considerable addition to the city's housing stock, and provides ample open space amenities to the occupants of the development as well as the larger public.

Individual buildings will continue to be subject to design review by the Planning Board and will continue to be designed in accordance with the guidelines applicable in the district and for this particular PUD. Specific urban design guidelines for buildings and open spaces within the North Point development, adopted by the Planning Board when approving the

original Final Development Plan, will be updated to reflect changes to the Master Plan and presented to the Planning Board for future approval.

For these reasons, the Board finds that Major Amendment will result in a Final Development Plan that remains consistent with the city's urban design objectives.

3. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

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:

1. *It appears that requirements of this Ordinance cannot or will not be met, or ...*

   With the granting of the requested Major Amendment to a Planned Unit Development Special Permit, the requirements of the Ordinance will be met.

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

   Traffic impacts have been reviewed as set forth above in these Findings, and no adverse impact is anticipated.

3. *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 proposed changes to the approved Final Development Plan will not impair the operation or development of adjacent uses.

4. *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 proposed changes to the approved Final Development Plan will not cause nuisance or hazard.

5. *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 ...*

As set forth above in these Findings, the proposed changes to the approved Final Development Plan remain consistent with the PUD requirements and guidelines of the applicable districts.

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

As set forth above in these Findings, with the proposed changes, the approved Final Development Plan remains consistent with the city's urban design objectives.

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Major Amendment to Special Permits granted by Planning Board Decision #179 for Planned Unit Development in the North Point Residence District and Planned Unit Development District 4A. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Major Amendment and any successor or successors in interest.

In making this Decision, the Board affirms that the Revised Final Development Plan contained within the Application Materials dated July 7, 2016, shall supersede and replace the original Final Development Plan previously approved by the Planning Board.

This Decision shall be subject to the conditions and limitations set forth below, which shall supersede and replace the prior Decisions for Planning Board Special Permit #179 and its subsequent Major and Minor Amendments.

Sections 1-20 below are the corresponding sections from the original Special Permit Decision, restated or amended by this Major Amendment and by prior Major and Minor Amendments. Sections 21-23 include conditions established upon granting Major and Minor Amendments, including this Major Amendment, that were not contemplated in the original Special Permit Decision.

1. **Master Plan.** The Planning Board approves the Revised Master Plan (henceforth referred to as the Master Plan) as illustrated in the Revised Final Development Plan documents dated July 7, 2016. The approval of the Master Plan in Cambridge is based on the understanding that portions of the proposed development are located in Somerville and Boston, which portions are an integral part of the entire Master Plan. Appendix I summarizes the critical statistical elements of the Master Plan as approved. To the extent that any portion, element or detail of the Master Plan, as presented in the application documents, is not permitted by the provisions of Sections 13.70 or 13.50 that portion, element or detail may be approved by the Planning Board only if a variance is granted by the Board of Zoning Appeal or the provisions of Sections 13.70 or 13.50 are amended by the City Council. Where any element in the Revised Final Development Plan documents is in conflict with any provision or condition of this Decision, the requirements of this Decision shall apply.

    a. The Planning Board specifically approves the locations of the twenty (20) development Blocks (also referred to interchangeably as Parcels) labeled A-N and Q-W (which includes the addition of Block W and division of Block Q into Blocks Q1 and Q2 as approved in Major Amendment #6), as depicted in Exhibit A of the Revised Final Development Plan and the proposed land uses and gross floor area calculations for each block as set forth in Appendix I of the Revised Final Development Plan, which is attached to this Decision.

    b. The Planning Board specifically approves the building heights allowed by the applicable

zoning regulations for each block as depicted in the Final Development Plan. In accordance with Section 13.74.32, the Planning Board approves the locations of six residential buildings in Cambridge (on Blocks B, C, D, I, L and N) and one commercial building in Cambridge (on Block G) that are allowed to exceed one hundred fifty feet (150') in height up to a maximum of two hundred twenty feet (220') in height, as depicted in Exhibit G of the Revised Final Development Plan, attached to this Decision.

2. **Street Layout.** As an element of the Master Plan, the Planning Board specifically approves the Street Layout Plan as depicted in the Revised Final Development Plan documents both as to location and general dimensional and urban design character. In granting Major Amendment #6 to this Special Permit, the Planning Board approves the specific "40 scale" Roadway Network Schematic Plans dated July 7, 2016 and included in the Revised Final Development Plan submission. Further revisions to the Roadway Network Schematic Plans may be approved by the Planning Board as part of design review for specific buildings, provided that such revisions have been reviewed and approved by City staff in the Community Development Department (CDD), the Traffic, Parking and Transportation Department (TP&T), the Department of Public Works (DPW) and any other relevant departments. TP&T and DPW shall review and approve the final engineered plans for all roads, provided that the final plans are in substantial conformance with the Roadway Network Schematic Plans approved by the Planning Board.

   a. From the beginning of construction within the Master Plan vehicles must be able to access the site without having to pass through the Gilmore Bridge/Land Boulevard and O'Brien Highway intersection unless destined to or from the Gilmore Bridge or Land Boulevard. To accomplish this Condition of the original Special Permit, the first segment of roadways has been constructed prior to this Major Amendment, which includes "North Point Boulevard" from East Street to the Gilmore Bridge. Before any building permit is issued for development on any block subsequent to development on Blocks S, T and N, the Planning Board shall approve the 100% plans for the next segments of roadways to be constructed, which shall include Water Street from O'Brien Highway to "North Point Boulevard" and "North Point Boulevard" from Water Street to East Street. The approved plans for these roadway segments shall be subject to modification prior to construction in response to changes that may occur in the MBTA planning for the Green Line Extension. The Planning Board is approving such plans in granting Major Amendment #6 to this Special Permit, subject to review and approval of final engineered roadway plans by TP&T and DPW as set forth above.

3. **Open Space**. As an element of the Master Plan, the Planning Board specifically approves the amount, location, and functional characteristics of the Public, Green Area, and Permeable Open Space as required in the Ordinance and such other open space as is illustrated in Exhibit H of the Revised Final Development Plan documents, attached to this Decision, and subject to the following conditions and limitations.

   a. In the Master Plan, the Permittee shall develop no less than 392,000 square feet of Public, Green Area or Permeable Open Space (of which 381,000 square feet is generated by the

PUD in the North Point Residence District portion of the Master Plan area and 11,000 square feet on the existing Lechmere Station site south of Monsignor O'Brien Highway). Of that Open Space no less than 4.9 acres shall consist of the NorthPoint Common (referred to in the prior version of the Master Plan as the "Central Park," and which has been partially completed prior to this Major Amendment), the retail plaza on Parcel W and the approximately 30,000 square-foot open space on Parcel I, as illustrated in Exhibit H of the Revised Development Plan, attached to this Decision. In all events at least one contiguous portion of such Open Space of no less than 2.5 acres shall be dedicated as a public park as required by Section 13.75.11 of the Ordinance.

b. All landscape and open space elements will be subject to the design review criteria set forth in Conditions #10 and #11 below. The NorthPoint Common, as its design is reviewed by the Planning Board in the future, shall accommodate a variety of passive and active uses to serve the general public as well as the residents of the Master Plan Area. The NorthPoint Common is not intended to serve as the location of formal playing fields. The Permittee shall work with the City departments responsible for programming open spaces in the city to determine the uses appropriate for this space. This coordination shall continue throughout the planning and design stages of the facility. The design of NorthPoint Common was approved and construction of the open space was completed prior to this Major Amendment #6.

c. The Public Park portion of the required Open Space shall be secured by one or more of the following: dedication to and acceptance by the City of Cambridge or other public entity, easements or deed restrictions, lease agreements, dedications by covenant or comparable legal instrument enforceable by the City and binding on the owner, as determined by the City of Cambridge.

d. The Permittee, or any successors in interest, shall be responsible for the cost of the design and installation of all Open Space facilities as approved in the Master Plan. The Permittee, or any successors in interest, shall be responsible for the maintenance of all Open Space facilities in perpetuity. The Permittee shall be required to maintain that facility in perpetuity in a manner to be agreed to by the City and the Permittee prior to its conveyance to the City of Cambridge, or other disposition allowed by paragraph (c) above.

e. In the PUD-4A District portion of the Master Plan, the Permittee shall develop no less than 11,000 square feet of Useable, Publicly Beneficial, Public, Green Area or Permeable Open Space as indicated in the Master Plan documents. As the 11,000 square feet does not meet the minimum Open Space requirement in the PUD-4A District, the Planning Board waives the minimum Open Space required on the Development Parcel as permitted in Section 13.55.1, based on the Findings set forth above.

f. Open Space in the Master Plan intended to serve all residents and commercial tenants in the Master Plan area shall be open to the general public during reasonable hours throughout the day.

g. In the North Point portion of the Master Plan the required Open Space shall be developed, at a minimum, at a rate of one acre of fully functional open space for each 500,000 square feet of development granted an Occupancy Permit, up to the 381,000 square feet minimum required.

4. **Permitted Uses**. All uses permitted in Sections 13.50 and 13.70 shall be permitted in their respective districts subject to the limitations on the amount of nonresidential and retail uses as set forth in Appendix I of this Decision and as further limited below. The distribution of the permitted uses within the Master Plan area shall be as illustrated on Exhibit A of the Revised Final Development Plan and as set forth in Appendix I of this Decision.

a. The maximum GFA devoted to nonresidential uses shall be limited to 2,185,062 square feet for the entire Master Plan, 1,779,287 square feet within the PUD in the North Point Residence District and 90,928 square feet in the PUD-4A district.

b. The Planning Board waives the limitation on the amount of GFA permitted for retail uses established in Section 13.73.1. The maximum GFA devoted to retail uses shall be 300,000 square feet (approved in Major Amendment #4) within the PUD in the North Point Residence District portion of the Master Plan. The Board also waives the 10,000 square foot limitation on the size of any individual retail establishment to allow a grocery store to be established with a maximum of 50,000 square feet (approved in Major Amendment #4). As the Board reviews the design of individual buildings under the procedures set forth in Conditions #10 and 11 below, the retail component of those designs shall be subject to the following standards:

(i) Where it is proposed to locate retail uses in any location not depicted in Exhibit B of the Revised Final Development Plan, attached to this Decision, the Permitee shall enumerate for the Planning Board the reasons why, in the Permitee's view, the additional retail space is appropriate, the nature of the uses to be accommodated, the constituencies to be served and the demand for such activity, and the appropriateness of the location chosen. The final location for retail uses shall be determined as part of the design review for specific buildings pursuant to Condition #10 of this Decision.

(ii) The Planning Board waives the establishment size limitation of 10,000 square feet for a grocery store only. As a Minor Amendment to this Special Permit the Planning Board may waive the 10,000 square foot limitation for other uses. In all instances where it is proposed to exceed the 10,000 square foot limit, the Permittee shall demonstrate convincingly to the Board, at the time of the review of the design of the building containing such an establishment or when the Minor Amendment is requested, that the larger size is necessary for the financial health of the activity proposed, the activity clearly serves the needs of the North Point community, and that the additional size will not result in the encouragement of patrons to come to North Point by car to access the proposed use.

(iii)Retail GFA exceeding 300,000 square feet, or a grocery store exceeding 50,000 square feet, or any other individual establishment size exceeding 15,000 square feet

shall only be permitted after the granting of a Major Amendment to this Permit.

c. The Planning Board specifically allows the hotel use on Parcel Q2, as depicted in Exhibit A attached to this Decision, in accordance with Section 13.73 and the Findings set forth above. Such use shall be required unless the Planning Board grants a Minor Amendment to this Permit to allow an alternate, permitted nonresidential use.

d. As the traffic generation of office uses other than Technical Offices for Research and Development (Section 4.34 (f) of this Ordinance) is greater than for R&D uses (as analyzed in the Traffic Study), the portion of the nonresidential component of the Gross Floor Area authorized by this Decision devoted to those office uses (Section 4.34 (a) - (e) shall be held to a maximum of 1,413,394 square feet at all times. Exceeding that amount of Gross floor Area shall be considered a change of use and be permitted only after the issuance of a new Project Review Special Permit as required in Section 19.20 of the Zoning Ordinance. There shall be no limit on the amount of non R&D office uses that may be converted to R&D uses (Section 4.34 (f)).

e. The Permittee shall utilize the additional 0.26 nonresidential Gross Floor Area authorized in this Decision, amounting to 494,977 square feet for the entire Master Plan area and 420,559 square feet for the portion of the Master Plan in Cambridge, only when the new MBTA Green Line Station at Lechmere is constructed as indicated in the Master Plan.

5. **Phases**. The three Phases as depicted in Exhibit I of the Revised Final Development Plan and as set forth in Appendix I, both attached to this Decision, are approved by the Planning Board subject to the following limitations and conditions. It is the intention of the following conditions and limitations to ensure that at each stage of development of the Master Plan, a coherent and viable residential and commercial community is established that does not depend on future construction and improvements for its long-term success. However, the Phases as set forth in the application documents and herein approved may be changed and modified at any time as a Minor Amendment to this Decision as permitted in Condition #12 below.

a. The use mix and distribution shall be as shown in the Revised Final Development Plan and in Appendix I.

b. Each Phase shall consist of the buildings, parks, streets, utilities, and other physical improvements set forth in the Revised Final Development Plan (except as they may be modified by this Decision) and the mitigation measures required in Condition #13 below.

c. No building permit may be issued for building construction in Phase 2 until all buildings and associated facilities are under construction in the preceding Phases. No Occupancy Permit may be issued for any building in Phase 2 until an Occupancy Permit has been issued for all buildings in the preceding Phases and all associated improvements in preceding Phases have been completed, except as may be specifically approved by the Planning Board as a Minor Amendment. However, a building permit may be issued at any time for buildings on Blocks Q2 and R to be constructed in conjunction with the

construction of the relocated Green Line T Station.

d. In *Phase 1A* no additional Building Permit may be issued for any nonresidential Gross Floor Area in excess of 350,000 square feet, exclusive of retail uses, until plans have been approved by the Planning Board for vertical pedestrian and bicycle access to the Gilmore Bridge as part of the Design Review for development on Block N or Block H. No Occupancy Permit for any building containing nonresidential Gross Floor Area in excess of 350,000 square feet, exclusive of retail uses, may be issued until such approved vertical pedestrian and bicycle access to the Gilmore Bridge has been constructed and is fully operational. Such pedestrian and bicycle access has been completed at the time of granting Major Amendment #6.

e. In *Phase 2* the following limitations with regard to the issuance of Building and Occupancy Permits shall apply:

(i) No Building Permit may be issued for any building in *Phase 2* (including buildings on Blocks Q2 and R) until the design of the intersection of Cambridge Street, O'Brien Highway, and First Street (and its extension into the development) has been approved by the City.

(ii) No Building Permit may be issued for any building in *Phase 2* (except for buildings on Blocks Q2 and R associated with the relocation of the Green Line T Station) until:

(1) The Station has been relocated to the north side of Monsignor O'Brien Highway as indicated in the Master Plan, and

(2) Water Street extension has been regraded and paved within the Development Parcel at an alignment and grade that will accommodate the proposed Urban Ring Busway (a.k.a. Urban Ring Viaduct), which is anticipated to be constructed from the City of Somerville via West Boulevard and then to the Water Street extension at the northwesterly edge of the Development Parcel, unless the Busway is not yet under construction at such time, in which event the construction of the Water Street extension shall be completed no later than the completion of the construction of the Busway or the completion of the entire project, whichever occurs first. The Water Street extension was completed prior to this Major Amendment #6.

(iii) No Building Permit for any building other than those on Blocks Q2 and R may be issued until the reconstruction of the Cambridge Street/O'Brien Highway/First Street intersection has begun.

(iv) No Occupancy Permit may be issued for buildings on Blocks Q2 and R until demolition of the those portions of the existing Lechmere T Station that would impede the construction of the extension of First Street has substantially begun and the relocated T station and the extension of First Street are substantially complete. Block Q1, as depicted in Exhibit A attached to this Decision, has been moved to

Phase 1A and shall be exempt from the requirements of this Paragraph as the current Master Plan envisions it as a low-density development site that is separate from other development on Block Q2.

(v) No Occupancy Permit may be issued for any building, except as provided in (iv) above for Blocks Q2 and R, until the reconstructed intersection and extension of First Street into the Master Plan area is fully operational, including associated reconstruction of the intersections of First Street and Cambridge Street and Cambridge Street and O'Brien Highway.

f. Notwithstanding any modification in the mix of uses that may be approved in conformance with the limitations imposed in Condition #12 (c) below, the Gross Floor Area constructed at the end of *Phase 1A* shall not be less than thirty (30) percent residential. At the completion of *Phase 1B* residential uses shall constitute no less than fifty (50) percent of the entire Gross Floor Area constructed to that point.

6. **Required Infrastructure**. The Permittee shall be responsible for the design and installation of all necessary infrastructure and utility improvements both on and off the site (and shall undertake any study or analysis determined to be necessary by the City department having jurisdiction to ascertain the required extent of such improvements) needed to support the construction proposed for the entire development and its constituent approved Phases. Such improvements shall include water and sewer service, stormwater management systems, electrical and cable installation, streets and sidewalks (including lighting, signage, street furniture, and landscaping).

Such infrastructure improvements shall be designed to meet all requirements and standards of the City of Cambridge and its relevant departments (including the City Engineer, Department of Public Works, the Water Department, the Electrical Department, the Department of Traffic, Parking and Transportation, Fire Department, and the Community Development Department), and all other legal requirements with regard to the design and installation details of the improvements, as if such facilities were to be installed in City streets. Each department shall determine that all utility improvements on and off the site are sufficient to support the project, that all construction details are designed to city standards and that such improvements are installed, without cost to the City, in a satisfactory manner and at the appropriate time in the course of the completion of the authorized development.

Furthermore, given the unique multi-jurisdictional nature of this Master Plan, such determination on the part of any department shall include consideration of municipal jurisdiction, coordination of service and repair responsibilities, and sharing of costs.

As the project is proposed to be phased, each department shall determine that the improvements made in each phase are functionally adequate and capable of standing alone without further improvements.

Where the requirements of any department for the design and installation of any infrastructure improvement would result in significant changes to the Master Plan as herein

approved and illustrated in the application documents, the Planning Board shall be so advised and modifications to the approved Master Plan shall be requested by the Permittee in the manner set forth in Condition #12 below.

As set forth in the Revised Final Development Plan approved by Major Amendment #6, the Permittee is exploring an alternate route for a sewer connection to serve NorthPoint, which would provide a direct connection to the Massachusetts Water Resources Authority (MWRA) Prison Point Pump Station, subject to the approval of the DPW.

Additionally, at the request of the City, the Permittee has agreed to upgrade and replace several existing water lines in Monsignor O'Brien Highway as part of the reconstruction of Monsignor O'Brien Highway between Third Street and Museum Way.

7. **Other Ordinances**. All authorized development shall conform to all other requirements of Ordinances of the City of Cambridge, including but not limited to:

   a. All construction shall comply with the provisions of the Noise Control Ordinance, Chapter 8.16 of the City Municipal Code.

   b. All construction shall comply with the Asbestos Protection Ordinance, Chapter 8.61 of the City Municipal Code.

   c. The application documents indicate, and the Permittee has specifically affirmed, that the Gross Floor Area bonuses permitted by the Inclusionary Housing provisions of Section 11.200 for residential construction will not be employed. Utilization of any such bonuses shall be permitted only after the granting of a Major Amendment to this Decision. Nevertheless all residential construction shall comply with the inclusionary housing provisions of Section 11.200. Certification to that effect by the Housing Director of the Community Development Department shall be deemed to be satisfaction of this requirement.

   d. Nonresidential Development authorized in this Decision is subject to the Incentive Zoning provisions of Section 11.200. The incentive zoning payment, required in Section 11.200, shall be made for each building individually prior to the issuance of the first Occupancy Permit for that building. The payment shall be at that rate established by the Ordinance at the time of issuance of the Occupancy Permit, including any adjustments for inflation, and applied to the area of eligible uses in the building, which area shall be certified by a registered architect. In a mixed-use building containing non-subject uses, common areas shall be allocated proportionately.

8. **Conveyance**. Where any park, street, or utility is to be conveyed to the City of Cambridge, it shall be done in a manner acceptable to the City. Before acceptance by the City, such facility and the land upon which or within which it is located shall be certified by the Permittee and the City to meet all federal, state and local environmental and other standards as they are applied at the time of conveyance to other such parks, streets and utilities. The Permittee shall prepare all documents necessary to transfer these facilities to the City.

9. **Timing of Conveyance of Public Facilities**. All facilities constructed in *Phases 1A* and *1B* to be owned by the City of Cambridge shall be conveyed to the City at the completion of *Phase IB*. All remaining facilities shall be conveyed to the City at the completion of *Phase 2*. In each case this condition shall be subject to delays by the City in accepting completed facilities.

10. **Design Review**. Each building, and its associated park, street segment cross-section, streetscape details, or other associated physical improvement, shall be subject to design approval by the Planning Board before the issuance of a building permit for that building. The design of the NorthPoint Common and its associated multi-use path shall be undertaken as an independent review following the same procedures applicable to a building. The design of the NorthPoint Common and its associated multi-use path was approved and construction was completed prior to Major Amendment #6.

    a. A schematic design shall be presented to the Planning Board for review at a regular meeting of the Board. In order to encourage participation in the review by interested and potentially affected persons and groups living in North Point and East Cambridge, the form of the application and the procedures for notice and review shall follow the Large Project Review Procedures outlined in Section 19.43 of the Zoning Ordinance, as modified with regard to the timeline for consideration by Article 15.000 of the Ordinance.

    In addition to details of the submission set forth in Section 19.43 each plan shall (i) identify the location of any municipal boundary line occurring within the review area, (ii) provide updated information from Appendix I for the Block or Blocks under review, (iii) indicate the height bands permitted in Section 13.70 on the plans, and the extension of those height bands, also permitted in Section 13.70 to the extent that such extension is required to accommodate the height of buildings proposed, and (iv) indicate the uses proposed and note any change of use from those identified in the Master Plan as approved. If not otherwise required, the plans, elevations and renderings shall depict anticipated mechanical equipment and other appurtenances (including enclosures and screens) that will be carried above the roof of the building. Each plan shall also include, for each building, wind and shadow studies, an acoustical report and noise mitigation narrative, an exterior lighting plan depicting site, façade and rooftop lighting, and a preliminary signage plan depicting the approximate sizes and locations of anticipated freestanding and wall signage.

    The final proposed cross-sections of all abutting streets shall be provided. Proposed changes to the layout of roads as shown on the 40-scale Roadway Network Schematic Plan shall be identified, and shall be reviewed and approved by City staff before submittal to the Planning Board for review.

    b. Approval of the final design by the Planning Board shall be at a regular Board meeting at which the possible approval has been placed on the agenda. No building permit for a building shall be issued until the Planning Board has voted to approve the final design. The applicant may choose to present or the Planning Board may require the presentation

of several stages of design development, as appropriate, before final approval is granted.

At final approval the metes and bounds of the block and the abutting streets shall be established and approved by the Planning Board. The street segments shall be presented as final, 100% plans including both sidewalks and the travel ways. The Schematic Plan for the entire Master Plan shall be updated if necessary to reflect the final approved street designs.

c. Approval by the Planning Board of any building pursuant to the design review process shall act as certification that such building, if constructed in substantial conformance with such approval, complies with the terms of this Special Permit.

11. **Review Standards**. The review of each building or facility shall be guided by the findings in this Decision, the goals and objectives of the *Eastern Cambridge Planning Study*, the guidelines established in the *Eastern Cambridge Design Guidelines*, and the narrative discussion contained in the Revised Final Development Plan application documents, including the suggested variations of the city's adopted *Guidelines*. More specifically, the following shall apply:

a. The *Eastern Cambridge Design Guidelines* shall be the primary source for guidance in reviewing the design of buildings and park facilities in the future. Variations from that document's provisions may be considered by the Planning Board, including the elaborations provided in the Revised Final Development Plan documents, but shall only be approved if there is a demonstration on the part of the Permittee, at the time of a building or site plan review, that the alternate approach serves as well or better the objectives of the PUD or creates positive design opportunities not envisioned in the *Guidelines*.

b. To ensure that there is a clear and comprehensive guide to the Planning Board in the future, the prior Permittee has produced, in cooperation with the Community Development Department staff, a single *North Point Master Plan Design Review Guidelines* document that incorporates and integrates all North Point-related text of the City's adopted *Eastern Cambridge Design Guidelines* document with the Permittee's suggested elaborations on those *Guidelines*, accompanied by drawings, illustrations, and a "Catalogue of Images". Future development by the present Permittee shall continue to utilize this *Guidelines* document as a design reference. During the review process for Major Amendment #6, the Permittee has begun work on revising such document to reflect changes in the Master Plan, which shall be completed and approved by the Planning Board as set forth in Condition #23 of this Special Permit.

c. To facilitate the Planning Board's understanding of the impact of the specific building and site design being proposed, a building and site model shall be provided for each design review required in Paragraphs (a) and (b) above. The detailed model shall be at a scale of one inch to forty feet and shall be inserted into a larger model encompassing the entire Development Parcel and any adjacent property outside the Development Parcel to O'Brien Highway and the Gilmore Bridge. Buildings and site elements yet to be

designed in detail may be represented in simple massing form. The facilities under review shall be shown in the detail appropriate to the level of review being conducted by the Planning Board. Additional model studies at a larger scale may be needed in order to fully understand specific proposed design details. The need for such studies will be determined at the time in consultation with the Community Development Department staff.

d. As the Board reviews the detailed designs for all elements of the Master Plan, particular attention should be paid to the following issues and concerns:

(i) For at least eleven of the Blocks in the Master Plan the accessory parking accommodated on them will in whole or in part be located in a parking level that rises four feet above grade, usually extending across the entire block, but in all cases fronting directly onto the planned abutting streets. The building plans submitted for design review shall illustrate how the Permittee intends to detail this building form so that it does not become a blighting element along the public streets in the new North Point neighborhood. The Planning Board has approved this aspect of the Master Plan, fully confident that the potentially negative consequences of such a parking arrangement can be fully avoided. Nevertheless, detailed attention must be paid to the specific design solutions proposed. Among the areas of focus will be:

(1) The extent to which the parking structure wall is both enlivened and made discontinuous through the introduction of numerous building entries and stoops to individual apartments.

(2) The actual elevation above grade of the parking level. Exposure of less than four feet may be necessary.

(3) The proximity of the garage wall to the street.

(4) The extent to which the wall is screened with landscaping or with occupied living space. The specific design details of the wall that might make it a visually interesting architectural feature.

(5) The extent and character of the openings in the wall that reveal (or hide) the auto use behind. The more light, glare, noise, and fumes are perceptible' from outside the garage, the more intrusive the facility becomes; thus screening is essential.

(6) The extent to which the plane of the garage wall is modulated vertically and horizontally.

(ii) In the case of Blocks that have already been developed in accordance with this Special Permit, this Condition 11(d)(ii) shall apply only if significant design modifications are proposed to such Blocks in the future. In such a case, the design modifications should continue to assure an engaging, attractive and pedestrian friendly NorthPoint Boulevard, appropriate in use, character, and scale to the

residential buildings on the opposite side of NorthPoint Boulevard.

(iii) The *Design Guidelines* suggest that upper floors of tall buildings be set back in order to celebrate a strong cornice line at lower levels of those buildings. That principle is strongly endorsed by the Planning Board. To the extent that the Permittee wishes to vary from those guideline provisions, the design rationale for any proposed variation should be clearly presented.

(iv) Buildings along North Street, which is designated as a tight, narrow urban street, shall receive close attention. Each design will be asked to contribute to the creation of an intimate urban street; the concern is that without careful design of the details of the street itself and of the buildings fronting on it, it might have a crowded and oppressive feel.

(v) Where Blocks are proposed to have mixed residential and office uses, the actual location of those uses on the Block can have important urban design implications. The Board generally does not encourage the housing component of a mixed use building to be established above many floors of office uses, removed and disassociated from the street below. The Permittee has indicated that on Blocks where the allocation of uses is split between residential and nonresidential uses, the preferred design solution is to establish separate housing and office buildings, each rising directly from the street edge. Block I is likely most suitable for that arrangement.

(vi) The approved Master Plan includes an extended First Street that the Permittee hopes will provide a setting of vibrant pedestrian activity adjacent to the relocated transit station; further into the district a green park-like setting is envisioned having less hectic and less concentrated activities. The success of this First Street corridor will depend on many factors of design and use that can only be imagined at this conceptual stage. It is therefore desirable for both the Planning Board and the Permittee to be flexible in developing the specifics of the street's cross Section and the use and design details of the adjacent buildings. It is understood that each party will be open to adjustments to the character and design of this street, as it is presently conceived, should actual experience with the development of North Point suggest appropriate refinements or new directions. For instance, the design for First Street as illustrated in the Revised Final Development Plan is planned to accommodate an expanded retail plaza to the north of the relocated Lechmere Station. The Planning Board will need to carefully consider the final design of this retail plaza since it will need to accommodate many different types of users, including retail patrons, hotel guests, residents, employees, transit riders, users of the multiuse bicycle/pedestrian path, visitors to NorthPoint Common, and vehicular traffic on First Street.

12. **Procedures for Modification of the Master Plan.** The Master Plan encompasses a large area of Cambridge and more than five million square feet of development to be constructed over a period of two decades. While the Planning Board has every confidence that the essential elements of the Master Plan as approved will result in a new urban neighborhood of

credit to the Permittee and the City, circumstances and priorities can change over time as a new environment of occupied buildings, new streets and active parks emerge from the current industrial backwater. The transportation context within which the Master Plan was shaped in 2003 will be different in ten years, or twenty. To respond to the change that can be expected to occur in the future, the following procedures and limitations shall apply:

a. **Total Development**. The total amount of Gross Floor Area permitted and the proportion of residential and nonresidential Gross Floor Area approved shall be fixed and may not be changed except through a Major Amendment to the Special Permit after the issuance of a variance from the Board of Zoning Appeal or after a zoning amendment affecting the text of Sections 13.50 or 13.70 of the Zoning Ordinance, if needed.

b. **Streets**. Changes to the width and character of streets as set forth in the Revised Final Development Plan application documents, and changes to the sequence of street segments to be designed and/or constructed, may be permitted by the Planning Board in the granting of final design review approval for each final building or facility plan. Such changes shall be reviewed and approved by City staff before submittal to the Planning Board for review. The elimination of any street segment shown on the Master Plan shall only be permitted as a Major Amendment to the Special Permit with the exception of streets which are one block in length, which may be relocated or eliminated if specifically approved by the Planning Board as part of the final design approval after having been reviewed and approved by City staff. Changes in the size or location of Parcels or the Public, Green Area or Permeable Open Space may be approved by the Planning Board in connection with approval of any change in the roadway network or final design approval for any building.

c. **Quantity and Distribution of Uses**. Exhibit A of the Revised Final Development Plan and Appendix I, both attached to this Decision, establish the quantity of uses and their distribution within the twenty Blocks of the Master Plan. A major, positive aspect of the Master Plan is that it proposes a truly integrated mixed-use neighborhood in which office uses will provide a daytime injection of activity, which will help to support the retail component of the plan that is in turn essential to support the livability of the neighborhood for residents. Therefore, while additional housing is a strong Cambridge objective generally, in this instance it is the Planning Board's view that a significant retail, office and research and development component needs to remain as an element of the use mix. Therefore the following limitations and conditions shall apply where it is proposed to change the mix of uses that have otherwise been approved in this Permit (subject always to the maximum limit on non residential Gross Floor Area required by this Permit and Section 13.70 of the Zoning Ordinance).

   (i) A variation of ten (10) percent or less from the Gross Floor Areas enumerated in Appendix I for each Block of the Master Plan shall be permitted as part of final design approval for any building or facility.

   (ii) Nonresidential Gross Floor Area proposed for buildings to be constructed on Blocks H and Q1 and Q2 may not be converted to residential Gross Floor Area except as a

Major Amendment to the Permit. These locations are best suited to commercial use, least suited to residential uses at the lower floors of buildings, and are at critical locations where abundant pedestrian activity and pedestrian friendly uses are essential to integrate the North Point neighborhood with the larger community surrounding it.

(iii) The nonresidential Gross Floor Area proposed for buildings to be constructed on Blocks G and U may be converted to residential Gross Floor Area with the granting of a Minor Amendment to the Permit.

(iv) The retail Gross Floor Area proposed for Blocks I, N, Q1, R and W, constituting the 75,000 square foot as of right quantity of retail use allowed in Section 13.70, may be eliminated or relocated only after the issuance of a Major Amendment to the permit. It is essential that the at-grade environment at these locations be attractive and lively and inviting to pedestrians from within and without the district.

(v) In all other locations identified in the Master Plan for non-residential use, the Planning Board may approve the conversion of some or the entire designated nonresidential Gross floor Area to residential Gross Floor Area through the design review process when final building plans are approved, as required in Condition #12 above. Such substitution is not specifically encouraged unless future transportation or market conditions might suggest such an action.

(vi) Within the limits permitted by the underlying zoning requirements of Section 13.50 and 13.70, and other limitations in this Condition #12, any proposed allocation of Gross Floor Area between residential and non-residential uses in the proposed mixed use Blocks C, D, I, JK and R may be approved by the Planning Board in the granting of final design approval for any building proposed.

(vii) Conversion of residential Gross Floor Area to non residential Gross Floor Area (with the exception of ground floor areas devoted to retail use) on Blocks A, B, L, M and V may be permitted by the Planning Board as a Minor Amendment to the Permit provided the Planning Board finds that there would be no significant increase of vehicular traffic above the levels anticipated for the applicable Phase in the TIS as a result and the nonresidential Gross Floor Area is well integrated into a predominantly residential environment.

(viii) Block T may be converted to nonresidential use only after the granting of a Major Amendment.

d. **Development in Somerville and Boston**. In approving the Master Plan, the Planning Board is assuming the execution of the plan as approved in both the City of Somerville and in the City of Boston. Any alteration in the Master Plan in Somerville or Boston as a result of approvals granted or restrictions imposed in those cities that increases the total amount of Gross Floor Area permitted in the entire Master Plan, that increases the amount of non residential Gross Floor Area permitted in the entire Master Plan, that increases the total number of accessory parking spaces in the entire Master Plan, or that

introduces uses not permitted in Cambridge, including increases in the amount of non R&D office uses otherwise permitted in this Decision, shall require adjustments in the authorized development for that portion of the Master Plan in Cambridge for which no building permit has been issued.

To ensure that such adjustments are made, the following procedures and requirements shall apply.

(i) At any time in the execution of the Master Plan, the Permittee shall, within 15 working days (but in no case less than three working days prior to any public hearing or the granting of a permit), notify the Planning Board of the following:

(1) Any change in the regulations affecting development in Somerville or Boston. The notification shall include an analysis of the effect of any altered regulation that would limit or prohibit the implementation of any portion of the Master Plan as approved by the Planning Board.

(2) Any application for permission to construct a building or street in Somerville or Boston.

(3) Notification of any public hearing required authorizing such construction in Somerville or Boston.

(4) A narrative summary of the details of the application, including uses and GFA proposed and an analysis of how it differs, if any, from the Master Plan as approved.

(5) Notification of any special permit approval of any building construction, or the issuance of a building permit for any building in Somerville or Boston. The notification shall be accompanied by a narrative detailing the specifics of the approved plans including its consistency with the Master Plan as approved.

(6) Any change of use of a building after initial occupancy, to any non R&D office use.

(ii) Before any building permit is issued for construction of any building on Blocks G and H, or for the equivalent in nonresidential Gross Floor Area anywhere in *Phase 1B* of the project, the Planning Board must find with reasonable certainty that all approvals have been secured for construction in Somerville and Boston as approved in the Master Plan (as to uses or total Gross Floor Area), either as an element in an approved master plan document equivalent to this Decision or through the issuance of a building permit.

Where such permits or authorization have not been granted in Somerville and Boston; or where the permits have been granted but the approved development is, in use or amount of Gross Floor Area, at variance from the approved Master Plan; or where the

use and floor area character of future development is still not determined, the Permittee shall be subject to the requirements of Paragraph (iii).

(iii) Where the circumstances in Paragraph (ii) are operative, nonresidential construction on Blocks G and H, or the equivalent nonresidential Gross Floor Area anywhere in *Phase 1B*, shall not be permitted until the approved Master Plan has been modified by a Major Amendment to this Decision submitted for consideration to the Planning Board by the Permittee, or the Planning Board specifically votes by a majority otherwise necessary to approve a Major Amendment not to modify the Decision after having heard public testimony at the public hearing required for the Major Amendment.

The Major Amendment may establish a new mix of uses, a reduction in the total amount of Gross Floor Area permitted in the Cambridge portion of the Master Plan, impose additional mitigation requirements, or otherwise adjust the elements of the Master Plan and the requirements of this Decision such that the Planning Board is satisfied that the original Findings of this Decision and the intent and effect of its original Conditions can continue in the altered circumstances presented. The Board may consider, but is not limited to, the following options:

(1) Where more nonresidential development is authorized in Somerville and Boston than that which is approved by the Planning Board in Appendix I, an equivalent amount of nonresidential Gross floor Area within Cambridge is converted to residential Gross Floor Area, and/or

(2) The Permittee demonstrates to the satisfaction of the Planning Board that the additional residential or nonresidential Gross Floor Area will result in no increase in traffic over the previously authorized amount of Gross Floor Area as a result of additional mitigation measures instituted, beyond those already required by this Decision, and/or

(3) Residential or nonresidential Gross Floor Area in an equivalent amount is eliminated from Phase *1B* or *Phase 2* in Cambridge.

e. **Modification of Phases.** The Phases of development approved in Condition #5 above may be modified as a Minor Amendment from the Planning Board. In requesting such a Minor Amendment the Permittee shall submit the following information:

(i) A revised Appendix I reflecting the proposed reallocation of Gross Floor Area and uses.

(ii) A revised Appendix II.

(iii) A narrative description of the purpose of the requested change, its impact on other Conditions of this Decision, and an analysis of the implications of the change on traffic, on the rate at which residential Gross floor Area will be constructed, on the

provision of parks, roadways and utilities, and on the viability of the resulting urban environment should subsequent phases not be built or delayed for a significant period of time.

In approving the revised Phasing Plan, the Planning Board shall find that the alternate arrangement of uses and Gross Floor Area continues to provide for a viable and coherent residential and commercial community at each stage of the Master Plan's development, continues to bring adequate park and other infrastructure on-line at appropriate times, including necessary traffic mitigation measures, and will otherwise continue to advance the intent and objectives of this Decision in approving the original Phasing plan.

f. Any adjustment to the amount of the project site governed by this Special Permit as a result of any municipal boundary line adjustments among Cambridge, Somerville, and Boston, and any corresponding adjustments to the terms of this Special Permit resulting from municipal boundary line changes, shall be permitted as a Minor Amendment to this Decision.

13. **Traffic and Transportation Mitigation**. The Permittee shall be responsible for the timely implementation of all project mitigation measures as outlined in the application documents and as summarized in Appendix II of This Decision. The Transportation Demand Management measures set forth in Appendix II shall apply to all buildings in the Master Plan, including buildings partially or wholly located in Boston or Somerville, as access to these buildings is via roadways in the City of Cambridge.

14. **Traffic Monitoring Provisions**. In order to be assured that the development as it unfolds is meeting the traffic generation targets that are the basis for approval of the entire Master Plan, the Permittee shall be required to monitor yearly the traffic generated and mode splits achieved as buildings are built and occupied. The traffic monitoring required under this Special Permit shall include all buildings in the Master Plan, including buildings partially or wholly located in Boston or Somerville, as access to these buildings is via roadways in the City of Cambridge. Such monitoring shall be conducted, and necessary adjustments to the Master Plan made, as set forth in Appendix III of this Decision.

15. **Construction Management Plan**. Before issuance of the first building permit for construction within the Development Parcel, the Permittee shall prepare a Construction Management Plan consistent with the requirements of Section 18.20 of the Zoning Ordinance, which Plan shall be submitted to the Planning Board for review and approval. The Plan shall address the following issues in addition to those set forth in Section 18.20: Contaminated soil management to prevent dust and odors, transport of airborne contaminants, and deposition of contaminated soil on public streets; dewatering procedures that prevent polluted discharges and soil subsidence; and erosion and sedimentation controls.

Prior to the preparation of the Plan, the Permittee shall develop a scope for the Plan for review by the Community Development Department, the Department of Public Works, the Water Department, the Traffic, Parking and Transportation Department, the Inspectional Services Department, and other departments as deemed appropriate by the City. The draft

Plan shall be submitted to said departments for review prior to submittal to the Planning Board for approval.

16. **Sustainable Environmental Strategies**. Since the issuance of the original Special Permit and prior to granting this Major Amendment, the City has adopted Green Building Requirements as set forth in Section 22.20 of the Zoning Ordinance. Therefore, the requirements of Section 22.20 shall apply to all development in the Master Plan in place of the requirements in Article 16 of the original Special Permit Decision. The materials required to be submitted with a Special Permit Application under Section 22.20 shall be included with the submission to the Planning Board for design review of a building or site pursuant to Condition #10 above.

17. **Subdivision of the Development Parcel**. The Planning Board approves the subdivision of the Development Parcel into the Blocks as approved in the Revised Final Development Plan and illustrated in Exhibit A, attached to this Decision, or as their dimensions may be established after final design approval, and as may be necessary to create the public street rights of way and public parks authorized. The Planning Board shall approve all setbacks of buildings and any further subdivision of Blocks into smaller lots (should they be proposed) at the time of final design approval.

18. **Procedures for Granting Minor and Major Amendments to this Decision**. A Minor Amendment to this Decision shall be adopted by an affirmative vote of at least five members of the Planning Board after consideration of the proposed change, enumerated on the Agenda, at an appropriately noticed meeting of the Planning Board.

    Notwithstanding the provisions of Article 12.000, any Major Amendment required explicitly in this Decision shall only be adopted after an affirmative vote of at least five members of the Planning Board and only after the proposed change has been advertised as a new Special Permit subject to the procedural requirements of Section 10.40 of the Zoning Ordinance. The Planning Board shall consider the substance of the change as presented in the amendment application documents and shall not be reviewing this Decision in its entirety.

    Where the Board finds that a requested Major Amendment to this Decision constitutes a substantial alteration to the intent, purpose and substance of this Decision, such Major Amendment shall be considered under the procedures established in Article 12.000 as if it were a new Planned Unit Development Special Permit.

19. **Miscellaneous Conditions**.

    a. The Permittee shall install short-term bicycle racks near each primary building entrance, for use by visitors, customers & couriers. Longer-term convenient, secure & covered bicycle storage for residents shall also be provided in conformance with the requirements for such facilities in Article 6.000. A bicycle center, consisting of a Public Bicycle-Sharing Station (Hubway) and facilities for bicycle repairs and long-term bicycle storage, shall be provided by the Permittee in one of the buildings constructed on Blocks Q1, Q2, R and/or V, or in another location approved by the Planning Board, and shall be

operational when the relocated MBTA station is operational. The Permitee shall also continue to provide space for the existing public bicycle-sharing station (Hubway) located at Cambridge Street and First Street.

b. The Permittee shall build the multiuse path in phases as described in the Revised Final Development Plan. The path shall be designed to be at least fourteen (14) feet wide with two (2) foot buffer spaces along each edge, and the path design shall be subject to ongoing review and approval by the Community Development Department (CDD) and the Traffic, Parking and Transportation Department (TPT). The path shall meet AASHTO standards and be able to structurally support maintenance vehicles. The multiuse path shall have a 14-foot wide paved dimension except that, as previously approved in Minor Amendment #2 approved November 18, 2008, the as-built width is approved for the portion of the multi-use path within the NorthPoint Common (formerly called "Central Park") that has already been constructed. *Phase 1A* shall include a seamless connection between the multiuse path and the bicycle and pedestrian components of North Point Boulevard currently under construction in conjunction with the New Charles River Basin Master Plan to facilitate a connection between the Somerville Community Path, North Point Park, the North Bank Bridge, the Bascule Bridge, Boston, the Inlet Bridge, McGrath/O'Brien Highway, and the Dr. Paul Dudley White Bike Path. The Permitee shall work with the City of Cambridge to appropriately provide easements on its property, as necessary, for the Somerville Community Path Extension and Grand Junction Trail to extend onto and traverse the Development Parcel to provide for reasonable at-grade connections on its property to allow connection with the proposed NorthPoint Community path which will be constructed to the end of West Boulevard. Furthermore, the Permittee shall implement an interim functional connection to the Somerville Community Path in the event that it arrives at the boundary of the Development Parcel site prior to the initiation of any construction in *Phase 2*. At the completion of *Phase 1A* and again at the completion of *Phase 1B* the Permittee shall demonstrate to the Planning Board that the relevant requirements of this condition have been met.

   Bicyclists will need to be able to navigate from Cambridge Street onto First Street and into North Point. The Permittee must consider all design options (e.g., bicycle specific signals, special markings such as blue lanes, etc.) in order to make this difficult transition accessible for cyclists in all Phases of the development. The Permittee shall periodically report to the Planning Board, as individual buildings, streets and parks are presented to the Board for final design approval, as to the options that have been considered to address the concerns expressed herein.

c. The vertical connection to the Gilmore Bridge and the widened sidewalk along the bridge as proposed by the Permittee are necessary to increase transit accessibility by substantially reducing the walk distance and comfort of the connection to the Community College Orange Line MBTA station. The Permittee shall develop the vertical connection to the bridge in conjunction with the construction of Buildings H and/or N. The proposed elevator links between the multi-use path and the Gilmore Bridge will require careful attention. Bicycles should be accommodated thoughtfully so they are not perceived to be a disruptive element to the vertical connector. The Permittee shall make improvements

to ensure that it is safer and easier to walk or bicycle; options include adding bicycle lanes or widening the sidewalk on the west side of the Gilmore Bridge as approved by the City of Cambridge and any applicable state agencies. The requirements and objectives of this Condition shall be reviewed by the Planning Board as part of the Board's review of the design of Buildings H and N. Such pedestrian and bicycle access has been completed at the time of granting Major Amendment #6.

d. When a building is presented to the Planning Board for design approval, as required in Condition #10 above, the Permittee shall accompany the design review application with a report that shall contain the following:

(i) A statistical review of the amount of development showing uses and buildings constructed, under construction, and granted a building permit;

(ii) A similar statistical summary of the dwelling units constructed, including their size by square feet and number of bedrooms and housing type (townhouses, flats, group quarters, SRO units, etc); the number of inclusionary units and the number of moderate income units provided and the efforts made to develop such moderate income units (serving households between 80% and 120% of the median income for households in the Boston metropolitan area); and the selling prices or rental rates for dwelling units currently available.

e. The Permittee shall provide, or contribute the cost of, a changing room facility or accessory parking for sports teams at the recreation site that may be developed on land owned by the Commonwealth east of the Gilmore Bridge, or an equivalent space within one of the buildings to be constructed adjacent to the Gilmore Bridge within the Development Parcel. Payment shall be made or the space made available so that the facility is operational when the recreation facility is opened. Should a formal sports facility not be planned for the recreation area, the Permittee shall contribute an equivalent in alternate facilities or cash toward improvements on the park site. The City in coordination with the Permittee shall determine the means by which this condition is satisfied.

20. **Implementation of the Special Permit.**

This Special Permit shall be governed by the provisions of Chapter 40A and Section 10.46 of the Cambridge Zoning Ordinance, which establish the time within which construction authorized by the Special Permit must commence. With respect to the requirements of Section 12.40 of the Zoning Ordinance, the Planning Board grants to the Permittee the right to start construction on *Phase 1A* of the Master Plan within two years of the date of filing of this Decision with the City Clerk, hereby granting the extension permitted under Section 12.41 for good cause, such good cause having been demonstrated by the Permitee because of the unusually large size and scope of the Master Plan. Pursuant to the provisions of Section 12.42, for the purpose of this Special Permit, construction shall be deemed to include the environmental remediation required for *Phase 1A* by the Massachusetts Contingency Plan and the utilities, streets, sidewalks, and other infrastructure required to

support building construction in *Phase 1A* provided such remediation activity or infrastructure construction is carried on continuously through the commencement of construction, within two years from the date of filing of this Decision with the City Clerk, of at least one building or parking garage having a GFA of 100,000 square feet or more.

The extraordinary size and scope of the Master Plan, and its anticipated duration of construction, suggests that the execution of the Master Plan over time, in Phases as approved herein by the Planning Board, cannot be defined precisely with regard to the time that any one building or facility will commence construction. Therefore the Final Development Plan has not established specific time limits within which specific building construction or phases will commence. Nor does the Planning Board believe that a precise schedule of construction can be established with any confidence at the time of the granting of the Special Permit.

Therefore, in the absence of a detailed schedule of construction to which the Permittee shall be bound over the life of the execution of the Master Plan, the Planning Board establishes the following conditions and limitations.

a. All authorized construction of buildings and required facilities, infrastructure and mitigation measures shall be constructed or under construction (or authorized by the issuance of a Building Permit), installed, or put into operation on or before December 31, 2030. Extension of this completion date shall be permitted only for good cause by Major Amendment.

b. Should the Permittee not seek design approval for a building for a period of two years from the last design approval, the Permittee shall make a report to the Planning Board at the end of that two year period updating the Board on the anticipated schedule for future construction, difficulties encountered in executing the Master Plan, anticipated schedule of construction in the future, and whether the Permittee believes that the entire Master Plan can be fully constructed within the term provided, and if not how much additional time might be required.

21. Additional Conditions as Part of Major Amendment #3. The following provisions, which were not included the original Special Permit Decision, were established by the Planning Board with the granting of a Major Amendment on November 16, 2012 and shall remain in effect, except as amended.

a. **Parking.** The Permitee shall meet with the City staff to discuss opportunities for smaller parking ratios and/or shared parking as well as challenges of managing an MBTA commuter lot and possible need for retail parking. During the design review for development on any block subsequent to development on Blocks S, T and N, the Permitee shall report to the Planning Board on the status of these discussions and any recommended changes as appropriate. Parking ratios were addressed and adjustments to required parking ratios were approved by the Planning Board in granting Major Amendment #4 to this PUD Special Permit on February 13, 2015.

b. **Bicycle Signage.** The Permitee shall work with the City of Cambridge to provide an

appropriate on-site bicycle signage system to facilitate the use of on-site bicycle pathways and connections to off-site bicycle routes.

c. **Exemption of Above Ground Structured Parking.** In accordance with Subsection 13.79.2 of the Zoning Ordinance, as amended by the City Council in July, 2012, the Planning Board approves the additional Gross Floor Area allowed for above ground structured parking adjacent to the Somerville municipal boundary line, the Boston municipal boundary line and Charlestown Avenue (the Gilmore Bridge), and authorizes that such facilities may have a height greater than twenty-five (25) feet. The Planning Board shall approve the final height of such exempted parking facilities upon reviewing and approving the design of individual development blocks pursuant to Condition #10 above.

22. **Additional Conditions as Part of Major Amendment #4.** The following provisions, which were not included the original Special Permit Decision, were established by the Planning Board with the granting of a Major Amendment on February 13, 2015 and shall remain in effect.

    a. The recommendations set forth in the Memorandum from Monica R. Lamboy, Interim Director, Traffic, Parking and Transportation Department, dated January 13, 2015 and attached to this Decision, shall be incorporated as Conditions of this Special Permit Decision applicable in addition to conditions set forth in the original PUD Special Permit PB #179, as modified by previous amendments. Prior to issuance of any Building Permit or Certificate of Occupancy for development authorized by PUD Special Permit PB #179, the Traffic, Parking and Transportation Department shall certify that all conditions applicable at that phase of the project have been met.

23. **Additional Conditions as Part of Major Amendment #6.** The following provisions, which were not included the original Special Permit Decision, are established by the Planning Board with the granting of this Major Amendment.

    a. By the date of the Permittee next submitting a particular building or site for Design Review approval in accordance with Condition #10 of this Special Permit, the Permittee shall submit a complete revised version of the North Point Design Guidelines document referred to in Condition #11, Paragraph (b) of this Special Permit to the Planning Board for its review and approval as matter of general business at a regular Planning Board meeting at which possible approval has been placed upon the agenda.

    b. The Permittee shall provide evidence to CDD that it possesses the title insurance policy referred to above in the Findings of this Special Permit.

Voting in the affirmative to grant the requested Major Amendment to the Planned Unit Development Special Permit and Project Review Special Permit were Planning Board Members Louis Bacci, H Theodore Cohen, Steven Cohen, Mary Flynn, Hugh Russell, and Associate Members Ahmed Nur and Thacher Tiffany, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

H Theodore Cohen, Chair.

Pursuant to Section 12.36.4 of the City of Cambridge Zoning Ordinance, DW NP Property, LLC agrees to the conditions attached to this Decision approving the granting of a Major Amendment to PUD Special Permit #179.

Name: Tom Sullivan
Authorized Representative, DW NP Property, LLC.

9/1/2016

A copy of this decision #179 Amendment #6 (Major) shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

Voting in the affirmative to grant the requested Major Amendment to the Planned Unit Development Special Permit and Project Review Special Permit were Planning Board Members Louis Bacci, H Theodore Cohen, Steven Cohen, Mary Flynn, Hugh Russell, and Associate Members Ahmed Nur and Thacher Tiffany, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

H Theodore Cohen, Chair.

Pursuant to Section 12.36.4 of the City of Cambridge Zoning Ordinance, DW NP Property, LLC agrees to the conditions attached to this Decision approving the granting of a Major Amendment to PUD Special Permit #179.

Name: Michael Carp
Authorized Representative, DW NP Property, LLC.

A copy of this decision #179 Amendment #6 (Major) shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on September 2, 2016, by Swaathi Joseph, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge

Appendix I: Revised Statistical Summary of the Approved Master Plan

I. Project as a Whole
A. Three City Summary

a. Parcel Area	Total Area in Acres (Square Feet):	45.37 acres (1,976,501 square feet)
b. Floor Area	FAR at North Point:	2.66
	FAR at Lechmere	2.5
	Total GFA	5,245,854 square feet
c. Non-Residential	Maximum FAR	1.10
	Approved GFA	2,185,062 square feet for all non-residential uses
	Retail GFA:	300,000 square feet at North Point Amount TBD at Lechmere
d. Residential	Maximum FAR:	1.55
	GFA:	3,060,792 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	392,000 square feet
	Other/Common Open Space in Square feet:	TBD
f. Parking Spaces	Maximum Permitted:	3,807 spaces +300 replacement MBTA spaces
	Maximum non-residential:	See Special Permit
	Minimum residential:	0.5-1.0 spaces/unit for each building Average of 0.75/unit for the entire project at full build-out
g. Dwelling Units	Proposed Number:	3,177 units

B. Development in Cambridge

a. Parcel Area	Total Area in Acres: Square Feet:	38.77 acres 1,690,276 square feet
	Area at North Point in Acres: Square Feet:	37.1 acres 1,617,534 square feet
	Area at Lechmere in Acres: Square Feet:	1.67 acres 72,742 square feet
b. Floor Area	FAR at North Point: FAR at Lechmere:	2.51 2.75
	GFA at North Point: GFA at Lechmere: Total GFA:	4,058,997 square feet 199,855 square feet 4,258,852 square feet
c. Non-Residential	Maximum FAR at North Point:	TBD
	Maximum FAR at Lechmere:	TBD
	Approved GFA at North Point: Approved GFA at Lechmere:	1,399,613 square feet TBD (Retail Only)
d. Residential	Minimum FAR at North Point:	TBD
	Minimum FAR at Lechmere:	TBD
	Approved GFA at North Point: Approved GFA at Lechmere:	2,652,304 square feet 181,855 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided at North Point: at Lechmere:	 323,507 square feet 11,000 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential at North Point: at Lechmere:	See Special Permit See Special Permit
	Minimum residential:	TBD 0.5 – 1.0 spaces/unit for each building - Average of 0.75/unit at full build-out for all municipalities
g. Dwelling Units	Proposed Number:	TBD

C. Development in Somerville

a. Parcel Area	Total Area in Acres: Square Feet:	5.28 acres 229,856 square feet

D. Development in Boston

a. Parcel Area	Total Area in Acres: Square Feet:	1.29 acres 56,369 square feet

E. Development in Boston + Somerville

a. Parcel Area	Total Area in Acres: Square Feet:	6.57 acres 286,225 square feet
b. Floor Area	Total FAR	3.44
	Total GFA	987,000 square feet
c. Non-Residential	Maximum FAR	2.66
	GFA	761,000 square feet
d. Residential	FAR	0.79
	GFA	226,000 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	TBD
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum permitted:	TBD
g. Dwelling Units	Proposed Number:	TBD

II. PHASES

A. Statistical Summary - Phase 1A

1. Overall Dimensional Limits

a. Parcel Areas	Total Phase 1A in Square Feet:	454,406 square feet
b. Floor Area	Total GFA	2,064,992 square feet
c. Non-Residential	GFA	484,000 square feet
	Retail GFA	TBD
d. Residential	GFA	1,580,992 square feet
e. Open Space	Public, Green Area or Permeable Open Space Provided:	4.12 acres or 179,902 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Non-residential:	See Special Permit
	Residential:	TBD - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

2. Dimensional Limits on Individual Parcels

Parcel H	a. Total Parcel Area:	79,430 square feet
	b. Total GFA:	30,000 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	30,000 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel I	a. Total Parcel Area:	100,837 square feet
	b. Total GFA:	390,000 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel N (completed prior to this Major Amendment)	a. Total Parcel Area:	49,284 square feet
	b. Total GFA:	394,000 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	8,600 square feet
	e. Retail:	8,600 square feet
	f. Residential GFA:	385,400 square feet
	g. Total Parking Spaces:	184
	h. Associated Public, Green Area or Permeable Open Space:	8,760 square feet
Parcel JK	a. Total Parcel Area:	62,502 square feet
	b. Total GFA:	370,000 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	370,000 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel T (completed prior to this Major Amendment)	a. Total Parcel Area:	38,986 square feet
	b. Total GFA:	242,194 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Retail not proposed

	f. Residential GFA:	242,194 square feet
	g. Total Parking Spaces:	151 spaces in garage, 79 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	13,861 square feet
Parcel S (completed prior to this Major Amendment)	a. Total Parcel Area:	30,090 square feet
	b. Total GFA:	112,398 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	None
	f. Residential GFA:	112,398 square feet
	g. Total Parking Spaces:	51 spaces in garage, 49 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	11,255 square feet
Parcel L	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	286,000 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	286,000 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel M	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	208,400 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	TBD
	e. Retail:	Required, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel Q1	a. Total Parcel Area:	11,584 square feet
	b. Total GFA:	14,000 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	14,000 square feet
	e. Retail:	Required, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel W	a. Total Parcel Area:	20,743 square feet

	b. Total GFA:	18,000 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	18,000 square feet
	e. Retail:	Required, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

B. Statistical Summary - Phase 1B

1. Overall Dimensional Limits

a. Parcel Areas	Total Phase 1B in Square Feet:	383,237 square feet
b. Floor Area	Total GFA:	1,823,000 square feet
c. Non-Residential	GFA:	1,475,000 square feet
	Retail GFA:	TBD
d. Residential	GFA:	348,000 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	3.6 acres or 158,820 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	See Special Permit
	Minimum residential:	TBD 0.5 – 1.0 spaces/unit for each building - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

2. Dimensional Limits on Individual Parcels – Phase 1B

Parcel C	a. Total Parcel Area:	69,003 square feet
	b. Total GFA:	348,000 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel EF	a. Total Parcel Area:	87,225 square feet
	b. Total GFA:	400,000 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	400,000 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD

	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel G	a. Total Parcel Area:	101,610 square feet
	b. Total GFA:	410,000 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	410,000 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel H	a. Total Parcel Area:	79,430 square feet
	b. Total GFA:	345,000 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	345,000 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel U	a. Total Parcel Area:	45,969 square feet
	b. Total GFA:	320,000 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	320,000 square feet
	e. Retail:	Retail not proposed
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

C. Statistical Summary - Phase 2

1. Overall Dimensional Limits

a. Parcel Areas	Total Phase 2 in Square Feet:	426,813 square feet
b. Floor Area	Total GFA:	1,387,862 square feet
c. Non-Residential	Maximum GFA:	256,062 square feet
	Retail GFA:	76,000 square feet
d. Residential	Minimum GFA:	1,131,800 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	Balance of 11 acres
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	See Special Permit
	Minimum residential:	TBD 0.5 – 1.0 spaces/unit for each building - Average of 0.75/unit at full build-out for all phases
g. Dwelling Units	Proposed Number:	TBD

2. Dimensional Limits on Individual Parcels – Phase 2

Parcel A	a. Total Parcel Area:	65,373 square feet
	b. Total GFA:	231,610 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Retail not proposed
	f. Residential GFA:	231,610 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel B	a. Total Parcel Area:	80,325 square feet
	b. Total GFA:	316,390 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel D	a. Total Parcel Area:	59,838 square feet
	b. Total GFA:	340,000 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD

	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel Q2	a. Total Parcel Area:	114,928 square feet
	b. Total GFA:	151,062 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	151,062 square feet
	e. Retail:	Required, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel R	a. Total Parcel Area:	46,343 square feet
	b. Total GFA:	148,945 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Required, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel V	a. Total Parcel Area:	60,006 square feet
	b. Total GFA:	199,855 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	TBD
	e. Retail:	Required, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Appendix II: Traffic and Transportation Mitigation Requirements

The Permittee has committed to an extensive list of Travel Demand Management (TDM) measures, transportation infrastructure improvements, and off-site roadway mitigation measures that are all designed to minimize the transportation impacts of the proposed development by reducing reliance on automobile travel and increasing the capacity of key intersections. All of these measures must be in place before completion of the project. The following schedule shall apply.

1. Prior to the issuance of the first building permit the Permittee and City staff (staff of the Traffic, Parking and Transportation and Community Development Departments, except as noted) shall thoroughly investigate all reasonable measures that will improve the environment and attractiveness of the Gilmore Bridge for pedestrians and bicycles in order to ensure an attractive connection for them between the Community College station on the Orange Line and the buildings within North Point. The items to be investigated will include the widening of the sidewalk, ways to reduce the adverse impact of wind on the pedestrians, options to support bicycle use, and the appropriate timing of the improvements that are agreed upon.

2. Before the first Certificate of Occupancy for the first building is issued the following measures must be operational:

   a. Transportation infrastructure improvements, including:

      (i) A surface roadway connection between East Street and North Point Boulevard as approved by City staff.

   b. In addition, should the first building contain non-residential uses (exclusive of accessory retail uses) the following non-residential TDM measures:

      (i) TDM measures shall be implemented for any non-residential uses as detailed in the approved PTDM Final Decision, #F-30, dated February 21, 2003 (herein after the PTDM Plan), and. all subsequent amendments for the project.

   c. In addition, before the first Certificate of Occupancy for the first residential building, the following residential TDM measures, including:

      (i) A transportation coordinator, responsible for implementing and/or administering all TDM programs.

      (ii) At least one car-sharing space made available to a car-sharing program.

      (iii)A program that will: (1) permit residents to forgo parking privileges in the parking garage and have that choice reflected in a downward adjustment to their rent, and (2) require increased parking fees for residents choosing more than one space per unit. This program must be approved by City staff and the Permittee shall report to the City annually on the operation of the program.

(iv) Membership in the Charles River TMA and provision of shuttle service. Plans for operations of a shuttle to the Red Line must be approved by City Staff prior to obtaining the first Certificate of Occupancy. Revised plans for operations should be submitted with each application for a building. Revisions to operations at any time shall require approval by City Staff.

3. Prior to the issuance of a building permit for the first building commenced on a Parcel other than Parcels S, T and N, install a Hubway station near the base of the vertical connection to the Gilmore Bridge.

4. Prior to the issuance of an Occupancy Permit for the first building commenced on a Parcel other than Parcels S, T and N, complete a feasibility study for design of other improvements to the environment along the Gilmore Bridge to encourage pedestrian and bicycle access to the Orange Line and bicycle access enhancements for use of the Gilmore Bridge, and present feasibility study to City staff and MassDOT.

5. Before the issuance of an Occupancy Permit which brings the total non-residential space to more than 350,000 sq. ft., the following measures must be operational:

   a. Transportation infrastructure improvements, including:

      (i) All of the above infrastructure improvements.

      (ii) A surface roadway connection between East Street and Water Street as approved by City staff, provided that the City staff shall work with the Permittee to modify the location of the connection if necessary to coordinate with the schedule of the MBTA for construction or property conveyances.

      (iii) A vertical, handicap-accessible, pedestrian and bicycle connection to the Gilmore Bridge north of the park.

   b. TDM measures, including:

      (i) All of the above TDM measures.

      (ii) Provision of car-sharing spaces to meet demand.

6. Before the first Certificate of Occupancy is issued for a building in *Phase 1B* the following measures must be operational:

   a. Transportation infrastructure improvements, including:

      (i) All of the above infrastructure improvements.

(ii) Sub-paragraphs (ii) and (iii) of this section in the original Special Permit relate to the plans for a vertical pedestrian and bicycle connection to the Gilmore Bridge adjacent to Block H and Block N. Those sub-paragraphs are superseded in this Major Amendment by the Permittee's approved plan to create an open-air vertical park connection with accessible elevator as a component of the development of Block H or Block N.

(iii)See above.

(iv)A temporary multi-use path connection from North Point Boulevard to Water Street when the intersection of O'Brien Hwy and Water Street has been improved, with an extension to the Somerville Community Bike Path as soon as it exists, as approved by City staff, provided that the City staff shall work with the Permittee to modify the location of the connection if necessary to coordinate with the schedule of the MBTA for construction or property conveyances.

b. All of the above TDM measures.

c. Off-site roadway mitigation measures, including:

(i) Proposed improvements to Land Boulevard and O'Brien Highway developed in coordination with City staff and approved by the State as necessary.

(ii) [Intentionally deleted – The proposed new mid-block crossing of O'Brien Highway has been determined by the City staff and MassDOT not to be desirable.]

(iii)Other off-site intersection improvements, developed in coordination with City staff, including:

(a) Pavement marking improvements and signal timing changes with equipment improvements where deemed necessary by City staff at the intersections of O'Brien Highway and Twin City Plaza, O'Brien Highway Museum Way, Cambridge Street Hampshire Street, Cambridge Street and Prospect Street, Cambridge Street and Columbia Street, Cambridge Street and Sixth Street, Cambridge Street and Third Street, Cambridge Street and Second Street, Charles Street and Third Street, Charles Street and First Street, Binney Street and First Street, Binney Street and Land Street, Broadway & Galilei Way, Broadway & Third Street, and Cambridgeside Place and Land boulevard.

(b) Intersection reconstruction including cross-section changes, sidewalk modifications, pavement markings, new asphalt, and signal timing changes, with equipment improvements where necessary, at the intersections of: O'Brien Highway and Third Street and O'Brien Highway and Water Street.

7. Before the initiation of Phase 2, except as permitted in Condition 5(e) of this Decision:

(i) The following improvements to the intersections of Cambridge Street and First Street, Cambridge Street and O'Brien Highway, and at the new intersection of First Street Extension and O'Brien Highway shall be completed based on a plan approved by City staff and the State as necessary:

(a) All necessary cross-section and alignment changes;
(b) New roadbeds and pavement;
(c) New sidewalks and lighting;
(d) New pavement markings; and
(e) All signal timing changes and new signal equipment.

(ii) Completion of improvements to the environment along the Gilmore Bridge to encourage pedestrian and bicycle access to the Orange Line and bicycle access enhancements for use of the Gilmore Bridge, as determined by the Permittee and City staff, subject to any required state agency approval.

8. The Permittee shall contribute $100,000 (adjusted for inflation) to fund the City's design and installation of traffic calming improvements on Cardinal Medeiros Avenue. This contribution will not be required prior to the issuance of the third Certificate of Occupancy for the project. The City will provide six months written notification of need to make this contribution.

9. As soon as the hotel is opened, the Permittee must provide a transportation service to/from Logan Airport in order to reduce SOV travel between the airport and hotel. Plans for provision of this service must be approved by City staff prior to obtaining the hotel Certificate of Occupancy. Revisions to operations at any time shall require approval by City Staff. The Permittee is encouraged to explore opportunities for providing this service free of charge in cooperation with other area hotels.

Appendix III: Traffic Monitoring Provisions

In order to determine whether the traffic associated with this project is significantly different than that which was forecast in the Traffic Study (TIS), the project shall be required to undertake annual monitoring as set forth below.

All required surveys and counts shall be designed and conducted in a manner approved by the Community Development and Traffic, Parking and Transportation Departments. Approval of the form of any survey instrument or monitoring method for the non-residential portion of the project shall be required before it is used for the first building with a non-residential component. Approval of the form of any survey instrument or monitoring method for the residential portion of the project shall be required before it is used for the first building with a residential component. Approval of the form of the method for perimeter monitoring shall be required before it is used for the first building.

1. For non-residential portions of the project, this monitoring shall consist of:

    a. Determination of mode split for all trips for employees, patrons, visitors, etc. annually.

    b. Garage driveway counts. Peak hour (AM and PM) and 24 hour counts for one week shall be conducted every two years.

    c. Parking space utilization counts. Counts shall be taken for two 24-hour weekday periods at 15-minute intervals during one week every two years.

2. For the residential portion of the project, this monitoring shall consist of:

    a. Determination of mode split for residential peak hour (AM and PM) trips annually.

    b. Garage driveway counts. Peak hour (AM and PM) and 24 hour counts for one week shall be conducted every two years.

    c. Parking space utilization counts. Counts shall be taken for two 24 hours weekday periods at hourly intervals during one week every two years.

3. In addition, perimeter monitoring shall be conducted for this project every two years. Peak hour (Weekday AM and PM, Saturday Midday) turning movement counts and 24 hour ATR Volume counts shall be recorded at the intersections of O'Brien Highway with Water Street, with East Street, with "A Drive", with Museum Way and with First Street Extension (when open), as well as on North Point Boulevard under the Gilmore Bridge.

4. Monitoring and surveying shall begin within one year of the date of the issuance of the first Certificate of Occupancy in the development. Mode split monitoring, driveway counts (when applicable) and parking utilization, counts (when applicable) shall be conducted for all buildings during the same one-week period, as determined by the date of the Certificate of Occupancy of the first building. If the Certificate of Occupancy is issued between September 1 and February 29, the monitoring shall take place during the months of September or October (during a week with no holidays) and be reported to the City no later than November

30. If the Certificate of Occupancy is issued between March 1 and August 31, monitoring shall take place during the months of April or May (during a week with no holidays) and be reported to the City no later than June 30.

5. Frequency of monitoring may be changed upon approval by City staff. Monitoring frequency may only be reduced if the monitored mode splits for the residential and non-residential portions of the project are less than or equal to those projected in the Traffic Impact Study and have been consistently maintained in survey validated by City staff for a period of not less than 5 years. More frequent monitoring may be re-instituted by City staff if mode splits exhibit a trend towards more automobile use or if 5% or more of the non-residential square feet changes use or tenant, or any residential use is converted to non-residential use.

6. The Permittee shall submit an annual monitoring report to the Community Development and Traffic, Parking & Transportation Departments to include summary tables of trip generation and percentage by mode for each building and/or block, with subtotals by use, as well as projections by phase and building and/or block for all un-occupied build-out in the full-build development. Final report format to be developed in cooperation with Community Development and Traffic, Parking & Transportation Department staff after submission of the first draft report. As part of each report the Permittee shall provide an assessment, to the extent that such assessment can be reasonably made from the information collected or otherwise available, of the general accuracy of the assumptions made in the initial Traffic Study. The Permittee shall include a summary approved by City staff of the most recent report in submissions to the Planning Board for each new building review.

7. If any monitoring report submitted during the build-out of *Phase 1A* or *Phase 1B* determines that trip generation as determined by driveway counts for existing occupied GFA plus projections for all un-occupied *Phase 1A* and *1B* GFA (based on monitored trip rates and mode splits) exceeds 1,450 pm or 10,500 daily trips before the First Street Extension is operational, additional TDM and infrastructure improvements as described in Paragraph 9 below must be implemented to keep trips at or below the levels projected in the 2002 TIS.

8. If any monitoring report submitted during the build-out of *Phase 2* determines that trip generation as determined by driveway counts for existing occupied GFA plus projections for all un-occupied *Phase 1A*, *1B*, and *Phase 2* GFA (based on monitored trip rates and mode splits) exceeds 1,900 pm or 16,100 daily trips before the First Street Extension is operational, additional TDM and infrastructure improvements as described in Paragraph 9 below must be implemented to keep trips at or below the levels projected in the 2002 TIS.

9. If monitoring indicates trip generation in excess of the, thresholds described in 7 and 8 above the proponent will work with the City staff to identify and implement additional mitigation measures intended to reduce auto mode share or peak hour vehicle trip generation. The TDM measures the proponent will consider include the following items or others than may have similar or better results and will be determined in consultation with the City of Cambridge. The proponent will commit to implement a package of measures whose effectiveness is commensurate with the excedence. Possible TDM Measures, include but are not limited to the following:

- Reductions to commercial and/or residential parking supply
- Increases to commercial and/or residential parking rates
- Financial incentive for residents to leave their car in the garage for multiple days
- Additional off-site bicycle and pedestrian connections, such as Somerville Community Path, bridges from North Point to O'Brien Hwy, Boston or across the Charles River behind the Museum of Science. Build bike/pedestrian connections from North Point Park to Boston.
- Provide bicycle facilities along O'Brien Hwy.
- Discount/Free ZIPCAR (or similar car-share) membership for residents
- MBTA pass subsidies for residents
- Larger financial incentives for formation of vanpools/additional carpools
- Telecommuting program for commercial tenants
- Operate or provide funding for improved bus connections to under-served transit facilities/employment centers.
- Financial incentives for walking and biking
- Acceleration of implementation of planned transit, bike infrastructure or TDM programs.
- Free bikes as rewards for not driving, multiple years of tenancy, etc.
- Create a transit pass for private and public transit that facilitates transfers
- Provide on-site amenities or encourage services to reduce trip making - grocery deliveries, on-site day care, dry cleaners, etc.
- Create a para transit system to serve children's travel needs - school, after school, sports, art, music, etc.
- Participation in the cost of the design and installation of a Third Street to Main Street bus way connection at Broadway, developed in coordination with City staff
- Additional, reasonable measures as agreed upon by the proponent and the City
- Provide free or discounted public bicycle-sharing program (Hubway) membership for residents or employees

CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Monica R. Lamboy, Interim Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board

From: Monica R. Lamboy, Interim Director

Date: January 13, 2015

Re: NorthPoint Application for Amendments to PUD Development Plan and Project Review Special Permits (PB#179)

The Cambridge Traffic, Parking and Transportation Department (TP&T) reviewed NorthPoint's Application for Amendments to PUD Development Plan and Project Review Special Permits, dated June 24, 2014, for Planning Board Special Permit #179. TP&T submitted comments to the Planning Board on August 19, 2014 (attached). Below is a summary of TP&T's August 19, 2014 memo along with additional comments and recommendations related to retail parking that were not discussed in the previous memo:

1. Reduction in parking from 4,980 spaces to 3,807 spaces.
TP&T supports the proposed parking reduction from a maximum of 4,980 spaces to a maximum of 3,807 spaces (not including 300 MBTA park and ride spaces) for the NorthPoint PUD (a reduction of 1,173 spaces). The parking spaces should be sufficient to meet NorthPoint's needs based on the parking ratios and mode share goals (i.e. percent driving, walking, bicycling and transit). Furthermore, parking utilization will be monitored by the City as part of the Applicants Parking and Transportation Demand Management (PTDM) plan (see Part 6 of this memo). TP&T supports the reduced parking cap as a way to more strongly mitigate potential traffic impacts of the project. If it is determined that additional parking is needed in the future, the Applicant can go back to the Planning Board to seek an Amendment.

2. Updated parking ratios.
TP&T supports the Applicant's proposed parking ratios shown below, which are also consistent with the Kendall Square – Central Square (K2C2) planning study.

- Office: Maximum 0.9 spaces/1,000 s.f.;
- Lab/R&D: Maximum 0.8 spaces/1,000 s.f.;
- Residential: Minimum 0.5 spaces/unit and maximum 1 space/unit, but not to exceed 0.75 spaces/unit upon completion of the development. (This will permit the Twenty/20 Apartments currently under construction on parcel N to not need a temporary surface parking lot on Parcels L and M);
- Hotel: Maximum 1 per 2 sleeping rooms; and,
- Retail: Maximum 0.5 spaces/1,000 s.f.

3. Shared Parking.
A detailed shared parking analysis dated March 24, 2014 was completed by Vanassee Hangen Brustlin, Inc. (VHB), and was included in the Proponent's Application for Amendments to the PUD Development Plan

and Project Review Special Permit as Exhibit E. TP&T was comfortable with the level and quality of analysis and supports NorthPoint's shared parking plan with the following conditions:

A. All land uses shall be permitted to use no more than the maximum parking ratios listed above at any one time (i.e. Office use shall have access to no more than 0.9 spaces/1,000 s.f);
B. NorthPoint shall accommodate parking for residents and visitors of residents in NorthPoint's off-street parking facilities (Visitors to residents shall be told where visitor parking is available);
C. The Applicant should provide detailed parking reports to the City annually, as part of their PTDM monitoring requirement in a form approved by TP&T and CDD; and,
D. Because NorthPoint will be built in phases over time, some parking facilities may be constructed before the buildings to which they will serve are constructed. Any parking spaces above the maximum parking ratios shall be made unavailable (i.e. physically inaccessible) until the buildings they will serve are constructed and occupied. This is a standard TP&T process.

4. Retail Parking.

NorthPoint is seeking an increase in retail square footage from 150,000 to 300,000 s.f., including a supermarket up to 50,000 s.f. They are also seeking a maximum of 0.5 parking spaces/1,000 s.f. for retail use. This would provide a maximum build-out of 150 retail parking spaces. TP&T believes some parking will be needed to support retail uses, and this amount of retail parking is low enough that it would not generate more trips than projected in the project's prior traffic studies. NorthPoint's overall parking reduction will also help off-set the potential traffic impacts of additional retail. Below are TP&T's comments:

A. A maximum of 150 spaces should be allowed for retail use;
B. As North Point is built-out, the retail parking spaces may be made available only up to 0.5 spaces/1,000 sf of retail use that is in existence at the time;
C. Off-street retail parking should be located proximate to the Retail Square, as identified in the master plan;
D. Off-street retail parking should have appropriate fees to support turnover of spaces, with fee structures to be determined during the PTDM process (see Point 6 below); and,
E. TP&T has been in contact with the Applicant and both have a common goal of seeing on-street parking meters installed and enforced as soon as possible. TP&T will work with the Applicant to have an agreement regarding parking meters on NorthPoint streets, before North Point Boulevard is fully constructed.

5. MBTA Park and Ride Lot.

In the future, the City would like the MBTA park-and-ride lot to be eliminated or substantially reduced in size. With the completion of the Green Line Extension project, Lechmere will no longer be the terminus of the Green Line. TP&T is concerned that the parking will be used for purposes other than park-and-ride parking because it is not strictly enforced.

TP&T continues to urge NorthPoint to work with the MBTA to find alternate solutions that will result in the phasing out of the MBTA lot when the Green Line Extension is completed. Possible interim solutions include offering the MBTA revenue instead of the parking spaces, or to charging parking rates in the lot equal to rates charged elsewhere in NorthPoint, which could potently reduce demand. TP&T recommends the following:

A. The 300 MBTA parking spaces are for MBTA park and ride users only. The Applicant shall notify NorthPoint tenants that the parking does not serve NorthPoint (i.e. it is not additional ancillary parking for NorthPoint uses).
B. Any reduction of spaces in the MBTA lot cannot be reallocated to serve other NorthPoint parking.

6. Parking and Transportation Demand Management (PTDM).

The NorthPoint PTDM plan must be amended if retail parking is created.

GRAFFITO SP

One Broadway 14th FL, Cambridge, MA 02142
108 Lincoln Street, Loft 1A, Boston, MA 02111
info@graffitosp.com || graffitosp.com

July 6, 2016
GSP Project Memo
North Point Retail Vision

I. Summary

Graffito SP ("GSP") has been engaged by DivcoWest to develop a retail planning and leasing approach for NorthPoint (the "Project" or the "Site") that embraces the values and goals described in this memo. The overarching objective of the NorthPoint retail plan is to develop a neighborhood-serving retail district that incorporates locally-owned small-format merchants, community-oriented spaces, creative programming, and integration with the project's open spaces to create an active, vibrant, and unique public realm. Execution of this retail plan will be an essential investment in the success of NorthPoint as a place and of the Project as a whole.

North First Street is the primary retail corridor within NorthPoint because it is the point at which the greatest number of connections are made. The new Lechmere station will be on First Street; it will be the only street in Project that extends directly into the existing street grid in East Cambridge, and, by connecting to Cambridge Street just across Monsignor O'Brien, it will create a linkage to the Cambridge Street retail corridor that will strengthen both that existing retail zone and the new one in NorthPoint. The retail zone on North First Street, already incorporated in the existing NorthPoint Special Permit, is the right strategy for retail at the Site, and the new design strengthens the concept significantly.

The largest portion of the retail space in the NorthPoint plan is in the ground floor of mixed-use buildings. A smaller, but critical, portion has been designed in small retail buildings that help accomplish several essential objectives:

- They will allow the retail to be integrated into the public realm in a way that is not possible with large buildings alone. We believe this integration is a key element of differentiation for the NorthPoint retail district, and essential to inspire retailers to commit to a pioneering location.
- It allows delivery of a minimum critical mass of retail space in the initial phase, when there will likely be only a single commercial building at the Site. This minimum critical mass is crucial from a retail tenant perspective.
- The small buildings will allow DivcoWest to design a place that has a human scale and sense of place, with a variety of architecture and storefronts.

Specific leasing and activation strategies will include:

- Actively recruit and prioritize deals with small, local, owner-operated businesses;
- Deliver rentable premises within the Project of varying shapes and sizes in an effort to foster (i) texture on the ground floor and (ii) maximum flexibility in tenant recruitment;
- Think about ground floor activation as far more than just traditional retail leasing by incorporating into planning and tenanting programmatic and temporary uses; and

One Broadway 14th FL, Cambridge, MA 02142
108 Lincoln Street, Loft 1A, Boston, MA 02111
info@graffitosp.com || graffitosp.com

- Implement certain best practices from a design/architecture perspective that enhance the ground floor throughout the Project.

II. Updated Retail Master Planning Principles

In order to accomplish the above goals, certain changes have been made to the original master plan from 2002 and 2003. Specifically, (i) First Street has been straightened, (ii) the updated master plan concentrates some retail at the center of the Site on First Street, consistent with the Retail Square concept in the 2003 master plan amendment, and (iii) more retail is moved to phase 1A and 1B to enable early site activation. **Creating a central node of retail along a better-connected First Street corridor is crucial for several key reasons**:

- Concentrating the retail in areas adjacent to the Site's open space and parks will make both the open space and the retail more dynamic. We have embraced a belief that the park and open space is the Site's true anchor and retail merchandizing and planning must show deference to such.
- The Project's retail should fit into the context of (and be inspired by) Cambridge's most successful mixed-use neighborhoods, which means there shall be (i) a compression of stores along and within a few key corridors and (ii) a lack of dependency on the automobile and parking. As such, bringing the retail to locations more proximate to the Green Line is crucial.
- Retailers need concentration and adjacencies to be successful. Building isolated retail premises throughout the Site will be challenging to lease and present the risk of creating spaces that sit vacant for long periods of time, which is a pattern we've seen historically in Cambridge and other locations.

Further, as related to those potential retail uses (and sizes) that were detailed in the original Permittee's application of 2003, while many of those uses and retail targets remain relevant and desirable in the present (*i.e.*, childcare, multiple food uses, florist and fitness), there are certain changes that must be made given the realities of today's market, as follows:

- Travel agencies, large format book stores (5,000 SF+) and video stores are no longer viable, desirable or available uses for the Project;
- There is no need for both a 5,000 SF convenience store and a small grocery store (a small-format grocery story will still though be targeted);
- The Project will be able to accommodate far more than just one full-service restaurant; and
- The Project will benefit from additional recreational and active-lifestyle uses to enhance connection to (and cultural alignment with) open space, the community path, skate-park and the Charles River.

A revised list of potential retail uses is attached.

III. Core Retail Design Principles

GRAFFITO SP

One Broadway 14th FL, Cambridge, MA 02142
108 Lincoln Street, Loft 1A, Boston, MA 02111
info@graffitosp.com || graffitosp.com

As follows is an overview of certain threshold design practices that will be incorporated into written guidelines for the Project:

- Operable windows and storefront features that enhance actual and visual permeability vis-à-vis the public realm will be encouraged, specifically including guidelines regarding use of clear glazing, storefront lighting and entry locations;
- Building facades shall be constructed to properly frame and distinguish the first story of all buildings (canopies, lighting, signage, color and material variation, etc.);
- Outdoor seating to be utilized and encouraged whenever and wherever possible;
- All buildings within the Project shall have centralized loading, trash and back-of-house functions that can be efficiently shared by multiple retail tenants;
- Unique, attractive and functional retail signage and way-finding (and combination thereof) shall be encouraged; and
- Higher than industry standard floor-to-floor clearances will be encouraged at all new ground floor retail spaces.

GSP Contact:
Jesse Baerkahn, President
jesse@graffitosp.com
+1 (617) 669 - 6171

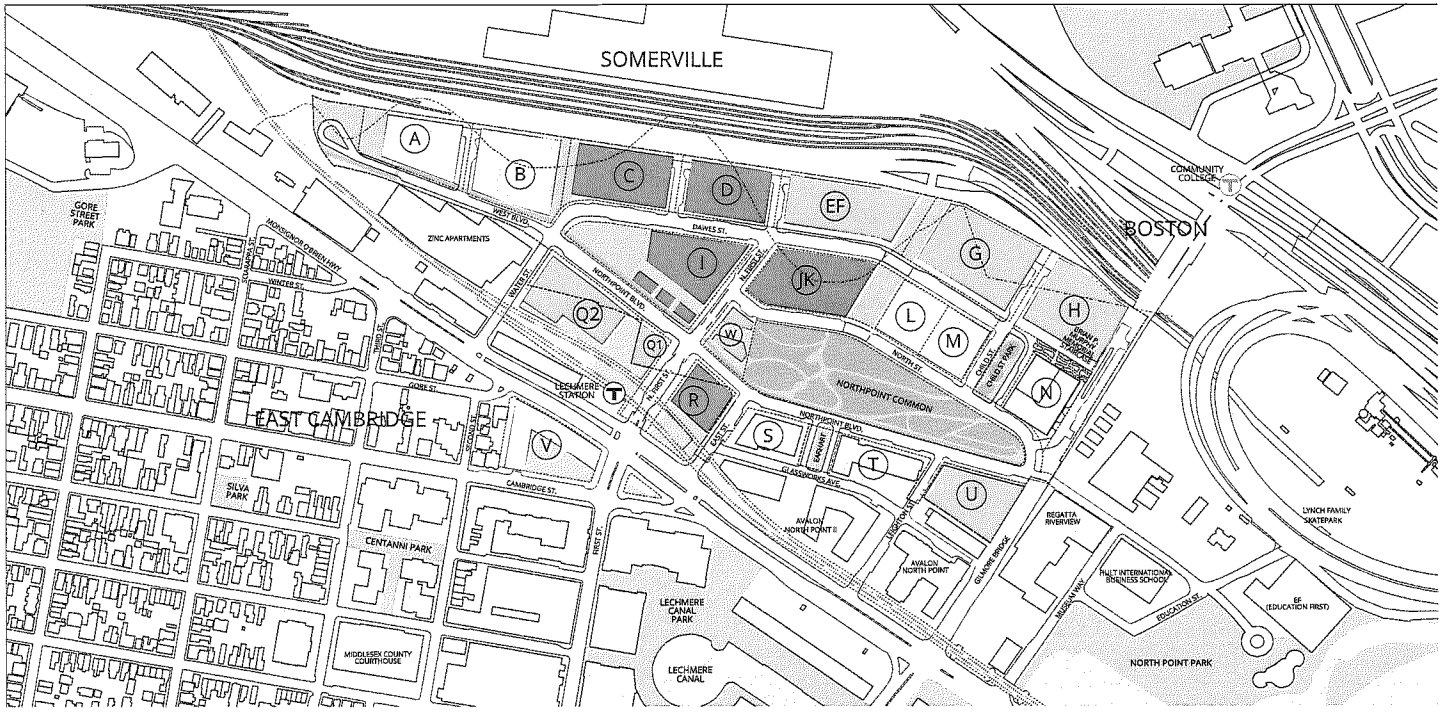
GRAFFITO

One Broadway 14th FL, Cambridge, MA 02142
108 Lincoln Street, Loft 1A, Boston, MA 02111
info@graffitosp.com || graffitosp.com

Potential Retail Uses
Northpoint
July 6, 2016

Neighborhood Market/Grocer	5,000 - 10,000 sf
ATM	200 – 500 sf
Fitness & Recreation Uses	2,000 - 15,000 sf
Childcare Center	3,000 - 10,000 sf
Coffee Shop	500 – 3,000 sf
Brewpub	1,000 – 5,000 sf
Bakery	500 – 5,000 sf
Juice & Health Foods	500 – 1,000 sf
Bistro	2,000 – 5,000 sf
Quick Service Restaurants	1,000 – 2,500 sf
Full Service Restaurants	3,000 – 6,000 sf
Dry Cleaner	500 – 1,000 sf
Florist	500 – 1,000 sf
Bike Shop	500 – 2,000 sf
Specialty fitness	500 – 2,000 sf
Salon / Barber	500 – 3,000 sf

NORTHPOINT



LEGEND

Residential

Commercial

Residential, Commercial or Mixed-Use

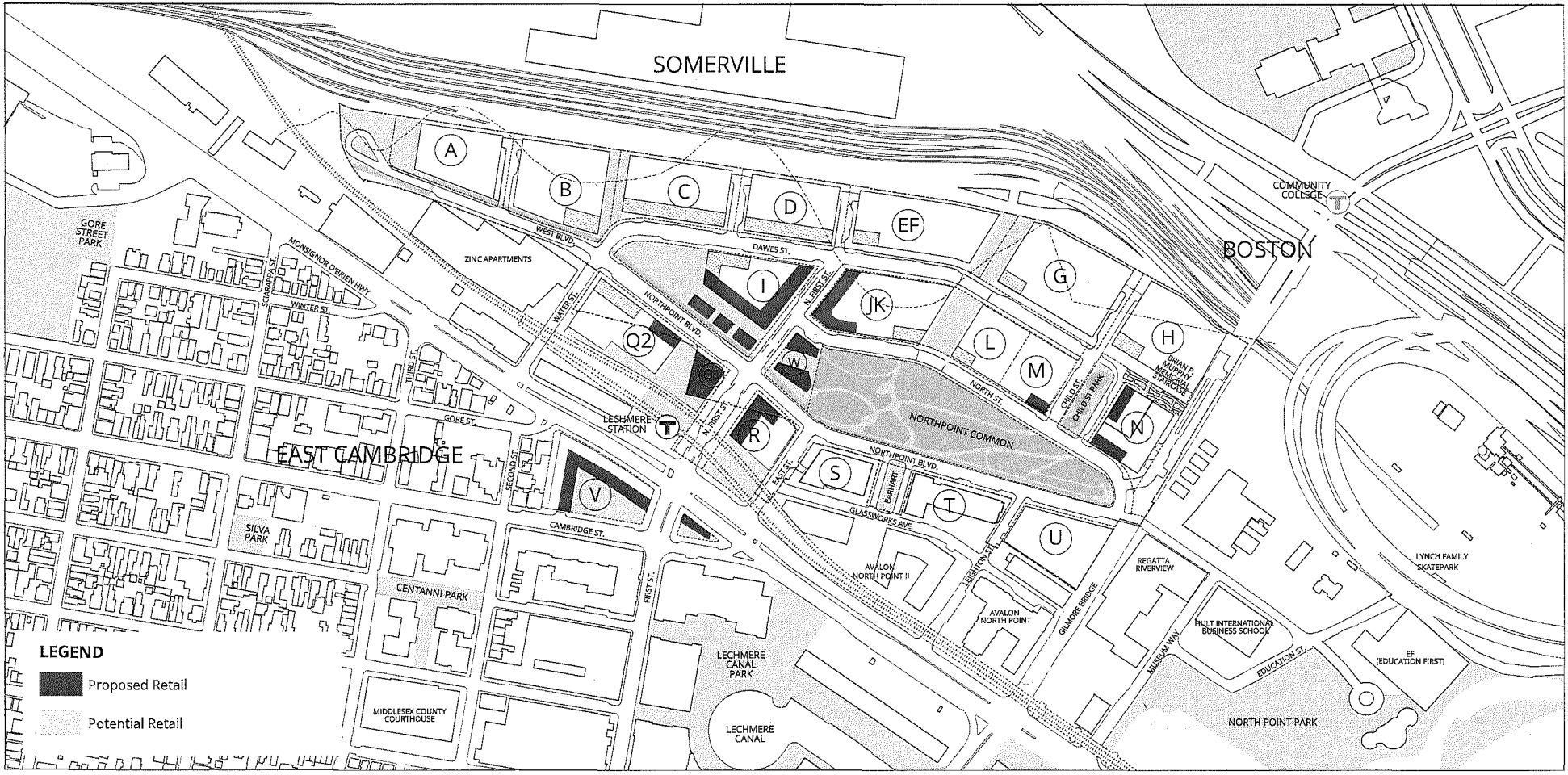
Table 1:
GFA by Block

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

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

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

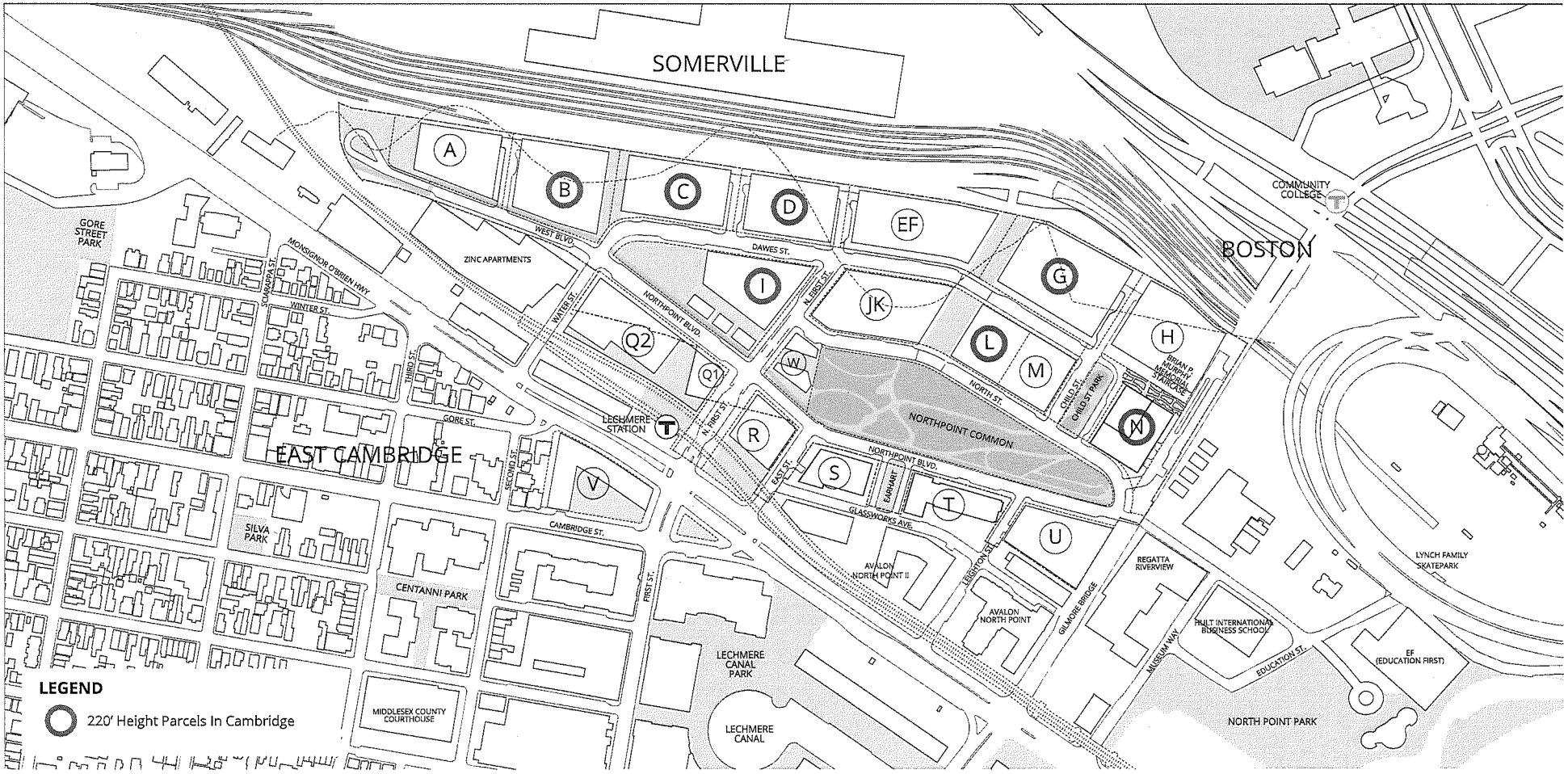
NORTHPOINT



July 05, 2016

REVISED CONCEPTUAL RETAIL PLAN - EXHIBIT B

NORTHPOINT



PROPOSED 220' PARCEL IDENTIFICATION IN CAMBRIDGE - EXHIBIT G

NORTHPOINT

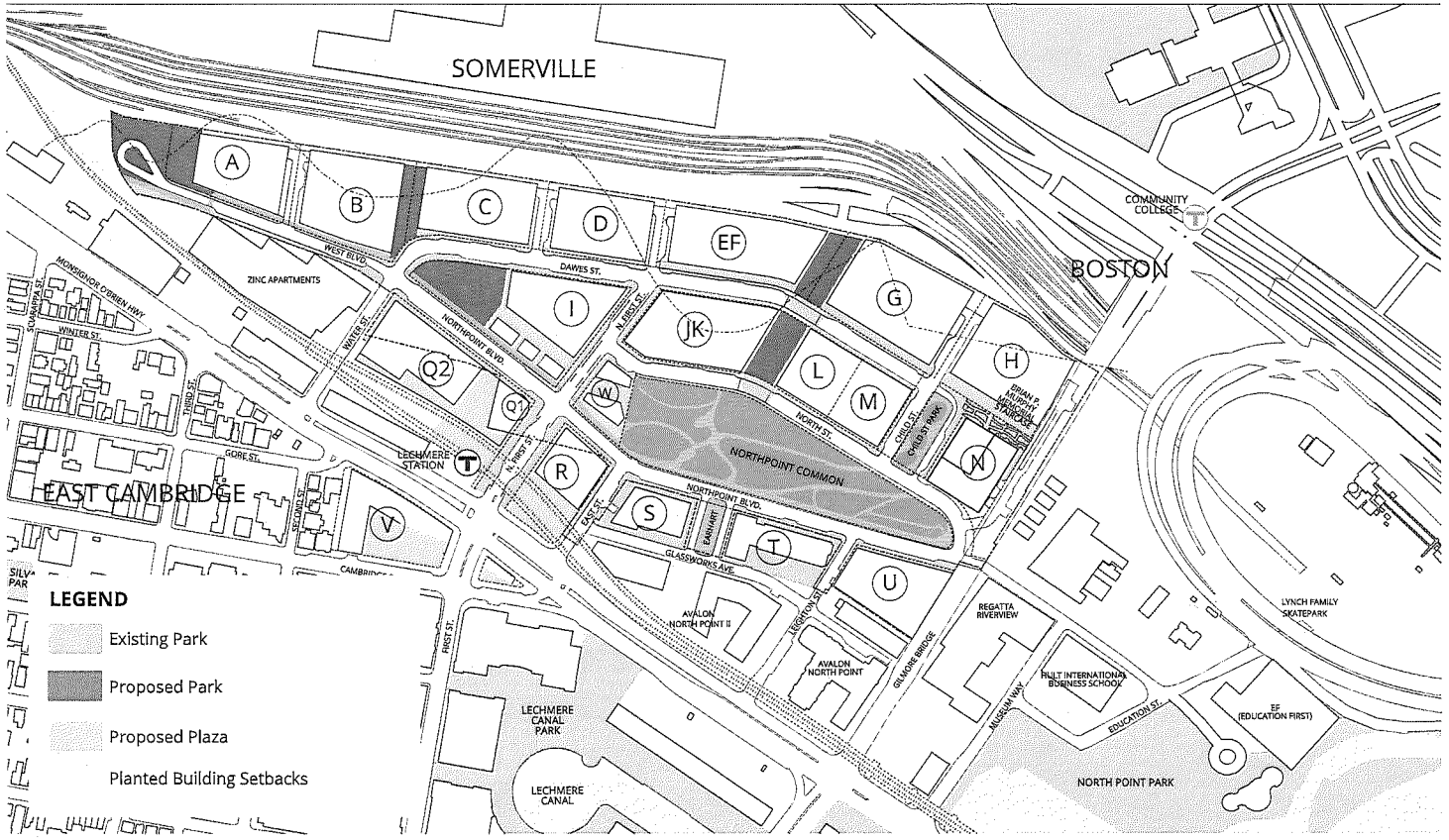


Table 1:
Open Space Summary - July 2016

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

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

NORTHPOINT

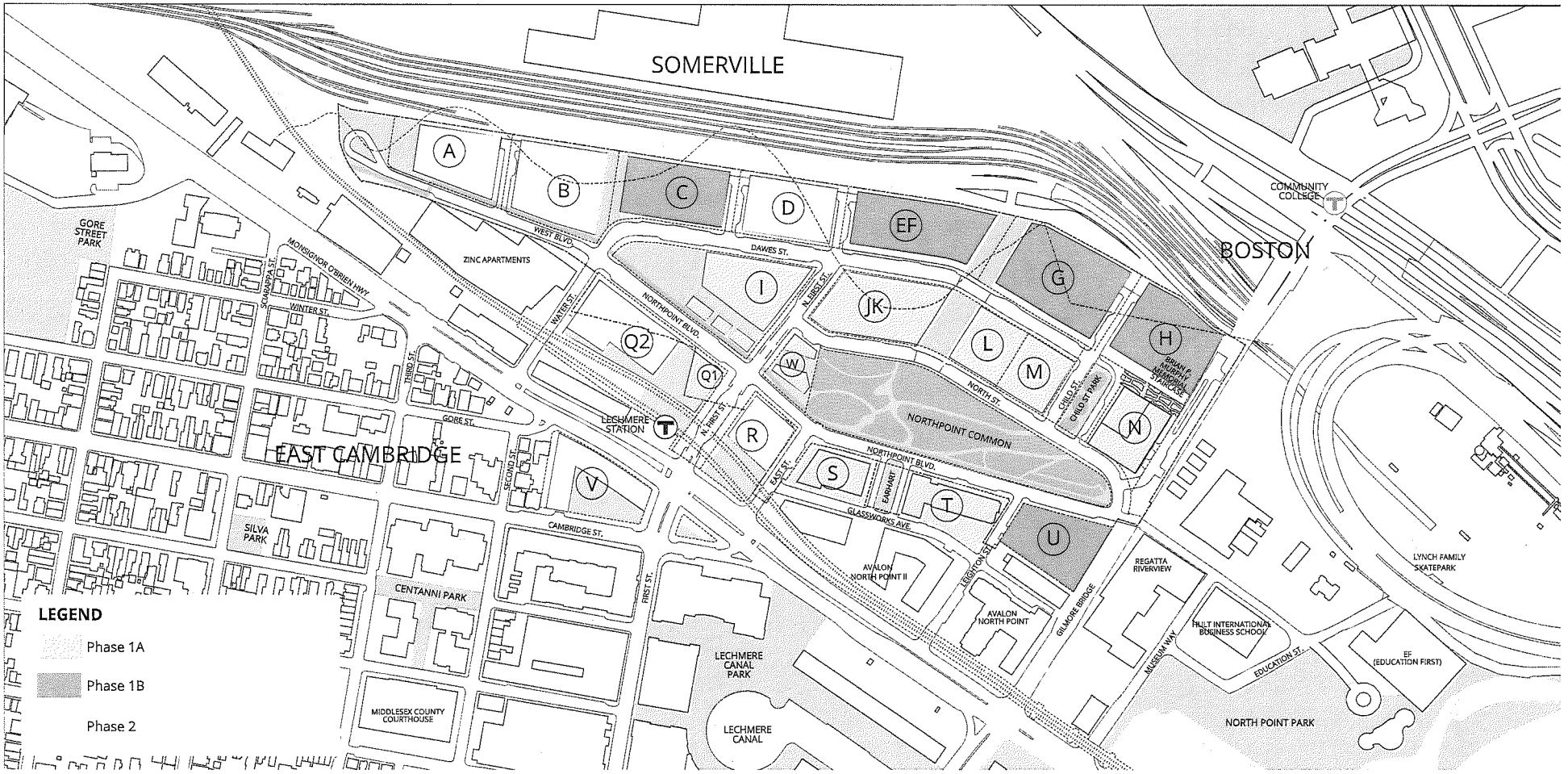

SOMERVILLE
BOSTON
EAST CAMBRIDGE
A
B
C
D
EF
G
H
I
JK
L
M
N
Q1
Q2
R
S
T
U
V
W
COMMUNITY COLLEGE
GORE STREET PARK
ZINC APARTMENTS
WEST BLVD.
DAWES ST.
MONSIGNOR O'BRIEN HWY
WINTER ST.
WATER ST.
NORTHPOINT BLVD.
N. FIRST ST.
LECHMERE STATION
NORTH ST.
NORTHPOINT COMMON
CHILD ST.
CHILD ST PARK
BRIAN P. MURPHY MEMORIAL STAIRCASE
GORE ST.
THIRD ST.
SECOND ST.
CAMBRIDGE ST.
EAST ST.
EARHART
GLASSWORKS AVE.
LEIGHTON ST.
SILVA PARK
CENTANNI PARK
FIRST ST.
AVALON NORTH POINT II
AVALON NORTH POINT
GILMORE BRIDGE
REGATTA RIVERVIEW
HULT INTERNATIONAL BUSINESS SCHOOL
MUSEUM WAY
EDUCATION ST.
EF (EDUCATION FIRST)
LYNCH FAMILY SKATEPARK
NORTH POINT PARK
LECHMERE CANAL PARK
LECHMERE CANAL
MIDDLESEX COUNTY COURTHOUSE
LEGEND
Phase 1A
Phase 1B
Phase 2

Exhibit F Somerville Neighborhood Development Plan Approval

CITY OF SOMERVILLE, MASSACHUSETTS

MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT

JOSEPH A. CURTATONE
MAYOR

MICHAEL F. GLAVIN
EXECUTIVE DIRECTOR

PLANNING DIVISION

PLANNING BOARD MEMBERS
KEVIN PRIOR, *CHAIRMAN*
JOSEPH FAVALORO, *CLERK*
DOROTHY A. KELLY GAY
MICHAEL A. CAPUANO, ESQ.
REBECCA LYN COOPER
GERARD AMARAL, (ALT.)

Case #: PB 2014-29-MA-0916
Site: Northpoint
Date of Decision: November 17, 2016
Decision: *Petition Approved with Conditions*
Date Filed with City Clerk: November 30, 2016

PLANNING BOARD DECISION

Applicant Name:	DW NP Property, LLC
Applicant Address:	One Kendall Square, Suite B3201, Cambridge, MA 02139
Property Owner Name:	DW NP Property, LLC
Property Owner Address:	One Kendall Square, Suite B3201, Cambridge, MA 02139
Agent Name:	Thomas N. O'Brien
Agent Address:	One Congress Street, 10th Floor, Boston, MA 02114
Legal Notice:	NorthPoint Neighborhood Development Plan: (Case # PB 2014-29-MA-0916) Applicant/Owner DW NP Property LLC requests an Amendment to the Approved NorthPoint Neighborhood Development Plan with waivers for §6.6.4.B block perimeter limits abutting rail rights of way, §6.6.4.A for a dead end thoroughfare, and §6.6.5.C.4 for sidewalk requirements for street tree fencing or grates.
Zoning District/Ward:	North Point Special District (NPSD zone). Ward 1.
Zoning Approval Sought:	§6.6.4.B, §6.6.4.A & §6.6.5.C.4
Date of Application:	September 28, 2016
Date(s) of Public Hearing:	November 17, 2016
Date of Decision:	November 17, 2016
Vote:	5-0

Appeal #PB 2014-29-MA-0916 was opened before the Planning Board at Somerville High School on November 17, 2016. Notice of the Public Hearing was given to persons affected and was published and posted, all as required by M.G.L. c. 40A, sec. 11 and the Somerville Zoning Ordinance. After one hearing of deliberation, the Planning Board took a vote.

DESCRIPTION:

DivcoWest proposes to transform an existing unproductive area of Somerville into an integral part of a new and vibrant work-live-play urban community consistent with the goals identified in SomerVision for Transformational Mixed-Use areas. The Somerville portion of the project, which has land parcels both partially and wholly within Somerville, will incorporate a diverse mix of commercial uses including high-end office space, a grocery store, fitness center, and commercial parking balanced with an appropriate amount of ground-level retail.

The overall NorthPoint project as a complex long-term mixed use development has not changed, although certain aspects of the project have evolved over time in response to changing social and economic conditions. It is the intent of this submission to amend the previously established Neighborhood Development Plan for the Somerville portion of NorthPoint to advance the next stage of NorthPoint. The immediate next stage of development includes construction of two new Commercial Buildings in Somerville. Site preparation and clean-up activities have been completed in anticipation of also commencing construction of all NorthPoint roadways and utilities in 2017.

Key Proposed Changes: The key proposed changes to the Neighborhood Development Plan described in this application are as follows:

1. Change in use of the Somerville parcels to more commercial. Specifically, two office/lab buildings in Somerville will now be the first commercial development in NorthPoint and the first two buildings constructed by DivcoWest. Construction of both Commercial Buildings is projected to commence in 2017.
2. Total development of up to approximately 747,458 square feet in Somerville, an increase of up to approximately 95,285 square feet from the previously approved Neighborhood Development Plan.
3. Reconfiguration of the parcel lines to accommodate changes to roadway network, resulting in Parcels E and F being merged into Parcel EF (almost entirely in Somerville), Parcels J and K being merged into Parcel JK (partially in Somerville), Parcel G being located partially within Somerville, Parcel A being split into separate Parcels A and B (each partially in Somerville), and minor changes to Parcels C and D (each partially in Somerville).
4. Reconfiguration of civic space consistent with the new road network and parcels, resulting in an increase in civic space in Somerville.

In addition, the Applicant has engaged architects for both Parcel JK and EF to advance the design of two buildings with Commercial Office, R&D and/or Laboratory, Retail and Consumer Services, or a combination of these uses. Submission materials for Design Review are being prepared for Parcel JK and EF with the goal of breaking ground on NorthPoint's first buildings dedicated to Commercial Office, R&D and/or Laboratory, Retail and Consumer Services, or a combination of these uses in the near term. Together these two parcels represent the majority of the proposed non-Residential uses in Somerville totaling approximately 520,000 square feet.

FINDINGS FOR NEIGHBORHOOD DEVELOPMENT PLAN REVIEW (SZO §5.7 & §6.6.3):

Based on review of the submitted Neighborhood Development Plan, the Board finds that the proposal meets all of the requirements outlined in §6.6.3.A.3 of the SZO. This section of the report goes through the findings required by §6.6.3.A.3 in detail.

1. ***The Board finds that the submitted Neighborhood Development Plan demonstrates conformance to the adopted Master Plan of the City of Somerville, existing policy plans and standards established by the City, or to other plans deemed to be appropriate by the Planning Board.***

SomerVision, the comprehensive Master Plan of the City of Somerville, establishes a series of aspirational targets for economic development, open space improvement, housing growth, transportation, and land use detail below:

The SomerVision Numbers

- 30,000 New Jobs
- 125 New Acres of Publically-Accessible Open Space
- 6,000 New housing Units, 1,200 Permanently Affordable
- 50% of New Trips via, Transit, Bike, or Walking
- 85% of New Development in Transformative Areas (as identified by the SomerVision Map)

The submitted Neighborhood Development Plan contributes toward the first three of these aspirational targets as follows:

	Existing	**Proposed**
Dwelling Units:	0	235
Estimated Affordable Units:	0	29
Commercial Sq. Ft.:	0	520,000 sq. ft.
Estimated Employment:	0	1700
Publicly Accessible Open Space:	0	0.6 acres

In relationship to transportation mode share, the 2002 NorthPoint Transportation Impact Study targeted person trips to and from uses within the NorthPoint neighborhood by modes other than the automobile at 60% for Office & R&D, 90% for Retail, 48% for Residential, and 25% for Hotel – well within range of the SomerVision target when taking into consideration the build-out program proposed for the Somerville portions of NorthPoint. Finally, NorthPoint is located entirely with the area of the city identified as an "Area to Transform" on the SomerVision map, satisfying SomerVision's goal for having new development be focused in predetermined Transformative areas of the city.

The Board finds the submitted revisions to the Neighborhood Development Plan in conformance with the original approved plan and supplemental documents.

2. The Board finds that the submitted Neighborhood Development Plan demonstrates consistency with the purpose of the North Point Special District and of the Somerville Zoning Ordinance in general.

The submitted Neighborhood Development Plan is consistent with the purpose of the North Point Special District which is: "to support the development of a comprehensively planned neighborhood of mixed-use, moderate- to high-density development within easy walking distance to transit and having the following characteristics:

1. An interconnected street grid and comprehensive thoroughfare network that distributes multi-modal circulation throughout the entire North Point neighborhood;
2. Thoroughfares that accommodate all modes of transportation - pedestrians, bicycles, public transit, and private motor vehicles.

3. Thoroughfares that feature frequent intersections, on-street parking, and large street trees to promote safe vehicular operating speeds by modulating the appearance and feel of the street space to drivers;
4. Appealing physical connections to surrounding areas including East Cambridge, the Community College Orange Line T-Station via the Gilmore Bridge, DCR New Charles River Basin Park, and regional pathways;
5. Pedestrian infrastructure that is accessible to and usable by persons with disabilities;
6. A North First Street extension as the primary connection to East Cambridge;
7. A distribution of diverse civic space types to serve the various social needs of neighborhood residents, workers, and visitors, including a public common;
8. A retail oriented plaza in close proximity to the relocated Lechmere T-Station;
9. Primary uses distributed throughout the neighborhood so that the many activities of daily living can occur within walking distance to residences and workplaces;
10. A constrained supply of parking spaces to encourage the use of public transit, bicycles, and walking in lieu of automobiles.
11. A diverse supply of residential unit types, sizes, and price points that meets the life-long housing needs of the community.
12. Architecture and landscape design that spatially defines civic spaces and thoroughfares as outdoor rooms and corridors."

The submitted Neighborhood Development Plan is also consistent with the general purpose of the Somerville Zoning Ordinance as set forth under §1.2, which includes "to provide for and maintain the uniquely integrated structure of uses in the City; to provide adequate light and air; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements; to conserve the value of land and buildings; to encourage the most appropriate use of land throughout the City; to encourage housing for persons of all income levels; and to preserve and increase the amenities of the municipality."

3. The Board finds that the submitted Neighborhood Development Plan demonstrates compliance to the standards set forth in §6.6.4 Urban Design and §6.6.5 Thoroughfares.

Submittal requirements for Neighborhood Development Plan Review require the following plan drawings so that the proposed thoroughfare network and design of individual thoroughfares can be properly evaluated:

Requirement	Plan Sheet Provided
Proposed Block & Lot Plan	NDP-1
Existing Thoroughfare Network Plan	NDP-2
Proposed Thoroughfare Network Plan	NDP-3
Proposed Thoroughfare Layout & Geometry Plan	Appendix A
Proposed Cycling Infrastructure Plan	NDP-5
Proposed Civic Space Plan	NDP-6
Existing & Proposed Utilities Plan	NDP 7 & NDP 8
Proposed Retail Frontage Plan	NDP-9

The Applicant has also included Revised Master Plan – Exhibit A, Locus Map – Exhibit B, Conceptual Pedestrian Level Perspective – Exhibit C, Axonometric Drawings – Exhibit D and D1, and plan sheet NDP-4, an enlarged detail of the proposed thoroughfares within Somerville.

6.6.4 Urban Design

§6.6.4.A. Thoroughfare Network

§6.6.4.A. requires that all thoroughfares intersect with other thoroughfares so that a network is formed, that thoroughfares align where possible with those on adjacent sites. In accordance with §6.6.4.A.3, a Waiver is

requested for a cul-de-sac at the far west end of the site where the property is constrained by the MBTA Commuter Rail right-of-way and the future Green Line Extension right-of-way.

The Board acknowledges that the proposed thoroughfare plan includes a dead-end thoroughfare with a cul-du-sac (West Boulevard). However, this thoroughfare is almost entirely within the municipal boundaries of the City of Cambridge and outside the jurisdiction of the City of Somerville. However, because the design of West Street has been proposed in such a manner that preserves the possibility of a bridge connection from Inner Belt Road to West Street, and the rest of North Point, while providing access to Lot A and the infill development at 22 Water Street, Staff finds that this thoroughfare segment is highly deserving of the waiver permitted under §6.6.4.A.3, had it been located at whole or in part within the City of Somerville.

The Board finds that the proposed thoroughfare network illustrated on the plan sheets included in the Neighborhood Development Plan complies with the intersection and alignment requirements of §6.6.4.A.

§6.6.4.B. Block Structure

§6.6.4.B.1 requires that the thoroughfare network be structured to define blocks with a total perimeter no greater than 1,400 feet and individual block faces no greater than 500 feet. The Somerville Zoning Ordinance defines block as "the aggregate land area circumscribed by thoroughfares or other rights-of-way." Pursuant to §6.6.4.B.2, the Applicant previously requested a waiver from the requirements of §6.6.4.B.1. because the block containing developable lots within the City of Somerville abuts a rail right-of-way making strict adherence to the provision difficult while still maximizing developable land within Somerville.

There is no additional approval required.

§6.6.4.C. Lots

§6.6.4.C.1 requires that lots be platted to have a primary frontage abutting a thoroughfare and a lot width between 30 feet and 500 feet maximum.

The Board finds that the redesigned master plan and the combined lots EF and JK identified on plan sheet NDP-1 Proposed Lot and Block Plan all comply with the lot frontage and lot width standards of §6.6.4.B.

§6.6.4.D. Civic Space

§6.6.4.D.1 requires that at least 5% of the total land area of the development site be designed as publicly accessible civic space and be distributed throughout the site as a series of separate spaces of various types and sizes. §6.6.4.D.2 exempts civic space designed as a public common from the block size requirements of §6.6.4.B.1. Finally, §6.6.4.D.3 restricts civic spaces with only a north-facing exposure other sun from qualifying for the land area designed as civic space requirement of §6.6.4.D.1

The Board finds that the civic space proposed in the revised master plan complies with the requirements of §6.6.4.D.

The Board does not agree with the identification of Civic Space Areas #1 and #3 as "Public Common" on Table 4, page 3-20 of the proposal, as the intent of the NPSD that NorthPoint Common be the central green and provide the unstructured recreation. However, the specific design of individual civic spaces is not within the scope of the Neighborhood Development Plan Review process because it can be more properly addressed during the Design & Site Plan Review process required for each individual civic space. The Board anticipates resolving this discrepancy with the Applicant at that time.

The definition of a "public square" is more appropriate to Civic Space Areas #1 and #3 as shown on the submitted plan sheets - "a civic space type for unstructured recreation and civic purposes, free standing in the block pattern, with landscape consisting of formally disposed lawns, paths, and trees". Civic Space Areas #2 and #3 may also be designed as Plazas or Pocket Parks.

§6.6.4.B. Build Out

The Board finds that the build-out projections indicated on page 3-18 of the Neighborhood Development Plan comply with the requirements of §6.6.4.E.

6.6.5 Thoroughfares

Thoroughfare is defined in Article 2 of the SZO as "a *way for use by vehicular and pedestrian traffic and providing access to lots and open spaces."* Plan sheet NDP-4 identifies the existing and proposed thoroughfares of the neighborhood plan and enlarged detail of proposed thoroughfares within Somerville, including design details (street trees, lane markings, crosswalks, etc.) Plan sheet NDP-5 has a similar overall and an enlarged plan showing the Proposed Cycling Infrastructure.

The Board finds that the proposed thoroughfares identified in the Neighborhood Development Plan submittal comply with the provisions of §6.6.5.A.

§6.6.5.B requires that all thoroughfares be designed and constructed in accordance with the City of Somerville's adopted thoroughfare design standards or, in the absence of adopted standards, that thoroughfares be designed and constructed in accordance to standards deemed to be appropriate by the Planning Board.

In seeking development review for lots within the City of Cambridge, the Applicant has typically submitted plan documentation for individual development parcels and the abutting thoroughfares that provide access to the site for review at the same time. The Board anticipates a similar process and expects the Applicant to submit Design & Site Plan Review applications for the proposed thoroughfares at a late date.

The Board recommends that the Planning Board attach a condition to the Neighborhood Development Plan Approval limiting approval of the proposed thoroughfares to the general alignment, connectivity, right-of-way width, and geometry of the proposed thoroughfares.

§6.6.5.C identifies specific dimensional standards for motor vehicle travel lands, motor vehicle parking lanes, bike lanes, sidewalks, sidewalk extensions, pedestrian crosswalks, and driveways & alley crossings.

A waiver is requested from the street tree grating and fencing requirements contained in Section 6.6.5.C.4.e of the SZO. This waiver will allow the street tree condition to remain consistent along Dawes Street as the street goes through both Somerville and Cambridge.

The Board finds that the proposed thoroughfares identified in the Neighborhood Development Plan submittal comply with the provisions of §6.6.5.C. and the waiver request is appropriate.

§6.6.5.D allows waiver for thoroughfares designed as a close may be granted a waiver from the requirements of 6.6.5.C at the discretion of the Planning Board.

The Board finds that there are no new requests as part of this Minor Amendment.

§6.6.5.E requires all water and sewer utilities, storm water management infrastructure, public lighting, and public furniture be designed and constructed according to criteria established by relevant City departments and/or adopted by the Planning Board.

The Applicant will submit separate packages for Design & Site Plan Approval for construction of the proposed thoroughfares at a later time.

The Board recommends that the Planning Board attach a condition to the Neighborhood Development Plan Approval requiring engineering plans to be submitted to the Planning Director and the City Engineer for approval of any water and sewer utilities or storm water management infrastructure that does not correspond with thoroughfare construction to ensure compliance to required standards.

DECISION:

Present and sitting were Members Kevin Prior, Joseph Favaloro, Michael Capuano, Dorothy Kelly Gay and Rebecca Lyn Cooper. Upon making the above findings, Kevin Prior made a motion to approve the request for the Amendment to the North Point Neighborhood Development Plan. Michael Capuano seconded the motion. Wherefore the Planning Board voted **5-0** to **APPROVE** the request. In addition the following conditions were attached:

<table>
<tr><th>#</th><th>Condition</th><th>Timeframe for Compliance</th><th>Verified (initial)</th><th>Notes</th></tr>
<tr><td>1</td><td>Approval is for the Amendment to the North Point Neighborhood Development Plan. This approval is based upon the following application materials and the plans submitted by the Applicant:
<table>
<tr><th>Date (Stamp Date)</th><th>Submission</th></tr>
<tr><td>September 28, 2016</td><td>Initial application submitted to the City Clerk's Office including all appendices</td></tr>
<tr><td>November 8, 2016</td><td>Plan Sheets:
NDP-1 thru NDP-9
Appendix A</td></tr>
</table>
Any changes to the approved neighborhood development plan that are not de minimis must receive approval from the Planning Board.</td><td>DSP/BP/CO</td><td>Planning/ISD</td><td></td></tr>
<tr><td>2</td><td>Approval is limited to the general alignment, connectivity, right-of-way width, and geometry of the proposed thoroughfares only. Construction of thoroughfare requires an approved Design & Site Plan by the Planning Board</td><td>Prior to trench permit for roadway construction</td><td>Planning/ Engineering</td><td></td></tr>
<tr><td>3</td><td>The Applicant must submit engineering plans to the Planning Director and the City Engineer for approval of any water and sewer utilities or storm water management infrastructure that does not correspond to with the construction of a thoroughfare to ensure compliance to required standards.</td><td>Prior to trench permit for roadway construction</td><td>Planning/ Engineering</td><td></td></tr>
</table>

4	As the City is in the process of developing a Municipal Job Creation and Retention Trust, the applicant will participate in supporting the Trust at a level expected of other developers in Somerville's transformative areas. The applicant will participate in the Trust as follows: For building J/K, the applicant will provide a Mitigation Contribution equal to $1.40 per square foot (that is in Somerville) to the Trust payable at the time of building permit or at the time that the Trust is created if the Trust has not been yet set up at the time of building permit for building J/K. In the event that the Board of Aldermen establish a Jobs Trust Linkage Fee in the Somerville Zoning Ordinance prior to issuance of a building permit for J/K, AND if the linkage fee, as applied to J/K is less than $1.40 per square foot, the applicant may submit the lesser fee. For all other buildings in the Somerville side of Northpoint, the applicant will make payments to the Trust according to the zoning in place at the time of Building Permit (and if no zoning is in place at the time of building permit, no payment is required). The applicant will also be required to make Project Mitigation Contributions to the Somerville Housing Trust as required by Article 15 of the Zoning Ordinance.			

Attest, by the Planning Board:

Kevin Prior, Chairman

Joseph Favaloro

Michael A. Capuano, Esq.

Dorothy A. Kelly Gay

Rebecca Lyn Cooper

Copies of this decision are filed in the Somerville City Clerk's office.
Copies of all plans referred to in this decision and a detailed record of the SPGA proceedings are filed in the Somerville Planning Dept.

CLERK'S CERTIFICATE

Any appeal of this decision must be filed within twenty days after the date this notice is filed in the Office of the City Clerk, and must be filed in accordance with M.G.L. c. 40A, sec. 17 and SZO sec. 3.2.10.

In accordance with M.G.L. c. 40 A, sec. 11, no variance shall take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and no appeal has been filed, or that if such appeal has been filed, that it has been dismissed or denied, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title.

Also in accordance with M.G.L. c. 40 A, sec. 11, a special permit shall not take effect until a copy of the decision bearing the certification of the City Clerk that twenty days have elapsed after the decision has been filed in the Office of the City Clerk and either that no appeal has been filed or the appeal has been filed within such time, is recorded in the Middlesex County Registry of Deeds and indexed in the grantor index under the name of the owner of record or is recorded and noted on the owner's certificate of title. The person exercising rights under a duly appealed Special Permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone.

The owner or applicant shall pay the fee for recording or registering. Furthermore, a permit from the Division of Inspectional Services shall be required in order to proceed with any project favorably decided upon by this decision, and upon request, the Applicant shall present evidence to the Building Official that this decision is properly recorded.

This is a true and correct copy of the decision filed on _____ in the Office of the City Clerk, and twenty days have elapsed, and
FOR VARIANCE(S) WITHIN
_____ there have been no appeals filed in the Office of the City Clerk, or
_____ any appeals that were filed have been finally dismissed or denied.
FOR SPECIAL PERMIT(S) WITHIN
_____ there have been no appeals filed in the Office of the City Clerk, or
_____ there has been an appeal filed.

Signed_____ City Clerk Date_____

Exhibit G FEIR Certificate and Advisory Opinions

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
251 Causeway Street, Suite 900
Boston, MA 02114-2119

JANE SWIFT
GOVERNOR

BOB DURAND
SECRETARY

Tel. (617) 626-1000
Fax (617) 626-1181
http://www.magnet.state.ma.us/envir

December 16, 2002

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME	: North Point Commercial/Residential Development
PROJECT MUNICIPALITY	: Cambridge
PROJECT WATERSHED	: Charles River
EOEA NUMBER	: 12650
PROJECT PROPONENT	: North Point Land Company LLC c/o Spaulding & Slye
DATE NOTICED IN MONITOR	: November 9, 2002

The Secretary of Environmental Affairs hereby determines that the Final Environmental Impact Report (FEIR) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00). The project may now proceed to state permitting and other agency actions.

Overview

The North Point region of Cambridge, Somerville, and Boston is a prime example of former industrial lands that are now available for vital new uses. The area enjoys access to MBTA transit rail services, and to the Metropolitan District Commission's revitalized Charles River Basin parks system. This 5.2 million square foot (sf) project, along with an adjacent 767-unit residential project which recently completed MEPA review (EOEA #12651), have the potential to transform North Point into a lively new mixed-use neighborhood, consistent with the recent comprehensive planning conducted by the City of Cambridge. This approach to urban redevelopment is consistent with the smart growth goals of Executive Order 385 and EOEA's Community Preservation Initiative. The project should serve as a model for transit-oriented development, by linking private investment to new stations and rights-of-way for the MBTA's Green Line, Urban Ring, and surface bus services. The project also offers the opportunity to reclaim a parkway / boulevard character for a major stretch of the O'Brien/McGrath Highway (Route 28), consistent with the goals of EOEA's Historic Parkways Initiative.

Printed on Recycled Stock 20% Post Consumer Waste

Over the past year, state and local environmental, transportation, and planning agencies, as well as citizens organizations and the public in general, have extensively reviewed this project. The Transportation Working Group (representing North Point Land Company (NPLC), MBTA, Cambridge, Somerville, and Boston) was convened to address issues arising from the DEIR review, and has met on a regular basis since the Certificate was issued. Issues related to project phasing and coordination with the CES development, traffic analysis methodology and assumptions, transit rights-of-way, roadway infrastructure, and pedestrian planning were identified, and to a large extent, resolved.

I commend the proponent for these coordination efforts, and the Working Group for achieving consensus on complex issues in a short timeframe. This level of effort will need to be sustained throughout the 15-year phased project construction period, to achieve the standard-setting goals and objectives described in the FEIR. In particular, I have asked the MBTA and the proponent to continue working with members of the Urban Ring Citizens Advisory Committee (CAC), to explore several further design variants for the Phase II alignment of the Urban Ring project. As final project design and implementation proceed, the proponent should also coordinate with staff of the Metropolitan Planning Organization regarding the Route 28 corridor study, which is about to commence.

Project Description

The proposed project involves redevelopment of a 45.4-acre site into 5.1 million square foot (sf) [1] of mixed-use commercial, residential, retail, and hotel space (a total of 20 buildings) on separate parcels located within Cambridge, Somerville, and Boston. The site is nearly vacant, and has a history of industrial use. Approximately 43.7 acres of the proposed development site are located north of Monsignor O'Brien Highway, a Metropolitan District Commission (MDC) parkway, west of Charlestown Avenue/Gilmore Bridge and the MDC's Charles River Basin parks, and south of Massachusetts Bay Transportation Authority (MBTA) Commuter Rail and Orange Line tracks. Northern segments of the project site lie within the boundaries of Somerville (approximately 5 acres) and Boston (approximately 1.5 acres); the balance is within Cambridge city limits. Six acres of the northern portion, along the O'Brien Highway, are MBTA-owned and contain approximately 800 parking spaces. The project site also straddles the rights-of-way for the MBTA Green Line Extension, and Phase 2/Bus Rapid Transit and Phase 3/Light or Heavy Rail of the MBTA's new Urban Ring transit project (EOEA #12565). Immediately abutting the project site to the southeast is a proposed 767-unit residential development, the Charles E. Smith (CES) project (EOEA #12651).

The project site also includes 1.7 acres south of O'Brien Highway, the current location of the MBTA's Green Line/Lechmere station. As part of this project, the proponent has committed to relocate the station on the north side of O'Brien Highway, and design and construct a new

1 Since the DEIR review, the MacGray parcel has been removed from the proposed site plan, reducing the project by 260,000 sf (145,000 sf residential, 115,000 sf office/lab), and reducing the site area by 2.5 acres.

multimodal transportation facility. The Lechmere Station site will be redeveloped as Lechmere Square, consisting of hotel and residential space.

As described in the FEIR, approximately half of the project area will be developed into 2,300 to 2,700 residential housing units and a 90-room hotel (3.1 million sf). The balance of the site will contain approximately 2.1 million sf of commercial space for office, laboratory and retail uses. Building heights will range from 65 to 220 feet, with the tallest structures proposed along Charlestown Avenue and the northern site boundary abutting the MBTA rail yards.

New streets and pedestrian/bicycle routes will connect the site to the East Cambridge local street network, the Gilmore Bridge, and the MDC parkland network. New stormwater and sanitary sewer infrastructure will also be installed as part of the project. Approximately 10 acres will be developed as permanent open space, including a new six-acre Central Park, connecting to a landscaped West Boulevard and an extension of First Street, as well as several smaller landscaped parks.

The project also includes parking for 4,980 vehicles (2700 residential, 2100 tenant, 180 Lechmere Square) located in above-grade parking structures along the north of the site, near the railroad tracks, and below-grade within development parcels. In addition, 300 replacement parking spaces will be provided for the MBTA. According to the FEIR, at full build the project is expected to generate approximately 16,015 new vehicle trips on an average weekday (1695 morning peak hour, 1840 evening peak hour) based on ITE fitted curve equations.

Project Phasing

Since the DEIR review, the project has been subdivided into three phases over the 15-year build-out, with each phase linked to public improvements and specific mitigation commitments:

- Phase IA – construction of 6 buildings, commencing near the Gilmore Bridge, comprised of approximately 1,480,000 sf of commercial and residential space, and 1,635 parking spaces. Phase IA also includes creation of 4 acres of the Central Park, with pedestrian and bicycle connections within the site and to the bridge. The proponent has committed to completing the final design of the new Lechmere Station, and transferring legal easements to the MBTA for the Urban Ring Phase 2 and 3 rights-of-way, during this phase.

- Phase 1B – construction of 7 buildings, comprised of 1,800,000 sf of commercial and residential space, and 1,915 parking spaces. The proponent will commence construction of the new Lechmere Station. The Central Park will be completed, as well as the public plaza connecting to the Gilmore Bridge.

- Phase II – construction of approximately 2,000,000 sf of commercial, residential, and hotel space (Lechmere Square), and 1,430 parking spaces. The Lechmere Station and the First Street Extension will be completed.

The proponent has committed to initiating a comprehensive set of TDM measures, beginning in the earliest phase of development, as well as wastewater/stormwater and roadway infrastructure improvements.

Jurisdiction

The project is undergoing MEPA review and requires the preparation of a mandatory EIR, pursuant to Sections 11.03 (6)(a)(6) and (7) of the MEPA regulations, because it involves state agency actions, and will generate more than 3000 new vehicle trips per day and includes construction of more than 1000 new parking spaces. The project will require the transfer of six acres of state land from the MBTA, an Access Permit from the Metropolitan District Commission (MDC), and a Sewer Connection and Extension Permit from the Department of Environmental Protection (DEP). A National Pollutant Discharge Elimination System permit is required from the U.S. EPA to address construction and post-development drainage impacts. Because the project involves a transfer of state-owned land, MEPA jurisdiction is broad, and is conferred over any aspect of the project with the potential to cause significant Damage to the Environment. In this case, MEPA jurisdiction includes issues related to land alteration, transportation, air quality, noise, stormwater/wastewater impacts, public open space, and historic/archaeological impacts. The project is also undergoing detailed local review under Cambridge zoning (special permit process under recently adopted East Cambridge rezoning), Boston zoning (Article 80 large project review), and Somerville zoning (planning study prior to rezoning).

TRANSPORTATION

Traffic Analysis

Through coordination with the Transportation Working Group, the proponent has been able to respond to several concerns expressed by commenters regarding the traffic analysis contained in the DEIR. The FEIR documents the coordination of information during the group's meetings, and includes a revised traffic analysis.[2] As requested in the DEIR Certificate, additional developments proposed in Somerville (Assembly Square) and Boston were incorporated into the analyses. It also includes a 2006 and 2010 Build and No Build conditions to address interim phase impacts and mitigation. The Transportation Demand Management (TDM) has also been expanded, as discussed in the next section.

2 To be conservative, the revised analysis includes development of the MacGray parcel.

Since the DEIR, the traffic study area was broadened to evaluate impacts to Leverett Circle, and additional intersections in Somerville and Cambridge. According to the DEIR and FEIR, traffic conditions will be improved under the Full Build condition, with mitigation, versus the No Build scenario. The proponent has committed to changes in roadway geometry, signal upgrades, and pedestrian improvements at key intersections including O'Brien Highway/Land Boulevard/Gilmore Bridge and Cambridge Street/First Street Extension.

Transit Facilities

The proponent has agreed to design and construct a relocated Lechmere Green Line station on the north side of O'Brien Highway. This agreement will constitute a significant traffic mitigation commitment for Phase II of the project. The new location would enable the MBTA to complete the extension of the Green Line to Somerville and Medford by the year 2011, as required under the 2000 MOU between DEP and EOTC that restated the Central Artery transit commitments.

The FEIR includes a summary of relevant portions of that agreement, and a conceptual design for the Lechmere station relocation. According to the FEIR, the new station will meet current and projected transit demand, with capacity for all three phases of the Urban Ring. Should the proponent become unable to meet milestones within the prescribed timeframe, the agreement can be terminated, to maintain the MBTA project schedule.

The ENF Certificates for the Urban Ring and this project require a demonstration that project-related activities will have no adverse impacts upon rights-of-way for any phase of the Urban Ring. Phase I consists of surface bus routes, which may be accommodated upon the existing surface street network. Phase II consists of Bus Rapid Transit (BRT), to be located to the maximum extent possible in separate dedicated busways. Current plans for Phase II include a busway that crosses the project site to link the Community College Orange Line station and the Lechmere Green Line station. Current plans for Phase III involve a light rail or heavy rail tunnel that crosses the project site below grade, heading roughly north from the relocated Lechmere Station and passing below First Street and adjacent development parcels. The proponent has committed to transfer easements to the MBTA for both the Phase II and Phase III rights-of-way.

Comments on the Phase II alignment shown in the FEIR have raised the possibility that a further variant on the current design may better accommodate the MBTA's transit needs, without detriment to the development goals of the NPLC project. I am therefore asking the MBTA and the proponent to work with members of the Urban Ring Citizens Advisory Committee (CAC) (representatives of the three communities, plus at least two additional members drawn from the Land Development Subcommittee), to explore the following three design variants:

- An alignment entirely within the MBTA's commuter rail yard
- An alignment largely within the commuter rail yard, with a minor impingement on the NPLC site

- An alignment that impinges more deeply on the NPLC site, accompanied by air-rights development of parking garage structures over the MBTA rail yard.

It is a presumption of this study process that no new design shall decrease the overall density of the NPLC project, or redistribute the location of development to the detriment of any of the three communities. The MBTA shall take the lead in preparing a final report, to be based upon a detailed survey of existing conditions. The proponent shall provide technical assistance on development-related issues. The report shall be submitted to this office and the full Urban Ring CAC no later than March 31, 2003, and its provisions shall be incorporated into the MBTA's Final Section 61 Finding for this project and the DEIR for the Urban Ring project.

Pedestrians and Bicyclists

The proponent has committed to a number of pedestrian and bicycle improvements that are intended to accommodate the projected near and long-term demand, and to promote alternative travel to and through the site. New sidewalks and crosswalks will installed at key intersections along O'Brien Highway, Cambridge Street, and the main entry to the site at the First Street Extension. The site plan includes a substantial widening of the sidewalk on the north side of the Gilmore Bridge, which will connect to the site via a pedestrian plaza. I expect the proponent to make appropriate commitments that the plaza and the vertical connection to the Central Park will have permanent 24-hour accessibility and security, to maximize their utility. According to the FEIR, a range of pedestrian-friendly streetscapes will be incorporated in the site design. The improvements to O'Brien Highway, and the Gilmore Bridge, will commence with Phase 1A of the project.

To facilitate bicycle travel, bike lanes will be included in the internal roadway design, and subsequently connected to lanes planned for local streets. The bicycle lane network will also link the site to the MDC North Point Park, and in the future, to the proposed Somerville Community Path. I urge the proponent to identify an operator for the proposed bicycle center (perhaps to be located in an existing building on-site) in an early phase of the project.

As indicated earlier in this Certificate, the majority of the Central Park will be constructed during Phase 1A of the project. I expect the proponent to enter into legally binding agreements to preserve the open space in perpetuity.

Parking

The FEIR commits to parking ratios of 1.0 space per residential unit and 1.0 space per 1000 commercial sf, for a total of approximately 4,980 spaces. The proponent has also committed to maintaining interim Phase IA/1B parking ratios at no greater than 1.25 spaces / 1000 sf. If on-street parking is allowed along private streets, it will be included in the 4,980-space inventory. No commercial public parking facilities will be provided, and residential and

tenant parking will be provided at market rates. The parking plan complies with the Cambridge Vehicle Trip Reduction Program and applicable DEP and EPA parking regulations. A summary of the parking commitments must be included in the Final Section 61 Finding.

Transportation Demand Management

In the FEIR, single occupancy vehicle (SOV) mode share is projected to be 50% during the Phase IA/1B, and 40% at Full Build, with a 48% transit share at Full Build. A substantial mitigation plan will be required for this project to achieve the predicted mode shares and significant SOV reduction goals. The proponent has performed extensive research and analysis into the effectiveness of a wide array of Transportation Demand Management (TDM) measures to increase non-SOV mode shares. The current program includes:

- Onsite transit pass sales, with free first monthly MBTA pass for new residents
- Transit pass subsidies (up to 50% for office employees)
- Preferential parking for vanpools/carpools
- Bicycle lanes, storage and services at the relocated Lechmere station
- ZipCar availability
- Guaranteed Ride Home
- Membership in the Charles River Transportation Management Association
- Shuttle bus connections to the MBTA Red Line/Kendall Square Station
- Caravan for commuters

TDM program participation will be required of future developers, owners, and tenants through "carry forward" provisions, legally binding commitments that may be included in lease agreements, easements, or contracts. Each affected city will also require the proponent to commit to TDM program development, and will perform compliance monitoring, and reporting, through local processes (i.e. Cambridge Parking and TDM Plan, Boston Transportation Access Plan Agreement). The Final Section 61 Findings must include all proposed TDM measures.

OTHER ISSUES

Stormwater/Wastewater

Stormwater flows will be fully separated from CSO discharges, and will be connected to a new outfall to the Charles River, in the vicinity of the proposed North Point Park. The closed drainage system, which will include hooded catch basins with deep sumps, will also serve the adjacent CES site. The proponent has committed working with city agencies to identify and implement Best Management Practices (BMPs) under DEP's Stormwater Management Policy, including infiltrating rooftop runoff, wherever feasible. The proponent should continue to consult with the MWRA to ensure that the proposed outfall location does not adversely impact environmental resources.

Wastewater flows from the project, the CES development, and communities north of O'Brien Highway will also be conveyed through a dedicated sanitary sewer, further reducing discharges to the CSO system. In addition, the proponent has committed to a 3:1 infiltration/inflow (I/I) removal plan (2.2 million gallons, based on average flow rates), as further mitigation. The proponent has consulted with the Cambridge Public Works Department, MWRA, and DEP to develop a plan to remove stormwater inflow from the CSO system beyond the NPLC site. Comments from DEP indicate overall approval of the plan, with details to be specified as the project progresses.

Historic/Archaeological

According to the FEIR, although historic resources listed on the Massachusetts Historical Commission (MHC) inventory are in the site vicinity, none will be adversely affected. MHC has reviewed the requested archaeological survey and has approved an intensive survey plan. The proponent has committed to completing the requested intensive survey and submitting results to MHC, and the Cambridge Historical Commission (CHC) for review.

Construction Period Impacts

According to the Draft Construction Management Plan (CMP) included in the DEIR, the proponent has committed to limiting onsite parking for workers. The Final CMP should allocate minimal parking, and require that construction workers be included in the TDM program, to further reduce traffic impacts during the construction period.

The proponent has agreed to participate in DEP's Clean Air Construction Initiative to minimize emissions from diesel-powered construction equipment. The proponent must also consult with all three cities to develop a CMP that includes every feasible measure to minimize fugitive emissions during the extended construction period, given the close proximity of the site to densely populated residential neighborhoods. All construction-related mitigation and TDM measures must be included in the Final Section 61 Findings.

Mitigation / Section 61 Finding

The FEIR includes Draft Section 61 Findings specifying mitigation measures in areas of impact identified during the MEPA review process. The Final Section 61 Finding will be included with all state permits issued for this project, and will be considered binding upon the proponent as mitigation commitments. To the extent that the project will be implemented in phases, specific mitigation commitments must be linked to specific phases or increments of development. A copy of the Section 61 Findings must be forwarded to the MEPA Office.

December 16, 2002
Date

Bob Durand, Secretary

cc: Urban Ring CAC members
Steve Lipman, P.E. – DEP/Boston

Comments received:

11/19/02	Massachusetts Historical Commission
11/22/02	John S. Allen
11/25/02	Bryce Nesbitt
12/3/02	Stephen H. Kaiser
12/5/02	New Ecology, Inc.
12/6/02	Greenman – Pedersen, Inc.
12/6/02	Metropolitan Area Planning Council
12/8/02	Association of Cambridge Neighborhoods
12/9/02	Bhupesh Patel
12/9/02	Somerville Bicycle Committee
12/9/02	Association of Cambridge Neighborhoods
12/9/02	Inner Core Committee
12/9/02	Brickbottom Condominium Trust
12/9/02	Conservation Law Foundation
12/9/02	Clark Frazier
12/9/02	Boston Transportation Department
12/9/02	City of Cambridge
12/9/02	City of Somerville
12/9/02	Department of Environmental Protection – Boston
12/9/02	Schnader Harrison Goldstein & Manello
12/9/02	Massachusetts Water Resources Authority
12/9/02	Wig Zamor
12/9/02	Stephen H. Kaiser
12/9/02	Metropolitan District Commission
12/10/02	Charles River Watershed Association
12/11/02	Boston Environment Department
	Urban Ring Citizen's Advisory Committee

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
http://www.mass.gov/envir

August 20, 2010

Martin R. Healy
Goodwin Procter LLP
Exchange Place
Boston, MA 02109

Re: Request for Advisory Opinion
North Point – EEA #12650

Dear Mr. Healy:

I am writing in response to your letter of August 13, 2010, in which you requested a determination as to whether further review under the Massachusetts Environmental Policy Act (MEPA, M.G.L. c. 30, ss. 61-62I) would be required for the project referenced above due to a Lapse of Time (as defined in the MEPA regulations, 301 CMR 11.10).

The North Point project previously underwent MEPA review and received a Certificate finding that the Final Environmental Impact Report (FEIR) submitted for the project adequately and properly complied with MEPA on December 16, 2002. The FEIR was noticed for public availability in the November 9, 2002 edition of the Environmental Monitor.

As described in your letter and as reflected in the attachments provided, subsequent to the issuance of the Certificate on the FEIR, the project proceeded to acquire state and local approvals to construct the project, including obtaining a Comprehensive Special Permit from the City of Cambridge on April 15, 2003, and a Chapter 91 License from the Department of Environmental Protection on February 24, 2006. The project obtained a building permit for "Sierra" (a 99-unit, 9-story residential tower) on August 24, 2005 and a building permit for "Tango" (a 230-unit, 12-story residential tower) on November 10, 2005. According to your letter, both Sierra and Tango began construction in 2006 and are now open and occupied. The project has also completed work related to drainage infrastructure, as well as the installation of streets, sidewalks, sewer, water and other utility services in and around the Sierra and Tango buildings.

Under the MEPA regulations at 301 CMR 11.08(10), a project proponent is required to notify the MEPA office upon Commencement of Construction for any project for which the Secretary required an EIR. Under corresponding provisions of the regulations at 301 CMR 11.10(2), a Notice of Project Change is required if a notice of Commencement of Construction is not received within three years of the notice of availability of the FEIR (provided that construction has not thereafter been suspended for more than three years), unless there is a commencement of non-construction related work or activity, including expenditure of funds for final design property acquisition, or marketing, provided that the proponent has continued to take major steps in a continuous sequence to advance the project. Section 11.10(3) of the regulations provides that a new Environmental Notification Form (ENF) is required under those same circumstances if more than five years have elapsed.

The MEPA files for this project do not reflect that a notice of Commencement of Construction was ever provided in accordance with 301 CMR 11.08(10). Nonetheless, it is clear from the information provided in your letter that non-construction related work or activity, as defined in the MEPA regulations, did in fact commence within three years of the notice of availability of the FEIR (in this case, prior to November 9, 2005). Specifically, the proponent's efforts to obtain a Comprehensive Special Permit and the building permits for Sierra and Tango constitute prior to November 9, 2005 constitute commencement of non-construction related work or activity. Based on the information provided in your letter, I also find that the proponent has continued to take major steps in a continuous sequent to advance the project, as evidenced by the ongoing work being undertaken today. In addition, I find that physical construction work or activity appears to have begun some time in 2006 and is ongoing, such that Commencement of Construction in fact occurred shortly after the three year time frame and that there has not been any suspension in construction of greater than three years.

Consequently, I find that the project did in fact commence non-construction related work or activity within the required time frame, and that no Notice of Project Change or new ENF is required under the Lapse of Time provisions of the MEPA regulations.

Please contact me if you have any further questions concerning this matter.

Sincerely,

Alicia McDevitt
Assistant Secretary

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

6/23/11 (B)
FILE COPY

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
http://www.mass.gov/envir

June 22, 2011

Thomas N. O'Brien
The HYM Investment Group
One Congress Street, 10th floor
Boston, MA 02114

Re: Request for Advisory Opinion
EEA #12650 – North Point – Cambridge, Somerville and Boston

Dear Mr. O'Brien:

I am writing in response to your letter of May 18, 2011, in which you requested an Advisory Opinion pursuant to 301 CMR 11.01(6) which concurs that revised responsibility for mitigation measures associated with the NorthPoint and Green Line Extension projects and future development activities (phasing, building siting) on the NorthPoint site do not require a filing of a Notice of Project Change (NPC) under the Massachusetts Environmental Policy Act (MEPA). As allowed under 310 CMR 11.01(6)(c), this Request for Advisory Opinion was noticed in the May 23, 2011 Environmental Monitor and subjected to a 20-day public comment period.

The Request for Advisory Opinion and accompanying documentation indicates that due to a variety of reasons, including market conditions and litigation, the schedule for overall development has slowed down and, therefore this necessitates a shifting of mitigation implementation responsibilities with the Commonwealth. Notably, the Commonwealth has assumed responsibility for certain infrastructure improvements previously included in the NorthPoint project, and the NorthPoint owners have provided certain land exchanges in lieu of such improvements. A table was attached to the Request for Advisory Opinion outlining the mitigation commitments for NorthPoint and the Green Line Extension (EEA no. 13886) in their respective MEPA filings and updated responsibilities for implementation of specific infrastructure improvements. This table also serves as an update to each projects' MEPA file with the current mitigation commitments associated with these projects. As demonstrated in your correspondence, the proposed changes regarding mitigation implementation responsibilities are not anticipated to create significant environmental consequences as outlined in Section 11.10(6) of the MEPA regulations. It is my understanding,

based upon verbal communication with the NorthPoint Proponent, that physical improvements to Cambridge Street for pedestrians and vehicles, in addition to signal timing modifications, will be made by the NorthPoint Proponent as previously agreed upon in connection with the NorthPoint project.

In your letter, you reference the history of NorthPoint's MEPA review, which concluded with the submission and determination of adequacy of a Final Environmental Impact Report (FEIR) in 2002. Portions of the project have been completed, including the park system at the center of the plan and the completion of buildings Sierra and Tango. In 2010, a new development team, CJUF III NORTHPOINT, LLC, comprised of affiliates of the HYM Investment Group LLC, The Canyon-Johnson Urban Funds, Atlas Capital Group LLC, and Pan Am Railways became the new proponent of the NorthPoint project. A statement in your letter notes that this new NorthPoint Proponent intends to develop the project in a manner substantially similar to the previously reviewed mixed-use NorthPoint project in terms of overall density and general mix of uses; prior MEPA review indicated that the project would include up to 5.2 million square feet (sf) of mixed-use space. Your letter indicated that there may be some differences in phasing due to market conditions, and some buildings may be relocated within the site.

I remind the proponent that as part of the NorthPoint FEIR, mitigation measures were outlined in an effort of avoid, minimize or mitigate potential Damage to the Environment associated with the overall NorthPoint project. Many of these mitigation commitments were tied to project phasing milestones (classified as Phase 1A, 1B, and Full Build) for implementation. While I remain confident that the overall package of mitigation measures presented in the FEIR remains suitable to offset the potential environmental impacts of the project, potential shifting in phasing, or re-alignment of project components within project phases, may necessitate a re-prioritization of individual mitigation measures to be implemented. However, I cannot, as part of this Advisory Opinion, determine whether these potential phasing or layout modifications can be implemented in a manner consistent with the FEIR Certificate issued for the project. Therefore, as project design is further refined, the NorthPoint Proponent should consult the requirements of 301 CMR 11.10(6) to determine if these potential differences or minor modifications may require further consideration under MEPA.

Therefore, I hereby determine that no additional MEPA review is required for the revisions to the responsibilities for implementation of mitigation measures associated with the NorthPoint and Green Line Extension projects, except in the case that either Proponent (i.e., NorthPoint or the Commonwealth) proposes a material change prior to the taking of all State Agency Actions, as noted in the MEPA regulations at 301 CMR 11.10(1). Absent that, the submission of a new ENF or NPC is not required.

Please contact Holly Johnson of the MEPA Office, at (617) 626-1023 if you have any additional questions concerning this matter.

Sincerely,

Maeve Vallely-Bartlett

Maeve Vallely-Bartlett
Assistant Secretary

Comments Received:
06/12/2011 Stephen H. Kaiser

cc. Katherine Fichter, MassDOT

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Richard K. Sullivan Jr.
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
http://www.mass.gov/envir

January 9, 2013

Richard D. Rudman
DLA Piper LLP
33 Arch Street, 26th floor
Boston, MA 02110-1447

Re: Request for Advisory Opinion
EEA No. 12650 – NorthPoint Mixed Use Project - Cambridge

Dear Mr. Rudman:

I am writing in response to your letter of January 2, 2013, in which you requested an advisory opinion that recent changes to the master plan for the NorthPoint Mixed Use project are not material changes for the purposes of MEPA (301 CMR 11.00) and will not require the submission of a Notice of Project Change (NPC). The Certificate on the Final Environmental Impact Report (FEIR), issued on December 16, 2002, concluded that the project adequately and property complied with the Massachusetts Environmental Policy Act (MEPA) (G.L. c.30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

As noted in your correspondence, the project is a mixed-use project consisting of approximately 5,245,000 square feet (sf) of residential and commercial space located on approximately 45 acres of land located principally within the City of Cambridge with portions of the site located in Somerville and Boston. Proposed changes to the project's master plan include:

- the provision of an additional two acres of open space;
- an increase in height for five residential buildings and one commercial building from 150 feet to 220 feet;
- creation of a retail plaza close to the location of the proposed new Lechmere Green Line Station; and
- a change in the location of some residential and commercial buildings to locate more residential space adjacent to the NorthPoint Common Park.

The revised master plan does not increase the amount of previously reviewed and permitted development, change the overall amount of residential, commercial or retail spaces that may be developed, change the amounts of these types of development that may be constructed during any phase of the project, or significantly increase environmental impacts such as traffic trips, wastewater flows, etc. Proposed modifications also include changes to the internal roadway network to better accommodate the proposed relocated Lechmere Green Line Station. These internal roadway changes will not result in changes to the travel patterns or modes of access to NorthPoint and none of the proposed project modifications require changes to, or additional provision of, previously approved traffic mitigation requirements. No new State Agency Actions are necessary to facilitate these proposed master plan revisions.

Therefore, I hereby determine that the proposed revisions to the NorthPoint master plan do not constitute a material change and an NPC is not required to implement these design revisions. Please contact Holly Johnson of the MEPA Office, at (617) 626-1023 if you have any additional questions concerning this matter.

Sincerely,

Maeve Vallely Bartlett
Assistant Secretary

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Charles D. Baker
GOVERNOR

Karyn E. Polito
LIEUTENANT GOVERNOR

Matthew A. Beaton
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1081
http://www.mass.gov/eea

January 18, 2017

Peter Tamm, Esq.
400 Atlantic Avenue
Goulston & Storrs
Boston, MA 02110-3333

Re: Request for Advisory Opinion
North Point Mixed Use Project – Cambridge, Somerville and Boston (EEA# 12650)

Dear Mr. Tamm:

On behalf of Secretary Beaton, I am responding to your letter of December 8, 2016 in which you requested a determination as to whether additional review under the Massachusetts Environmental Policy Act (MEPA) would be required for the project referenced above. I requested additional information to support a determination which was provided on December 22, 2016.[1] Your letter indicates that you are representing DW NP Property, LLC, an affiliate of DivcoWest (the Proponent). You have requested confirmation that further MEPA review would not be required based on provision of State Financial Assistance for financing of previously identified infrastructure improvements associated with the North Point project.

The project consists of a mixed-use master-planned development. It was proposed to be constructed in phases and is anticipated to be completed by 2030. The project was the subject of extensive MEPA review that concluded with the issuance of a Certificate on the Final Environmental Impact Report (FEIR) which found that the FEIR adequately and properly complied with MEPA. MEPA had full-scope jurisdiction over the project because it required a Land Transfer.

Subsequent to the issuance of the Certificate on the FEIR, the project acquired State and local approvals to construct the project, including, but not limited to, obtaining a Comprehensive Special Permit from the City of Cambridge on April 15, 2003, and a Chapter 91 (c. 91) License from the Massachusetts Department of Environmental Protection on February 24, 2006. Portions of the project have been completed including: construction of three buildings, installation of streets, sidewalks, sewer, water and other utility services in and around completed buildings; and construction a park system.

[1] Email from Peter Tamm dated December 22, 2016.

Three Advisory Opinions regarding the project have been issued by the MEPA Office. These Advisory Opinions included a determination that a Lapse of Time had not occurred between the issuance of the Certificate on the FEIR and the commencement of construction (August 20, 2010); a determination that revisions to the responsibilities for implementation of mitigation measures did not require further MEPA review (June 22, 2011); and a determination that modifications to the Master Plan did not represent a material change (January 9, 2013).

The Proponent is seeking Infrastructure Investment Incentive (I-Cubed) funding from the Executive Office of Administration and Finance and the Massachusetts Development Finance Agency. If the Proponent's application is approved, the funding would support the construction of on-site roadways, pedestrian connections and the Gore Street Sewer Connection. Your letter indicates that these improvements were contemplated and analyzed in the FEIR and that the provision of funding will not modify the proposed development program or construction schedule.

Based on the information contained in your letter, I hereby determine that the provision of State Financial Assistance, in the form of I-Cubed funding, does not require additional MEPA review. In addition, I concur that this funding would not confer additional MEPA jurisdiction over the project because it was previously subject to full-scope review.

Your letter acknowledges that as the Proponent proceeds with planning and development of the project, there may be changes to the master plan and development program. This determination is limited to the provision of Financial Assistance. It does not extend to other aspects of the project or address potential project changes that could require a Notice of Project Change pursuant to 301 CMR 11.10. I expect that the Proponent will consult with the MEPA Office if and when changes are proposed.

Please contact me at (617) 626-1044 if you have any questions concerning this matter.

Sincerely,

Deirdre Buckley
Assistant Secretary

Exhibit H PTDM Decision

Feb-21-2003 05:01pm From-CAMBRIDGE COMMUNITY DEVELOPMENT 617-349-4633 T-823 P.002/006 F-961

CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager *Richard C. Rossi, Deputy City Manager*

PTDM Ordinance – FINAL DECISION

Project: North Point - Guilford

Project Number: F-30

Applicant: North Point Land Company

Contact: Lisa Serafin, Spaulding and Slye Colliers

Address: 255 State Street, Boston, MA 02109

Date of Application: 12/13/02

Decision Deadline: 02/21/03 (Extended from 02/11/02)

Date of Issue: 02/21/03

This form indicates the FINAL decision of the Parking and Transportation Demand Management Planning Officer with respect to the PTDM plan submitted for the project listed above. Please review the enclosed attachments, which include information about ongoing monitoring and reporting relative to this project.

Decision:

☐ Approve (attachment: approval letter and copy of plan)

☑ Approve with Conditions (attachment: letter of conditions and copy of plan)

☐ Deny (attachment: reason for denial and copy of plan)

Catherine E. Preston

Catherine E. Preston, AICP
PTDM Planning Officer

795 Massachusetts Avenue, Cambridge, Massachusetts 02139
Voice: 617.349.4300 Fax: 617.349.4307 TTY: 617.349.4242 Web: www.ci.cambridge.ma.us

CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager *Richard C. Rossi, Deputy City Manager*

February 21, 2003

Lisa Serafin
Spaulding & Slye Colliers
255 State Street
Boston, MA 02109

Dear Ms. Serafin:

The attached form indicates the final decision on the Parking and Transportation Demand Management plan for North Point. The final decision is an **approval with conditions.** This letter spells out the conditions that are placed on your plan, as well as recommendations for additional TDM programs that may improve your non-SOV mode split. The last section lays out more details about implementation of the monitoring and reporting program that is required as part of your plan.

This plan applies to two parcels: one, that portion of the 43.7 acre parcel north of O'Brien Highway which lies in Cambridge and the second, the site of the existing Lechmere MBTA station. This PTDM plan approval authorizes the construction/operation of a combined total of 2,280 parking spaces for the two sites.

This TDM plan will help reduce the impacts of your facility on traffic and parking in the surrounding area. You are to be commended for incorporating a wide array of measures that will help ensure that employees, visitors and guests at North Point are aware of and have access to alternatives to the automobile.

Plan Conditions

The following conditions are placed on the PTDM plan for North Point:

This project includes parking spaces that will be provided in up to three cities (Cambridge, Boston and Somerville). It is anticipated that the majority of these spaces will be in Cambridge. However, some individual structures may be, in whole or in part, located in neighboring municipalities. PTDM, being an ordinance of the City of Cambridge, does not apply to parking spaces located within other municipalities. However, as a constrained parking supply for this entire project is a key component of this plan and integral to its success, any non-residential spaces which are constructed as part of this project in Boston or Somerville will be subtracted from the total number of spaces approved for non-residential use in Cambridge.

- **CONDITION:** The proponent is required to report the construction of any non-residential spaces in Boston or Somerville to the PTDM Planning Officer within 30 days of beginning construction. Any non-residential spaces which are constructed as part of this project in Boston or Somerville will be subtracted from the total number of spaces for approved for non-residential use in Cambridge.

This project will have a substantial number of non-employee, non-residential users. Therefore, it is appropriate to set mode split commitments for non-employees as well as for employees. The two components of the project which are expected to have a large percentage of non-employee trips are the retail uses and the hotel.

- **CONDITION:** The mode split commitment for hotel patrons of this project shall be 55%. SOV.

- **CONDITION:** As other non-residential uses are proposed, additional mode split commitments will be required which are specific to individual uses, e.g. retail. These commitments shall be incorporated as amendments to this PTDM plan and must be approved prior to obtaining a building permit for any use which is not residential, office/R&D or hotel.

The proponent has agreed that the dependency on transit in order to meet the mode split commitments requires that a significant commitment to transit subsidies be made, consistent with that made by a substantial number of other PTDM projects, especially in the Eastern Cambridge area.

- **CONDITION:** The proponent shall include in office and R&D leases a requirement that tenants provide their employees with a transit subsidy of 100 percent, up to the maximum allowable transportation fringe benefit.

The proponent's plan to provide shuttle service to the Red Line which may be adjusted in terms of route, frequency, vehicles, etc. as needs demand is acceptable. However, City review and approval of operations plans is essential.

- **CONDITION:** Plans for initial operations of a shuttle to the Red Line must be approved by City Staff prior to obtaining the first Certificate of Occupancy for a building with a non-residential component. Revised plans for operations should be submitted with each application for a building with a non-residential component. Revisions to operations at any time shall require approval by City Staff.

The proponent has developed base-line programs for a Bikestation facility to be provided on parcel Q or R and developed in conjunction with the relocated MBTA station. This facility is an integral part of reaching and maintaining the mode splits, especially during the later

phases of development. It is therefore essential that these services be provided in a high-quality, professional manner. This may necessitate some subsidy from NPLC, especially in the first few years of build-out and operation. However, if, through partnership with a bicycle shop, use of grant monies or other mechanisms, no direct subsidy is required in order to provide the services detailed below, none shall be required by the City.

- **CONDITION:** The Bikestation must, at a minimum, include:
    - Secure, attended bicycle parking for 250 bikes
    - Bike rentals
    - Bike maintenance
    - Free air for bicycles
    - Restrooms
    - Changing rooms
    - Lockers
    - Showers
    - Commuter Information

The proponent has committed to providing at least 2 carsharing spaces. As build-out progresses, greater demand for carsharing may necessitate the addition of more carsharing vehicles and associated parking.

- **CONDITION:** The proponent shall make at least 2 carsharing spaces available at all times. The proponent shall make available as many as 10 parking spaces for carsharing purposes, which shall be brought online as demand warrants. Demand analysis for carsharing vehicles, based on surveys, shall be included in annual monitoring reports.

Additional Recommendations

In addition to the conditions listed above, I am recommending the implementation of the following additional TDM measures. If the current plan fails to reach the stated mode split goal, implementing these programs will help to achieve that goal.

- Larger financial incentives for formation of vanpools/additional carpools
- Telecommuting program for commercial tenants
- Increases to commercial parking rates
- Shuttle connections to under-served transit facilities/employment centers
- Financial incentives for walking and biking
- Regular peak-hour shuttle service to the Sullivan Square MBTA station.

- Provision of on-site amenities to reduce day-time trip making
- Additional, reasonable measures as agreed upon by the proponent and the City

Monitoring and Reporting

Mode split information shall be monitored and reported annually. Driveway counts and parking utilization for each parking lot or garage shall be reported every two years. All North Point buildings shall conduct their monitoring at the same time each year, as determined by the certificate of occupancy for the first building with a non-residential component. If the certificate of occupancy for the first building with a non-residential component is issued between September 1 and February 29, the monitoring shall take place during the months of September or October and be reported to the PTDM Planning Officer no later than November 30. If the certificate of occupancy for the first building with a non-residential component is issued between March 1 and August 31, monitoring shall take place during the months of April or May and be reported to the PTDM Planning Officer no later than June 30. This will ensure that the monitoring captures a realistic assessment of the performance of the project, while giving time to compile the results and report them to the City.

It is important to note that while approvals under the PTDM ordinance are transferable by and among private parties, this is contingent upon the new owner agreeing to continue to operate under the existing PTDM plan. Should the owner elect to transfer all or some portion of the project, Section 10.18.050 (g) of the PTDM ordinance would apply.

I look forward to working with you in the future as you implement the elements of this plan. If you have any questions, please feel free to contact me by phone at 617-349-4673 or by email at *cpreston@ci.cambridge.ma.us*.

Sincerely,

Catherine E. Preston

Catherine E. Preston, AICP
PTDM Planning Officer

cc: Beth Rubenstein, Assistant City Manager for Community Development
Susanne Rasmussen, Director of Environmental and Transportation Planning
Susan Clippinger, Director of Traffic, Parking, and Transportation

SPAULDING & SLYE COLLIERS INTERNATIONAL

Memorandum

To: Catherine Preston
City of Cambridge PTDM Officer

CC: Susan Sloan-Rossiter, VHB

From: Lisa S. Serafin

Date: 2/6/03

Re: Revised North Point PTDM Plan

North Point Land Company (NPLC) is pleased to submit to you the attached revised PTDM plan for the North Point project. It incorporates the TDM measures described in several of the North Point permitting documents prepared to date including the Transportation Impact Study (revised) submitted to the City of Cambridge on October 29, 2002 and the Final Environmental Impact Report submitted to MEPA on October 31, 2002. It is also reflective of our discussions with you at our meeting on November 7, 2002 and your Draft Finding issued on January 16, 2003.

We are granting your office an extension until February 14, 2003 to make a decision on this document.

It has been a pleasure working with you thus far and we look forward to your approval of this PTDM plan. As always, we will make our consultants available anytime during the review period to answer questions or discuss details of the plan. Should you need to get in touch with me over the next few days, please call me on my cell phone at 617-721-6070.

Integrated Real Estate Services

255 State Street
Boston, MA 02109
617-523-8000
Fax: 617-531-4280
www.SpauldSlye.com

Parking and Transportation Demand Management Plan

North Point

Cambridge, Massachusetts

Prepared for **North Point Land Company, LLC**
Boston, Massachusetts

Prepared by ***VHB*/Vanasse Hangen Brustlin, Inc.**
Boston, Massachusetts

This Parking and Transportation Demand Management (PTDM) Plan has been prepared in accordance with Chapter 10.18 of the Municipal Code of the City of Cambridge, adopted on November 16, 1998. As prescribed in Section 10.18.050, the project facts, projections, commitments, and certification are set forth below. This PTDM Plan is intended to apply to all commercial tenants of the proposed North Point Development.

Project Facts and Projections

Located in Cambridge, Somerville and Boston, North Point presents an exciting opportunity to reincorporate a nearly abandoned 45-acre industrial site into the thriving urban neighborhoods that surround it. The proposed project will result in a dynamic, mixed-use, transit-oriented neighborhood with new green space and a variety of new utility and roadway infrastructure.

The North Point project consists of approximately 5.5 million square feet of residential, office, research and development, hotel, and ancillary retail space located in East Cambridge. The project also includes 4,980 new off-street parking spaces. The parking consists of 2,700 spaces for North Point residents, 2,100 non-residential spaces for North Point office tenants, and 180 parking spaces planned for the redevelopment of the existing Lechmere station. There will also be approximately 300 on-site replacement spaces for the MBTA commuters at the Lechmere station.

The parking will be approximately split between above-grade and below-grade parking structures. All buildings will have some dedicated below-grade parking but the amount of parking built on most building parcels is not expected to be sufficient to meet the parking demand for the building on the parcel. This will have the effect of making parking less convenient, as some portion of employees who drive will be required to walk from the building in which their parking is located to the building in which they work. The common-use garages will be open to residents, office tenants and their visitors. Where both resident and office tenant parking is provided within the same parking garage, the primary parking area for residents will be separate from the parking for office tenants. All parking areas of more than 25 spaces will have access control systems capable of monitoring use by residents and non-residents. This monitoring capability will allow monitoring of the parking ration commitments and can be used to collect data for the PTDM reports required by the City of Cambridge.

The North Point project represents former industrial lands available for redevelopment into vital new uses. Eighty six percent (86%) of the site lies within the boundaries of the City of Cambridge, approximately 11% is located in the City of Somerville, and 3% in the City of Boston. Due to the configuration of the boundary line between the cities, the 2,280 non residential parking spaces will be distributed between the three cities. The exact distribution of parking spaces will be further defined through the design process but the total for the site will not exceed 2,280.

The triangular-shaped, 43.7-acre North Point parcel is bounded by Monsignor O'Brien Highway and/or private landowners to the south and west, Charlestown Avenue (the Gilmore Bridge) to the east, and MBTA maintenance facility and commuter rail lines to the north. The majority of the site is currently owned by the Boston & Maine Railroad and will be controlled by the North Point Land Company LLC (NPLC). Some parcels of land totaling approximately 6 acres on the north side of O'Brien Highway are owned by the MBTA and will be the subject of a land swap pursuant to an agreement between the MBTA and Guilford Transportation Industries to design and construct a new Lechmere MBTA Station. Other privately owned parcels totaling approximately 2.5 acres may be acquired and NPLC has begun discussions with these owners as appropriate. In addition, the North Point Land Company will ground lease the 1.7-acre existing Lechmere station parcel on the south side of O'Brien Highway from the MBTA following construction of the new Lechmere Station.

The project will include between 2,300 - 2,700 units of housing of various types (approximately three million square feet). One of the primary visions is that this housing will accommodate a variety of household types and may include lofts, apartments and condominiums that may be attractive to singles/young couples, as well as townhouses that may appeal to families. The project will also contain approximately 2.1 million square feet of commercial development, primarily office and research and development uses. Depending on the mix of office to lab uses, it is estimated that there will be approximately 4,000 – 6,000 employees at the site at full build. The commercial components are expected to be concentrated in the two areas of the site nearest to the Green Line Lechmere Station and Orange Line Community College Station. The current zoning calls for approximately 75,000 square feet of accessory retail uses, to be included in the development. Following the construction of the new Lechmere MBTA station, the North Point Land Company will redevelop the parcel of land on which the existing MBTA station is located as part of this project. An appropriate use for this gateway location may be residential uses, as well as a small, boutique hotel of under 100,000 square feet.

■

Project Vehicle Trip Generation

The estimated vehicle trip generation for the proposed project is derived from the proposed development program, person trip generation, mode split, and vehicle occupancy rates and described in Chapter 3 of the North Point TIS. Table 1 reviews the mitigated vehicle trip generation for the North Point project using the trip generation and mode share assumptions requested by the City of Cambridge.

Table 1
Vehicle Trip Generation

	North Point Parcel					Lechmere Parcel					Total Development				
	Daily	Morning Peak		Evening Peak		Daily	Morning Peak		Evening Peak		Daily	Morning Peak		Evening Peak	
	Total	In	Out	In	Out	Total	In	Out	In	Out	Total	In	Out	In	Out
Full Build	15,190	915	715	695	1,075	825	30	35	40	30	16,015	945	750	735	1,105
Phase 1A	5,430	555	165	190	570	-	-	-	-	-	5,430	555	165	190	570
Phase 1B	10,400	840	420	450	955	-	-	-	-	-	10,400	840	420	450	955

As the table shows, the full build program is anticipated to generate approximately 1,695 vehicle trips in the morning peak hour and approximately 1,840 vehicle trips in the evening peak hour. These trips are fairly evenly distributed in the in and out direction as a result of the proposed mixed land use program and represent between 10 and 12 percent of the daily trip generation anticipated for the project.

The Phase 1A program is expected to generate approximately 720 vehicle trips in the morning and 760 vehicle trips in the evening, while the Phase 1B program is expected to generate an additional 540 and 645 trips respectively.

PTDM Plan

In an effort to reduce the number of cars traveling to the North Point site, the North Point Land Company has developed North Point as a transit-oriented, mixed land-use development, with a constrained parking supply, supportive urban design (which facilitates the use of alternative transportation options) and a comprehensive transportation demand management (TDM) program. These TDM strategies will include such programs and infrastructure improvements as an emergency ride home program, on-site transit pass sales, transit subsidies, bus connections to the Red Line, rideshare matching services, bicycle amenities, bicycle pathways and lanes, and continuous sidewalk connections. These will be provided to increase the use of public transit, bicycling, and walking by employees and visitors coming to work at North Point and for residents to commute to their places of employment. Automobile ownership by residents of the North Point development will be discouraged and the North Point Land Company will advocate the use of car sharing (such as ZipCar®) for residents and employees of the North Point development. TDM measures will also be developed to limit automobile trips by employees and hotel guests at the North Point site. The hotel, through its reservation systems, will encourage guests to utilize public transit options. North Point Land Company will also provide space for an on-site rental car facility to discourage auto trips to and from the airport.

North Point Land Company is committed to supporting a balanced multimodal transportation system to serve North Point and providing a balanced mixed-use development that reduces dependency on the private automobile. The major features of the proposed development that support these commitments are:

- Provision of mixed uses, including residential, retail, hotel, office and research and development, to increase the share of trip purposes which can be satisfied within the site;
- Location of the development close to major transit stations;
- Adoption of a TDM program that includes measures for all aspects of the planned development;
- Provision of a constrained parking supply to discourage automobile use.

All of these features serve to make the site an extension of the existing neighborhood and results in travel patterns and characteristics of a transit-oriented urban development.

A key planning principle of the North Point development, and the East Cambridge Planning Study, is to promote a balanced and multi-modal transportation network as part of North Point that reduces auto dependency. North Point Land Company recognizes the need to implement a comprehensive package of transportation demand management measures that will support alternate transportation modes in the area. The PTDM Program is designed to do so by providing a comprehensive set of TDM measures and strategies as well as an institutional framework that will ensure their implementation and monitoring.

■

Implementation Framework

To ensure its vision of a balanced and multi-modal transportation network that reduces auto dependency to North Point, North Point Land Company has defined a framework for implementing programs to reduce single occupant vehicle (SOV) trips. Under this framework, North Point Land Company has primary responsibility for implementing and monitoring the PTDM Plan, which specifies an ambitious set of TDM measures to be implemented with respect to each land use in the development.

North Point Land Company, as "master developer," will play a direct role in implementing the PTDM Plan. In order to effectively manage the common areas and public spaces on the North Point site that do not belong to the City, a single management company will be primarily responsible for site maintenance and operations, funded by assessments or charges on each individual building parcel. This management company will have staff designated to transportation coordination for the site as a whole, to facilitate and supplement the efforts of the developers of the individual building parcels.

The general requirements to implement TDM strategies will pass to owners of individual commercial building parcels in the North Point development through covenant agreements that run with the land. The parcel owners will be responsible for implementing and monitoring the PTDM requirements and will have the opportunity to work with the City of Cambridge to update the PTDM plan requirements if conditions change and as new approaches become available.

North Point Transportation Coordinator

Oversight of the North Point PTDM Plan implementation will be assigned to a North Point Transportation Coordinator (NPTC). The NPTC will oversee implementation of TDM programs for all parcels and land uses in North Point. It is envisioned that the NPTC will be a designated full-time employee of the on-site management company. The duties of the NPTC will include, but not be limited to:

- Acting as liaison to the Charles River TMA and coordinating agent with CARAVAN for Commuters, Inc.
- Coordinating with employers at North Point to ensure implementation of TDM measures at individual work-sites.
- Monitoring programs for compliance with the PTDM Plan and working with the City of Cambridge to update the TDM Plan as necessary.
- Maintaining and disseminating information on transit service, transit passes, ridesharing, and other alternative modes.
- Developing and implementing the TDM measures in the plan to encourage the use of alternate transportation modes.
- Advocating with transportation agencies and local governments to improve transportation infrastructure and services.
- Developing marketing materials and hosting transportation-related events to promote the use of commuting alternatives.
- Answering questions for North Point employees, residents and guests, and assisting them with their commuting/travel decisions.

North Point Land Company will also encourage each tenant to appoint their own employee transportation coordinator (ETC). The NPTC will be able to assist the ETCs in promoting alternative mode commuting and carrying out monitoring requirements and will be available to residents at North Point who are in need of advice and/or support in choosing an alternative mode of transportation for their trips.

Coordination with TDM Service Providers

The NPTC will actively coordinate with area TMA's and TDM service providers including the following.

Charles River Transportation Management Association

North Point Land Company will join the Charles River Transportation Management Association (TMA). Through membership in the TMA, it will actively coordinate with other TMA members in Cambridge to develop and implement an area-wide TDM strategy. Through the TMA, all North Point residents, tenants and their employees will have access to commuter services. As office and retail space is occupied in the North Point development, North Point Land Company will increase its membership activity level in the TMA. North Point Land Company will encourage tenants to also join the Charles River TMA, maximizing benefits for the entire North Point Community.

Coordinate with CARAVAN for Commuters

The management agency through the NPTC will coordinate with CARAVAN for Commuters, Inc. to provide ridematching and participate in CARAVAN programs that are sponsored and funded by the Commonwealth, such as the Guaranteed Ride Home Program. The NPTC will also encourage North Point employers to send employee transportation coordinators (ETC) to CARAVAN's ETC training program, and make available other commuter services to North Point employees and residents.

Participation in Private Bus Shuttle Service

North Point Land Company will participate in the provision of shuttles to the Red Line. There are a number of privately funded shuttle bus or van systems serving the East Cambridge area. The existence of these shuttle operations provides an opportunity for NPLC to enter into a partnership to enhance service for commuters and non-commuters, including residents, shoppers, visitors and guests. One possible option is participation in the shuttles run by the Charles River TMA, of which the NPLC will be a member. Another is partnering with other land owners in the North Point area.

Given the nature of the project buildout over 15 to 20 years, with residential and commercial components coming on line in fluctuating proportion over time, the exact needs (residential vs. commuters; routes and schedules) cannot be determined. Instead, participation in shuttles will be determined in conjunction with City staff as the project advances through design review of each building phase.

PTDM Commitments

Per the PTDM ordinance, North Point Land Company is committed to working with the Cambridge Office of Workforce Development and the PTDM officer to implement the vehicle trip reduction measures identified in Table 2 and described below. The most recently available (1990) automobile mode split for the census tract where the project is located is 70.8 percent. With implementation of the PTDM plan, North Point Land Company will make reasonable efforts to achieve a 20-30 percent reduction, to a 44 percent or less single occupancy vehicle (SOV) mode share under Phase 1 of the proposed project and a 34 percent or less single occupancy vehicle (SOV) mode share after full build of the proposed project.

North Point Land Company is committed to implementing TDM strategies to minimize the number of single-occupant vehicle commuters and reduced peak hour demands to the site. The PTDM Plan for the North Point development is presented in Table 2. Each of these strategies is described in more detail in the subsequent sections.

Table 2
TDM Programs

	Beneficiaries			
	Employee	Retail	Residential	Hotel
Automobile Availability				
Provide space for rental car company[1]	✓	✓	✓	✓
Parking/Designated Area				
Provide carsharing parking spaces	✓	✓	✓	✓
Provide priority and discounted spaces for vanpools/carpools	✓			✓
Schoolpool drop-off/pick up zones			✓	
Provide occasional parking for non-SOV commuters[2]	✓			
Market rate parking	✓	✓	✓	✓
Transit				
On-Site Sale of T passes	✓	✓	✓	✓
On-Site Marketing of T services	✓	✓	✓	✓
Provide Incentives for taking Transit – including transit pass subsidy of up to 65%, to a maximum of $100.00 per month	✓	✓	✓	✓
Bicycle/Walk				
Bike lanes on streets	✓	✓	✓	✓
Bicycle parking spaces in North Point garages	✓	✓	✓	
Outdoor bike racks	✓	✓	✓	✓
Provide retail space for a bike center facility[3]	✓	✓	✓	✓
Provide lockers and showers	✓	✓		
Management				
Join the Charles River TMA	✓	✓	✓	✓
Coordinate with CARAVAN for Commuters, Inc.	✓	✓	✓	✓
Designate Transportation Coordinator[4]	✓	✓	✓	✓
Market alternatives to new tenants/employees (re) locating to North Point	✓	✓	✓	✓
Information dissemination, marketing, kiosks, events, signage, website	✓	✓	✓	✓

1 North Point Land Company will actively seek a rental car company as a tenant and will encourage the company to allow one-way rentals.
2 These commuters, who usually take transit, bike, or walk to work, may occasionally need to drive.
3 The bicycle shop will rent and sell bikes and have facilities for maintenance, air, parking, showers, lockers, etc.
4 The North Point Transportation Coordinator's duties are described in this chapter.

Automobile Availability

North Point Land Company will actively seek a rental car company as a tenant and will encourage the company to allow one-way rentals. It is expected that all land uses (office, retail, residential, and hotel) would benefit from this service.

Parking/Designated Area

Provide Carsharing Parking Spaces

Carsharing parking spaces will be provided for residential and employee use. North Point Land Company has had discussions with a local carsharing provider regarding possible approaches to providing carsharing opportunities. At this time, it is anticipated that parking spaces will be provided off street for both residents and employees and close to transit, as this is the preference of the provider contacted. As the development proceeds, North Point Land Company will determine the best location and number of residential and employee spaces, methods for encouraging the program, supporting and marketing.

Discussions with the operator indicate that typically the operator initially starts with two spaces and then expands the number of available vehicles based on utilization. The number of vehicles can be expanded within 10 days. Based on the number of residents who may not own vehicles, it is anticipated that between 7 and 10 vehicles may be utilized. In terms of employee spaces, the number and location of needed vehicles will depend on the type of tenant employees that locate in North Point and their needs for mid-day trip making that cannot be accommodated through transit, walking, or bicycling. The number of carsharing spaces will fluctuate as the parcels are developed.

Provide Priority and Discount Carpool/Vanpool spaces

Preferential parking for employees of North Point who rideshare will be provided. The number of rideshare spaces will fluctuate during the phased development. Initially the project will provide 8.5[1] percent of the total number of commercial parking spaces as carpool/vanpool spaces. This is consistent with achieving the projected rideshare for the project. After 9:30 AM (the end of the morning peak commuting period) any empty spaces will be used by visitors.

NPLC will increase the number of non-residential parking spaces to up to 10% if the mode split commitments are not being achieved after a reasonable period of time.

[1] 8.5% of the total number of North Point development off-street commercial parking spaces is consistent with achieving the rideshare and AVO assumptions on which the North Point TIS analysis was based. The TIS assumed a 6% carpool mode share at a 2.0 AVO. If vanpools or multi-passenger carpools are formed rather than two person carpools, a lower percentage of rideshare parking spaces will be required to fullfill the rideshare target of 6%.

Likewise, if the mode split commitments can be achieved with less than 8.5% in HOV parking, than it may be appropriate to provide a smaller number of spaces for HOV use.

The location of the rideshare spaces will be determined based on the work location of the ridesharers, to ensure that the location is "preferential". In addition, it is anticipated that carpool/vanpool spaces will be offered at a reduced cost.

Schoolpool drop-off/pick-up zones

North Point Land Company will work with residents of North Point to identify convenient areas for parents to drop-off and pick up children who carpool together to school. North Point Land Company will investigate ways to assist parents in arranging carpools for school so that parents do not need to have vehicles or use their vehicle to drive children to school programs. This may be provided through the TMA or through the North Point Transportation Coordinator (NPTC).

Non-SOV parking

Parking spaces for occasional non-SOV commuters will be provided. Similar to the emergency ride home program, this program assures a non-SOV commuter that should they need to occasionally drive, they can be accommodated. This program is typically provided to commuters who choose to use an alternative to drive alone commuting and "give up" their parking space. Non-SOV commuters register for this program, similar to registrations required for an emergency ride home program, and then contact the Transportation Coordinator if they need to park. It is anticipated that registered program participants will be given vouchers that will allow them to park in "visitor spaces" up to a certain number of times a month. The parking allocation for visitor spaces has included this parking demand.

Market Rate Parking

The cost of non-residential parking will be separate from the office leases and will be priced at market rates.

Office Tenant Parking Monitor

Where both resident and office tenant parking is provided within the same parking garage, the primary parking area for residents will be separate from the parking for office tenants to ensure that office tenants will not be able to use resident only spaces.

Parking Supply Management

In an effort to reduce the number of cars traveling to the North Point site, the parking supply will be constrained and priced to encourage the use of alternative transportation options. The key parking elements related to PTDM are as follows:

- The existing parking at the site, which is not directly associated with the North Point development, will not increase above the current 800 spaces. At full build-out, the only existing parking to remain will be approximately 300 MBTA spaces.
- The project parking supply will not exceed 2,100 spaces for non-residential uses and 2,700 spaces for residents on the North Point site. An additional 180 spaces will be provided on the existing Lechmere station parcel for the proposed residential and hotel uses. Any on-street parking on private ways will be included in the 4,800 North Point space count.
- The parking space ratio for North Point's non-residential space at full build-out will be 1.0 spaces per 1,000 square feet.
- The amount of parking available for employees and visitors of the new North Point commercial space will not exceed 1.25 spaces per 1,000 square feet during any interim development phase. This is equivalent to a 45% commuter automobile mode share which is less than the transportation goal of 50% mode share that was established with the City for Phase 1A and 1B to support the earlier components of the development.
- Designated parking will be provided for carpoolers, vanpoolers, and car sharing.
- The hotel parking rates will be separate from the room rates and the pricing structure will be set to provide punitive rates for non-hotel users.

Transit

On-Site T Pass Sales

North Point Land Company will provide on-site T pass sales to all residents and employees of the North Point Development.

On Site Marketing of T Services

The North Point Land Company will provide transportation kiosks, conveniently located throughout the site, which provide information related to transit services that serve the area.

Transit Incentives

In addition to the reconstruction and relocation of the MBTA's Lechmere Station, the North Point Land Company will encourage office tenants to fully subsidize transit passes. NPLC will include in office leases a requirement that tenants provide their employees with a transit subsidy of up to 65 percent, to a maximum of $100.00 per

month. NPLC will increase the required subsidy if the mode split commitments are not being achieved after a reasonable period of time.

Bicycle and Pedestrian Amenities

Minuteman Commuter Bikeway/Somerville Community Path

The North Point site includes the alignment of the proposed Minuteman Commuter Bikeway/Somerville Community Path extension. Under various names, the aligned segments of existing and planned path follow a former commuter rail ROW from Bedford to North Station through Lexington Center, Arlington Center, Alewife, Davis Square and North Point. An extension from the Somerville Community Path's current terminus at Cedar Street in Somerville to North Station via North Point, is being pursued by a broad spectrum of local groups. The portions of the path through North Point will be developed in phases as buildings are developed. However, in the event that the portion through Somerville is extended to meet the North Point site, the NPLC will ensure that there is a functional connection through the entire site.

On Street Bike Lanes

North Point Land Company will provide bicycle lanes on First Street Extension into and from the site with the intention to connect with the overall roadway bicycle system as it develops throughout Cambridge and within the North Point development site. North Point Land Company is designing North Point as a bicycle friendly environment, supported by the bicycle trail through the central park area of the site, on-street bicycle lanes on several key roadways, garage bicycle parking and conveniently located outdoor bicycle parking. Bicycle access at each phase is shown on the attached figures 8.3 – 8.5.

Bicycle Parking Spaces

The project North Point Land Company will indoor long-term bicycle storage and short-term outdoor racks incrementally as each building is developed. In the full build condition, NPLC will provide racks and storage for approximately 500 bicycles as well as outdoor racks throughout the site and public green areas. The amount, location and design of the outdoor bike racks will be established with City Staff through the design review process for the open space.

Bicycle storage will be provided in an array of forms around the project site to accommodate long-term and short-term bicycle parking; for residents, workers and shoppers; and regular commuters and occasional riders. Sheltered, publicly accessible bike racks will be provided in the parking garages as they are constructed. Visible, well-lit, outdoor racks will be installed, at a minimum, at the main entrances

of office, R&D and large residential buildings, and near all retail street doorways. Secure, long-term bicycle storage will be provided for residents.

Bike Center Facility

North Point Land Company will strategically locate retail space for a bike shop to provide a variety of bicycle services such as bicycle rentals, parking, air, maintenance, showers and lockers. The Bike Center will be located near the relocated Lechmere Station to optimize connections between the Bike Center and the MBTA station. The most likely location for the Bike Station is in Building Q or R, unless another location is deemed preferable by the NPLC and City Staff during design review. It is the North Point Land Company's intention to work with a bicycle shop to provide a bicycle center facility as part of the bicycle shop.

North Point Land Company, working with the City of Cambridge, the MBTA, and other interested parties, will work to develop concepts for the retail bicycle facility that consider the operational needs and costs for the prospective operator. There are several potential services that are anticipated to be offered by the facility that have positive income streams, including the following:

- Expanding the focus of the facility to in-line skating and/or skateboarders
- Sale of bikes, skates, boards and accessories
- Bike, skate and board rentals
- Maintenance and repairs
- Café, snack bar, vending
- Bike lockers

Costs for the operations would include the following:

- Restrooms, changing rooms, lockers, showers
- Valet parking

North Point Land Company envisions that the bicycle center facility will include low-cost short-term bicycle valet parking for commuters. Bicycle, transit, and tourist information will be available to the public. Air for tires, and other maintenance and repair will be available. Some bicycle centers offer cycle rentals, accessory and snack sales, local bicycle licenses, and bicycle lockers for after-hours storage.

North Point Land Company is committed to marketing the concept of a retail bicycle facility that provides the type of bicycle support services identified above. The appropriate size of the facility and the need for financial support will be determined at the time of design and development.

Lockers and Showers

The provision of shower and locker facilities will vary by commercial building. All employees of North Point commercial buildings will have access to shower and locker facilities to encourage the use of non-SOV modes of commuting. The shower and locker facilities will be located within the North Point development area. The shower and locker facilities may be provided as part of the "bicycle station-type" facility, through "shower privileges" at a North Point area health club, or located as part of tenant fit-out of a commercial building.

Pedestrian Pathways and Streetscape

North Point Land Company will provide streetscape design – paving, street tree planting, signage, street furniture and pedestrian oriented street lighting. The public realm of sidewalks, trails, landscaped medians, boulevards, parks, and courtyards extends throughout the site as a continuous network and makes key pedestrian connections to the public realm both internal and external to the site.

Enhanced Pedestrian Connections

North Point Land Company is proposing to make the Gilmore Bridge/Charlestown Avenue a pedestrian friendly street by incorporating retail uses along the bridge and creating opportunities for pedestrians to enter the site at bridge level and vertically traverse by stair, or elevator to grade. North Point Land Company will continue to work with the MDC to identify options for widening the sidewalk along the bridge.

Marketing Alternatives and Information Dissemination

Kiosks

North Point Land Company will provide transportation kiosks, conveniently located throughout the site, which provide information related to transit services that serve the area, upcoming transportation related events and meetings, bicycle path and lane information, ridematching services, etc. The NPTC will be required to update/maintain the kiosks and to provide additional tenant-specific commuting information.

Events

To promote all non-SOV commuting alternatives, North Point Land Company will host annual transportation information fairs to remind employees and residents of their commuting options. The City of Cambridge will be invited to participate in these promotional efforts. The NPTC will also notify tenants of upcoming transportation fairs and events organized by others as the schedule for such events become available.

New and Relocating Employee Information Packets

The NPTC will prepare and make available new employee information packets for all new North Point employees. This packet will contain information about the various TDM programs that are available and the ways in which employees can participate in these programs. The packets will focus new employees and relocating employees on their non-SOV commute options. Reaching out to relocating employees will help ensure that employees being relocated to North Point are aware of their transportation options prior to establishing their commuting habits. Where large numbers of employees are being relocated to North Point, NPLC will organize an on-site event at the location they will be leaving.

Website

The NPTC will develop and maintain a website location focused on the provided alternative commute programs and non-SOV commute options to North Point. At a minimum the website will describe the programs, resources and measures provided to North Point tenants and contain links to other websites, such as the City of Cambridge, MBTA and CARAVAN for Commuters that provide alternative commute services and information.

Information for Hotel Guests

North Point Land Company will include provisions in the contracts with the hotel developer or operator , requiring the hotel operator to provide information regarding alternative modes of transportation for guests and meeting room users prior to their arrival at the hotel site. Information provided will make guests aware of the availability, schedules and routes associated with MBTA buses and trains, taxis, walking, biking and trolley tours. The hotel operator will be required to make MBTA Visitor passes available on-site, either independently or in conjunction with the NPTC.

Office of Work Force Development

In accordance with the Parking and Transportation Demand Management ordinance, North Point Land Company is committed to working with the Cambridge Office of Work Force Development to develop employment opportunities for City of Cambridge residents, to further encourage walking and bicycling to work. North Point will provide updates about the implementation of this commitment in the yearly monitoring reports.

Lease Language

North Point Land Company will provide information about various TDM program initiatives as part of their lease language and encourage all tenants to customize their individual TDM programs with some of the following programs depending on a range of factors including, the type of employer, existing employee benefits related to transportation, and home origin of employees:

- Provide promotion events such as breakfasts for bikers and walkers;
- Provide flex time, telecommuting options and compressed work weeks;
- Provide parking cash out;
- Provide payroll deductions for bikes and accessories;
- Encourage employers to provide employees with a Commuter Choice program;
- Provide subsidies for bike rental;
- Provide incentives for all HOV riders including toll discounts, gas discounts, car washes;
- Join the Charles River TMA (Guaranteed Ride Home, ridesharing, coordinated shuttle bus services, and other TMA benefits);
- Provide discounted transit passes;
- Hire local (Boston/Cambridge/Somerville) employees;
- Join a carsharing organization as a corporate member to provide vehicles for employees who may need to visit sites or clients, or run errands off-site during the day;
- Encourage retail space for telecommuting and/or on-site copy center;
- Encourage retail space for restaurants, lunch options for employees;
- Encourage convenience services as part of retail space, ATM, and drycleaners;
- Encourage tenants to provide on-site cafeterias that are open to the public and located on the ground floor (while ensuring these do not impact viability of public food service/retail anticipated at the site); and
- Encourage the use of alternatively fueled vehicles

Monitoring and Reporting Plan

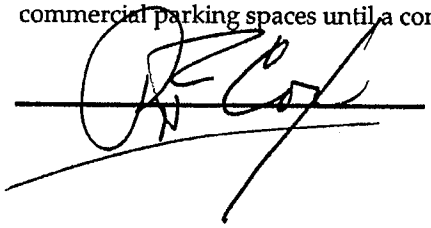
The North Point Land Company is committed to conducting an annual monitoring and reporting plan. This plan will include the following:

- Distribution of annual tenant employee surveys to determine the mode shares for the project and whether the mode split commitment is being met. Results of this survey will be provided in an annual report to the City, filed in accordance with City of Cambridge guidelines. NPLC will ensure a statistically significant response rate among employees and will provide incentives for participation, if necessary.
- Driveway and parking utilization counts, to be conducted one year after occupancy and then every other year to provide additional information on project trip generation.

As new tenants occupy the buildings, the applicant will work with those tenants to conduct employee surveys to better target the proposed TDM program elements and to determine whether additional or alternative TDM measures might better encourage alternative mode use among specific employees working at the building.

Certification

"I hereby certify that a commercial parking permit has been obtained for each parking space being used for commercial parking. None of the other existing or proposed parking spaces at this parking facility have been or will be available as commercial parking spaces until a commercial parking permit has been obtained."



City of Cambridge
Richard C. Rossi • City Manager

Executive Department
Lisa C. Peterson • Deputy City Manager

PTDM Ordinance—Amendment—FINAL DECISION

Project: North Point Retail Amendment

Project Number: F-30

Applicant: CJUF III NorthPoint, LLC

Contact: Doug Manz, The HYM Investment Group, LLC, One Congress St, 10th Floor, Boston, MA 02114

Address: dmanz@hyminvestments.com

Date of Application: October 23, 2014

Decision Deadline: January 16, 2015 (extension)

Date of Issue: January 16, 2015

This form indicates the FINAL decision of the Parking and Transportation Demand Management Planning Officer with respect to the PTDM plan submitted for the project listed above. Please review the enclosed attachments, which include information about ongoing monitoring and reporting relative to this project.

Decision:

☐ Approve (attachment: approval letter)

☑ Approve with Conditions (attachment: letter of conditions and copy of plan)

☐ Deny (attachment: reason for denial and copy of plan)

Stephanie Groll
PTDM Planning Officer

City of Cambridge
Richard C. Rossi • City Manager

Executive Department
Lisa C. Peterson • Deputy City Manager

January 16, 2015

Doug Manz
The HYM Investment Group, LLC
One Congress St, 10th Floor
Boston, MA 02114

Dear Mr. Manz:

The attached form, together with HYM's proposed amendment to the Parking and Transportation Demand Management Plan for NorthPoint submitted October 23, 2014, and the provisions of this letter, comprise the final decision and approval of the proposed amendment to the approved PTDM plan.

The Final Plan Amendments addresses the retail portion of the North Point development; all other elements of the plan approved February 21, 2003, shall remain unchanged.

Plan Conditions

The following condition is placed on the PTDM plan for NorthPoint:

- CONDITION: Retail parking will be gated and have a ticketed payment system.

Additional Recommendations

In addition to the measures described in the PTDM Plan, I am recommending the implementation of the following additional TDM measures:

- Increase parking fees to patrons (reduce or eliminate validation off-sets).
- Provide a financial incentive for people who show a Charlie Card, Hubway fob, carshare membership, EZRide Shuttle sticker or proof of other non-SOV options.
- Offer prizes to customers who arrive by non-SOV mode.
- Expand transit-subsidy eligibility to employees who work less-than-full-time schedules.
- Provide Hubway Gold-Level memberships to employees.

I look forward to working with you in the future as you continue to implement the elements of this plan. If you have any questions, please feel free to contact me by phone at 617-349-4673 or by email at sgroll@cambridgema.gov.

Sincerely,

Stephanie Groll
PTDM Planning Officer

cc: Brian Murphy, Assistant City Manager for Community Development, Susanne Rasmussen, Director of Environmental and Transportation Planning, Monica Lamboy, Acting Director of Traffic, Parking, and Transportation

North Point – Retail Amendment

Cambridge,
Massachusetts

Prepared for **CJUF III NORTHPOINT, LLC**
c/o The HYM Investment Group, LLC
Boston, Massachusetts

Prepared by **[redacted]/Vanasse Hangen Brustlin, Inc.**
Boston, Massachusetts

October 23, 2014
January 15, 2015 (Revised)

This Parking and Transportation Demand Management (PTDM) Plan - Retail Amendment has been prepared in accordance with the NorthPoint PTDM Ordinance – Final Decision (issued February 21, 2003) following condition:

Condition: *As other non-residential uses are proposed, additional mode split commitments will be required which are specific to individual users, e.g. retail. These commitments shall be incorporated as amendments to this PTDM plan and must be approved prior to obtaining a building permit for any use which is not residential, office/R/D or hotel.*

All other elements of the Plan approved February 21, 2003, shall remain unchanged.

Project Update

CJUF III Northpoint LLC c/o HYM Investment Group, LLC (herein referred to as "Developer") in its 2012 Special Permit Amendment, updated its master plan to include a new dynamic urban square, which clustered street level retail uses around the new Lechmere Green Line Station and a new urban plaza. As part of its ongoing efforts to meet City of Cambridge planning objectives and enhance the development of NorthPoint as a residential community, the Developer has applied for an amendment to the Special Permit to reduce the total amount of parking spaces permitted on site, increase the portion of commercial space which may be used for retail purposes, allow a 50,000 sf grocery store, and allow parking for retail uses a maximum of 0.5 spaces of off-street parking per 1,000 SF of retail space, with a maximum of 150 spaces throughout the NorthPoint development area.

Parking Supply Management

As part of its ongoing efforts to meet City of Cambridge planning objectives and enhance the development of NorthPoint as a residential community, the Developer has applied for an amendment to the Special Permit to reduce the total amount of parking spaces permitted on site, increase the portion of commercial space which may be used for retail purposes, allow a 50,000 sf grocery store, and allow parking for retail uses at a maximum of 0.5 spaces of off-street parking per 1,000 sf of retail spaces, with a maximum of 150 spaces throughout the NorthPoint development area.

The total number of parking spaces will be finalized and determined in the Special Permit approval. The reduction in parking will be accomplished through the creation of a shared parking district for the NorthPoint project that allows shared use of parking by different users

The number of parking spaces will not exceed the number of parking spaces approved by Special Permit which will be shared parking for all NorthPoint project users. A ratio of parking spaces per 1,000 sf of NorthPoint development will be established after the number of parking spaces has been approved by the Special Permit. For example, if 4,000 parking spaces are approved under Special Permit as

shared parking, a parking ratio for all NorthPoint development at full build-out will be 0.76 per 1,000 sf.

Given that all access to parking will take place on Cambridge streets, annual reports will include updates on all new parking built regardless of which municipality it is located in.

Preferential parking for employees of NorthPoint who rideshare will be provided at a discounted rate. The specific number of preferential HOV parking spaces will be determined at the time of design review.

To the extent market demand exists, two carshare spaces will be available for traditional carshare service and two additional spaces for a one-way service, in each case at monthly market rates. Demand for carsharing will be reviewed annually and the number of spaces increased if needed.

Shuttle Bus Support to the Red Line at Kendall Square

NorthPoint will participate in the provision of shuttles to the Red Line at Kendall Square at maximum headways of 10 minutes during peak hours. NorthPoint can monitor the ridership demand for the Red Line Shuttle at 10 minute headways during the peak hours and seek modifications to the headway requirement from the City. Currently, NorthPoint contributes to the CRTMA which provides free shuttle service to the site through the EZRide shuttle which satisfies this requirement. In the future, however, other service options could develop, such as partnering with abutting land owners. Given the nature of the project build out over 15-20 years, with residential and commercial components, the exact needs cannot be determined. Participation, either continued with EZ Ride Shuttle or development of a separate program to Kendall Square will be evaluated in conjunction with City Staff as the Project advances through design review of each building phase.

Bicycle Infrastructure and Service Support

Based upon the approved uses at NorthPoint, approximately 3,484 long term bicycle spaces and 626 short term bicycle parking spaces will be provided. These spaces include the 250 bicycle parking spaces being provided at the Bikestation. NorthPoint will work with city staff on locations and plan design of short term and long term bike parking locations as each individual parcel advances.

Reasonable efforts to rent retail space to a bike shop within NorthPoint will be undertaken and may be coordinated as part of the Bikestation to be developed on Parcel Q or Parcel R. The Bikestation will be 2000-2500 sf and developed in conjunction with the relocated MBTA station. The Bikestation will include secure attended bike parking for 250 bikes, bike rentals, bike maintenance, free air,

restrooms, changing rooms, lockers, showers, and commuter information. A bicycle repair station, such as Dero Fixit will be provided at the retail square.

Free bicycle parking for retail patrons with short-term outdoor bicycle parking close to retail entrances will be provided. Specific location and number of spaces to be determined at the time of design review for each building which has a retail component. For the proposed 300,000 square feet of retail, there will be 215 short term bike parking spaces and 35 long term bike parking spaces. Covered short term bicycle parking locations for the retail square will be determined as part of design review.

Retail Employee and Patron Mode Shares

As part of the Special Permit Amendment process, Developer retained Vanasse Hangen Brustlin, Inc. (herein referred to as VHB) to prepare a traffic generation analysis and shared parking study for the NorthPoint development. As part of the study, VHB worked with the Cambridge Community Development Department (herein referred to as CDD) and the Cambridge Traffic, Parking and Transportation Department (herein referred to as TP&TD), to develop appropriate retail auto mode shares for retail employees and visitors as shown in Table 1. As limited data exists for calculating the percent breakdown of SOV vs. HOV employee and patron mode shares, the automode share was used for establishing the SOV mode share commitments.

Table 1: Required SOV Mode Split Commitment:

Land Use	SOV	Source
Supermarket employees	10%	Transportation Research Board Paper
Supermarket patrons	50%	Transportation Research Board Paper
Ancillary Retail employees	10%	Certified North Point TIS
Ancillary Retail patrons	10%	Certified North Point TIS
General Retail employees	10%	Kendall Square C2 Study
General Retail patrons	31%	Kendall Square C2 Study

* Food Shopping in the Urban Environment: Parking Supply, Destination Choice and Mode Choice (TRB 2011 Annual Meeting, Maley and Weinberger)

The retail TDM programs and infrastructure improvement commitments contained in this PTDM Retail Amendment will help to achieve the retail mode shares shown in Table 1. The retail TDM measures will help reduce the impacts of NorthPoint's retail uses on traffic and parking in the surrounding area.

The specific locations within the NorthPoint site for off-street retail parking has not been defined but is envisioned to be predominantly located within a walking distance from the planned retail plaza. Due to the small number of retail parking spaces, it is likely that the parking will be self-park with typically no attendant on site. It is envisioned that the retail parking will be gated and have a ticketed payment system.

Retail PTDM Plan

In an effort to reduce the number of cars traveling to the North Point site, North Point has been developed as a transit-oriented, mixed land-use development, with a constrained parking supply, supportive urban design (which facilitates the use of alternative transportation options) and a comprehensive transportation demand management (TDM) program. The Developer is committed to supporting a balanced multimodal transportation system to serve its residents, commuters and visitors and providing a balanced mixed-use development that reduces dependency on the private automobile.

Retail Employee TDM Programs

Employee TDM programs that are included in the approved 2003 PTDM plan will be provided to full -time retail employees. The TDM programs for full-time employees which are included in the approved 2003 PTDM plan, which will be provided to full-time retail employees are summarized below:

NorthPoint will actively seek a rental car company as a tenant and will encourage the company to allow one-way rentals for employees. This will help provide assurance to employees who do not have a car on site that they will be able to travel home in an emergency.

NorthPoint will make parking spaces available to a carsharing company for use by employees.

Preferential parking for employees of North Point who rideshare will be provided at a discounted rate

Parking spaces for occasional non-SOV commuting employees will be provided. The cost of employee parking will be separate from retail leases and will be priced at market rates.

Transit passes will be sold on-site at Lechmere Station

Transit marketing will be provided on the NorthPoint site
As an incentive to taking transit, a transit pass subsidy of 100 percent, up to the maximum allowable transportation fringe benefit will be offered to full-time retail employees

NorthPoint will provide on-street bike lanes

Bicycle parking spaces will be provided in NorthPoint garages

Outdoor Bike racks will be provided at NorthPoint near the retail square

NorthPoint will make reasonable efforts to market retail space to a bike shop tenant

Lockers and showers will be available to retail employees on the NorthPoint site

Retail employees will have access to the services of the Charles River TMA through their buildings or the larger property membership.

NorthPoint will coordinate with Massrides for state offered TDM services

A Transportation Coordinator will be designated for the NorthPoint site or for specific buildings.

NorthPoint will market alternatives to new tenants/employees relocating to NorthPoint

NorthPoint will market the availability of non-SOV modes of access to NorthPoint through the provision of transportation kiosks signage, a website and events.

Retail Patron TDM Programs

The following TDM measures will be added to the approved PTDM Plan for retail patrons as part of this amendment:

Parking Management

NorthPoint will charge patrons similar parking fees as charged by other retailers in the Kendall and Lechmere Square areas of Cambridge. There are several grocery stores in the area that provide free surface parking or one hour free or discounted garage parking with validation. NorthPoint will develop a similar retail parking rate structure that will provide discounted validated parking. Patrons submitting non-validated parking tickets will be charged the market rate with no discount.

NorthPoint will charge patrons similar parking fees as other retailers in the Kendall and Lechmere Square areas of Cambridge, including ticket validation for discounted parking. Non-validated tickets will be charged market rate.

Grocery store customers shall pay the full parking rate unless the ticket is validated after a minimum $10 purchase. The validated parking rate or discounted rate will increase by no less than inflation from the year of PTDM approval.

The validated restaurant parking rate shall not be lower than the minimum of $1 per hour after validation. Validated rates to be reviewed annually on January 1.

The general validated retail parking rate shall not be lower than the minimum rate of $1.99 for 1 hour or less or $20 for all day parking. Validated rate to be reviewed annually on January 1.

NorthPoint will offer preferential but not discounted HOV parking spaces for retail patrons. To promote the use of car-sharing by retail patrons, NorthPoint will provide preferential parking for car-share vehicles and will lease parking spaces to carshare companies to have car-share vehicles available on-site.

Additionally, NorthPoint will provide a designated taxi and car service drop-off/pick-up curb near the grocery store. The grocery store will provide a home delivery service for non-SOV patrons within a certain distance of NorthPoint. Specifics regarding grocery delivery service will be determined during the design review of the grocery store.

Bicycle Measures

NorthPoint is providing a Hubway bikeshare station near the retail square. NorthPoint will also provide free bicycle parking for retail patrons with short-term outdoor bicycle parking located close to retail entrances and also a covered bicycle parking location for the retail square. A bicycle repair station, such as Dero Fixit – will be provided at the Bikestation or another location in the retail square. Snow clearance of the on-site multi-use path and bicycle lanes will be provided by NorthPoint. To encourage bicycling to NorthPoint, valet bicycle parking will be provided during large special events. In addition, NorthPoint will make efforts to attract a bicycle shop to the retail square.

Wayfinding

NorthPoint will provide clear wayfinding to transit, bikeshare, carshare, and walking options. NorthPoint will also provide supportive infrastructure, such as bicycle lanes, sidewalks, shade trees, benches, and other street furniture elements for a comfortable pedestrian environment.

Marketing and Promotion of Transit, Bicycling, Walking and other non-SOV Transportation Options

NorthPoint will install a real-time transportation information screen in a permanent and central location at the retail square showing arrival times and availability for nearby buses, trains, shuttles, and hubway bikes as information is available from service providers. Information about non-SOV travel options to NorthPoint will be visibly marketed and advertised. NorthPoint will host special events to promote non-SOV travel to the site. Specifics regarding the real-time transportation

information screen and the marketing of non-SOV travel options will be determined during design review.

CITY OF CAMBRIDGE
PTDM Draft Finding—Commitments Summary

PTDM Project Number: F30
Date of Draft Finding: December 12, 2014

Project Name: North Point—Retail Amendment
Address: 24 East Street
Cambridge, MA 02140

Owner/Developer Name:
CJUF III North Point, LLC.
c/o The HYM Investment Group, LLC

Contact Person:
Douglas J. Manz
The HYM Investment Group, LLC
One Congress Street, 10th Floor
Boston, MA 02114
(617) 248-8905 x3 phone
(617) 248-8958 fax
dmanz@hyminvestments.com

Census tract: 3521

Project Tenants/Occupants:

Land Use	Square Feet	# Employees	# Parking Spaces
Grocery	Up to 50,000	TBD	TBD by Special Permit
General retail	Up to 75,000	TBD	
Ancillary retail	Up to 175,000	TBD	
Office/lab	Up to 1,735,062	TBD	
Hotel	Up to 150,000	TBD	
Multifamily housing	Up to 3,060,792	Please estimate total # units: 3,194 Units Constructed to Date: S & T: 329 Building N: 355	

CITY OF CAMBRIDGE
Draft PTDM Finding – Commitments Summary

Required SOV Mode Split Commitment:

Land Use	SOV	Source
Supermarket employees	10%	Transportation Research Board Paper
Supermarket patrons	50%	Transportation Research Board Paper
Ancillary Retail employees	10%	Certified North Point TIS
Ancillary Retail patrons	10%	Certified North Point TIS
General Retail employees	10%	Kendall Square C2 Study
General Retail patrons	31%	Kendall Square C2 Study

CITY OF CAMBRIDGE
Draft PTDM Finding—Commitments Summary

Original Plan (2003)	Proposed Amendment (2014)
Report construction of any non-residential spaces in Boston or Somerville to PTDM Officer within 30 days of beginning construction. These will be subtracted from total number of spaces approved for non-residential use in Cambridge	Given that all access to parking will take place on Cambridge streets, annual reports should include updates on all new parking built regardless of which municipality it is located in.
RETAIL PATRON	
30% SOV for retail patrons (found in "PTDM Commitments")	See table above
	Charge patrons similar parking fees as other retailers in the Kendall and Lechmere Square areas of Cambridge, including ticket validation for discounted parking. Non-validated tickets will be charged market rate. Grocery store customers shall pay the full parking rate unless the ticket is validated after a minimum $10 purchase. The validated parking rate or discounted rate will increase by no less than inflation from the year of PTDM approval. The validated restaurant parking rate shall not be lower than the minimum of $1 per hour after validation. Validated rate to be reviewed annually on January 1. The general validated retail parking rate shall not be lower than the minimum rate of $1.99 for 1 hour or less or $20 for all day parking. Validated rate to be reviewed annually on January 1.

Draft PTDM Finding – Commitments Summary

Original Plan (2003)	Proposed Amendment (2014)
	Preferential but not discounted HOV parking will be offered to patrons
	Designated taxi and/or car-service stand near Grocery store
	Grocery store will provide home delivery service for non-SOV patrons within certain distance of NorthPoint. Specifics regarding grocery delivery service to be determined during design review.
	Information on non-SOV travel options will be visibly marketed and advertised. Specifics regarding the real-time transportation information screen and the non-SOV travel options will be determined during design review.
PARKING SUPPLY MANAGEMENT	
Existing parking not directly associated with NP development will not increase above current 800 spaces. At full build-out, it will only be the 300 MBTA spaces.	
Project parking supply will be max 2,100 spaces for non-res and 2,700 spaces for residents. 180 additional spaces at existing Lechmere site proposed for res and hotel. On-street parking on private ways are included in 4,800 spaces.	Project Update: As part of its ongoing efforts to meet City of Cambridge planning objectives and enhance the development of NorthPoint as a residential community, the Developer has applied for an amendment to the Special Permit to reduce the total amount of parking spaces permitted on site, increase the portion of commercial space which may be used for retail purposes, allow a 50,000 sf grocery store, and allow parking for retail uses a maximum of 0.5 spaces of off-street parking per 1,000 sf of retail space, with a maximum of 150

Draft PTDM Finding – Commitments Summary

Original Plan (2003)	Proposed Amendment (2014)
	spaces throughout the NorthPoint development area. The total number of parking spaces will be finalized and determined in the Special Permit approval. The reduction in parking will be accomplished through the creation of a shared parking district for the NorthPoint project that allows shared use of parking by different users.
Parking ratio for non-res at full build-out will be 1 per 1000 sq ft.	The total number of parking spaces will not exceed the number of parking spaces approved by Special Permit which will be shared parking for all NorthPoint project users. A ratio of parking spaces per 1,000 sq ft. of NorthPoint development will be established after the number of parking spaces has been approved by the Special permit. For example, if 4,000 parking spaces are approved under Special Permit as shared parking, a parking ratio for all NorthPoint development at full build-out will not exceed 0.76 per 1,000 sq. ft.
Employee and visitor parking for commercial space not to exceed 1.23 per 1000 sq ft for any interim development phase. This is 45% commuter auto mode share.	Not Applicable
Discounted parking for HOV spaces	Preferential parking for employees of North Point retail stores who rideshare will be provided at a discounted rate. Specific number for each building will be determined at the time of design review
Make at least two carsharing spaces available; conduct demand analysis for carsharing vehicles, based on surveys, included in annual reports.	To the extent market demands, two carshare spaces will be available for traditional carshare service and two additional spaces for a one-way service, in

Original Plan (2003)	Proposed Amendment (2014)
	each case at monthly market rates. Demand for carsharing will be reviewed annually and the number of spaces increased if needed.
TRANSIT	
Plans for initial operations of a shuttle to the Red Line must be approved by City Staff prior to obtaining the first C of O for a building with a non-res component. Revised plans for operations should be submitted with each application for a building with a non-res component. Revisions to operations at any time shall require approval by city staff.	NorthPoint will participate in the provision of shuttles to the Red Line at Kendall Square at maximum headways of 10 minutes during peak hours. NorthPoint can monitor the ridership demand for the Red Line Shuttle at 10 minute headways during the peak hours and seek modifications to the headway requirement from the City. Currently, NorthPoint contributes to the CRTMA which provides free shuttle service to the site through the EZRide shuttle which satisfies this requirement. In the future, however, other service options could develop, such as partnering with abutting land owners. Given the nature of the project build out over 15-20 years, with residential and commercial components, the exact needs cannot be determined. Participation either continued with EZ Ride Shuttle or development of a separate program to Kendall Square will be evaluated in conjunction with City Staff as the Project advances through design review of each building phase.

Draft PTDM Finding – Commitments Summary

Original Plan (2003)	Proposed Amendment (2014)
BICYCLE	
500 long-term bicycle spaces Outdoor rack placement and number to be determined through design review w staff	Based upon the approved uses at full build-out of NorthPoint, approximately 3,484 long term bicycle spaces and 626 short term bicycle parking spaces will be provided. These spaces include the 250 bicycle parking spaces being provided at the Bikestation. NorthPoint will work with city staff on locations and plan design of short term and long term bike parking locations as each individual parcel advances.
2000- to 2500-sq-ft Bike station provided on Parcel Q or R and developed in conjunction with the relocated MBTA station. Bikestation to include secure attended bike parking for 250 bikes, bike rentals, bike maintenance, free air, restrooms, changing rooms, lockers, showers, commuter information	Reasonable efforts to rent retail space to a bike shop within NorthPoint will be undertaken and may be coordinated as part of the bike station to be developed on Parcel Q or Parcel R. The bike station will be 2000-2500-sq-ft and developed in conjunction with the relocated MBTA station. The bike station will include secure attended bike parking for 250 bikes, bike rentals, bike maintenance, free air, restrooms, changing rooms, lockers, showers, and commuter information. A bicycle repair station, such as Dero Fixit will be provided at the bike station or another location in the retail square.
	Free bicycle parking for retail patrons with short-term outdoor bicycle parking close to retail entrances. Specific location and number of spaces to be determined at the time of Design Review for each building which has a retail component. Overall, NorthPoint will have approximately 3,484

Original Plan (2003)	Proposed Amendment (2014)
	long term bicycle spaces and 626 short term bicycle parking spaces based upon full development of the approved uses and square footage. For the proposed 300,000 square feet of retail space, there will be 215 short term bike parking spaces and 35 long term bike parking spaces.
	Covered short term bicycle parking locations for the retail square will be determined as part of design review.
RESIDENTIAL	
On-site T pass sales and school carpool drop-off location and matching	

Exhibit I VHB Memorandum

Memorandum

To: Mark Johnson
DivcoWest

Date: June 28, 2017

Project #: 13369.00

From: Laura Castelli
VHB

Re: Traffic Impact Assessment – Charlestown Avenue (Gilmore Bridge)/Austin Street and Rutherford Avenue

---

DivcoWest has asked VHB to prepare an analysis of the potential operational impacts to the intersection of Charlestown Avenue (Gilmore Bridge)/Austin Street and Rutherford Avenue associated with the development of Parcels G and H located on the NorthPoint site. A review of the potential impacts under full build out of the NorthPoint development was also considered. Based on the analysis completed, the NorthPoint project has a negligible impact on traffic operations at the subject intersection. The primary constraint at the intersection is the reduced capacity at the traffic signal for southbound left-turns coming from Rutherford Avenue destined to Charlestown. This constraint was created by previous geometric changes implemented by the City of Boston between 2007 and 2011. The NorthPoint project does not add traffic to this movement. In accordance with the findings of the previously completed Massachusetts Environmental Policy Act (MEPA) permitting, we recommend traffic signal timing changes to offset any potential increase in vehicle delay, as detailed below.

Trip Generation

Table 1 provides an updated summary of the parcel development and expected trip generation based on updated building program information provided by Goulston and Storrs. It should be noted that due to the nature of trip generation equations, when calculating trips by parcel, the peak direction calculations are slightly high. Therefore, this analysis presents a slightly conservative estimate of the potential traffic impacts when considering Parcels G and H only.

101 Walnut Street
PO Box 9151
Watertown, MA 02472-4026
P 617.924.1770

Table 1
Parcel G and H Trip Generation

		Total Trip Generation			
		Morning		Evening	
	Land Use[1]	In	Out	In	Out
Parcel G	450,929 R&D	160	33	28	157
Parcen H	374,490 office	194	26	34	165
Total (Parcel G+H)	**825,419**	**354**	**59**	**62**	**322**
Total (NorthPoint)		**891**	**539**	**569**	**998**

1 For trip generation purposes, ITE Land Use Codes 760 (Research and Development) and 710 (office) were used, with appropriate mode share and vehicle occupancy rates for the NorthPoint project applied.

Trip Distribution

VHB reviewed the previous trip distribution assumptions for the NorthPoint project, specific to Charlestown and access to the site via the Gilmore Bridge, against the most recently available American Community Survey data from the US Census Bureau. The previous data was summarized from the 1990 United States Census long form. The most recent data is a summary of origin and destination commuting patterns from survey responses between 2006-2010. Despite the changes in methodology over time, both sets of data show the same overall travel patterns for workers and residents in Cambridge to/from the north via I-93, Route 1 (Tobin Bridge), Route 1A, and Charlestown.

Using these data, proximity of regional highway connections and local travel patterns it is anticipated that nine percent of the total site traffic generated to/from the NorthPoint development would access the site via the Gilmore Bridge. Three percent of these trips originate to/from I-93 north, one percent to/from Somerville via Sullivan Square, four percent to/from U.S. 1 north (Tobin Bridge) and one percent from Charlestown. Table 2 summarizes the total number of site trips anticipated to utilize the Gilmore Bridge that are generated specifically by Parcels G and H and to/from the full-build NorthPoint development.

Table 2
Parcel G and H Trip Distribution (trips to/from Boston via Gilmore Bridge)

	Morning		Evening	
	In via Gilmore Bridge	**Out via Gilmore Bridge**	**In via Gilmore Bridge**	**Out via Gilmore Bridge**
Parcel G	14	3	2	14
Parcen H	17	2	3	15
Total (G+H)	**31**	**5**	**5**	**29**
Total (All NorthPoint)	**80**	**45**	**50**	**90**

Traffic Impact Analysis

The vehicle trips presented in Table 2 were distributed to the roadway network and capacity analyses were performed at the intersections of Charlestown Avenue (Gilmore Bridge)/Austin Street and Rutherford Avenue. Publicly available traffic count data from the Rutherford Avenue/Sullivan Square Design Project were used as the baseline for this analysis. These counts were compared to data collected previously (2001) by the NorthPoint project team. The comparison showed little change in overall traffic volume through the intersection between 2001 and 2016, with the exception of southbound Rutherford Avenue traffic destined to the Gilmore Bridge, which declined substantially once the Central Artery/Tunnel Project was complete.

Despite the stagnant growth, VHB developed a 2026 future No Build condition assuming traffic volume through the intersection would increase over time. A one-half percent annual traffic growth rate was applied for 10 years to establish a 2026 No Build condition. The results of the intersection capacity analyses are presented by approach in Tables 3 (Parcels G and H only) and 4 (full build out of NorthPoint). The project is expected to have a negligible impact on traffic operations.

The intersection, with or without NorthPoint, operates at an overall acceptable level of service during the peak hours. The Charlestown Avenue (Gilmore Bridge) approach operates poorly today and would continue to do so during the afternoon peak hour. With small modifications to traffic signal timings, operations can be improved or maintained at projected No Build conditions (or better). Signal timing improvements such as reducing the cycle length and optimizing splits may improve levels of service and reduce pedestrian wait times. The effectiveness of the proposed mitigation can be seen by comparing the no-build, build and build with mitigation scenarios in the table above.

Table 3
Future Condition Capacity Analysis: Parcels G and H only

		2026 No-Build Conditions				2026 Build Conditions				2026 Build Conditions with Mitigation			
Location	**Movement**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**
Rutherford Avenue at Charlestown Avenue													
Weekday	EB T	0.46	38	D	202	0.47	39	D	203	-	-	-	-
Morning	EB R	0.21	35	C	63	0.21	35	D	63	-	-	-	-
	WB L/T	0.46	1	A	4	0.48	1	A	4	-	-	-	-
	SB L/T	0.24	51	D	73	0.23	51	D	73	-	-	-	-
	SB R	0.55	25	C	255	0.56	26	C	262	-	-	-	-
	Overall	**0.51**	**22**	**C**		**0.52**	**22**	**C**		**-**	**-**	**-**	
Weekday	EB T	0.76	43	D	465	0.77	44	D	480	0.90	52	D	#486
Evening	EB R	0.36	34	C	98	0.37	34	D	110	0.35	34	C	90
	WB L/T	0.45	3	A	19	0.45	3	A	19	0.48	3	A	20
	SB L/T	0.96	101	F	#421	0.96	101	F	#421	0.70	51	D	290
	SB R	0.25	15	B	119	0.25	15	B	120	0.24	11	B	198
	Overall	**0.67**	**36**	**D**		**0.68**	**36**	**D**		**0.69**	**33**	**C**	
Austin Street at Rutherford Avenue													
Weekday	EB L	0.32	1	A	16	0.32	1	A	16	-	-	-	-
Morning	EB L/T	0.32	1	A	16	0.32	1	A	16	-	-	-	-
	WB T/R	0.59	51	D	166	0.60	52	D	166	-	-	-	-
	NB L	0.69	49	D	268	0.71	50	D	280	-	-	-	-
	NB L/T/R	0.66	47	D	249	0.68	48	D	258	-	-	-	-
	Overall	**0.48**	**33**	**C**		**0.49**	**33**	**C**		**-**	**-**	**-**	
Weekday	EB L	0.62	2	A	m10	0.63	2	A	m10	0.62	2	A	m15
Evening	EB L/T	0.63	2	A	m10	0.64	2	A	m10	0.63	2	A	m21
	WB T/R	0.79	72	E	198	0.79	72	E	199	0.78	63	E	175
	NB L	0.72	65	E	246	0.73	66	E	249	0.82	71	E	#243
	NB L/T/R	0.64	61	E	203	0.64	61	E	203	0.79	68	E	#221
	Overall	**0.67**	**29**	**C**		**0.68**	**29**	**C**		**0.68**	**28**	**C**	

Source: VHB, Inc. using Synchro 9 software

1 volume to capacity ratio

2 average delay in seconds per vehicle

3 level of service

4 queue length, feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left; #=95th percentile volume exceeds capacity, queue may be longer.

Table 4
Future Condition Capacity Analysis: Full Build NorthPoint

		2026 No-Build Conditions				2026 Build Conditions				2026 Build Conditions with Mitigation			
Location	**Movement**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**	**v/c[1]**	**Del[2]**	**LOS[3]**	**95 Q[4]**
Rutherford Avenue at Charlestown Avenue													
Weekday	EB T	0.46	38	D	202	0.49	39	D	213	-	-	-	-
Morning	EB R	0.21	35	C	63	0.23	35	D	66	-	-	-	-
	WB L/T	0.46	1	A	4	0.50	1	A	4	-	-	-	-
	SB L/T	0.24	51	D	73	0.23	51	D	73	-	-	-	-
	SB R	0.55	25	C	255	0.58	26	C	274	-	-	-	-
	Overall	**0.51**	**22**	**C**		**0.54**	**22**	**C**		**-**	**-**	**-**	
Weekday	EB T	0.76	43	D	465	0.79	45	D	496	0.88	49	D	#470
Evening	EB R	0.36	34	C	98	0.41	35	D	129	0.38	33	C	92
	WB L/T	0.45	3	A	19	0.48	3	A	20	0.49	2	A	12
	SB L/T	0.96	101	F	#421	0.96	101	F	#421	0.78	58	E	#321
	SB R	0.25	15	B	119	0.26	15	B	127	0.26	13	B	109
	Overall	**0.67**	**36**	**D**		**0.70**	**36**	**D**		**0.71**	**32**	**C**	
Austin Street at Rutherford Avenue													
Weekday	EB L	0.32	1	A	16	0.34	1	A	17	-	-	-	-
Morning	EB L/T	0.32	1	A	16	0.34	1	A	16	-	-	-	-
	WB T/R	0.59	51	D	166	0.61	52	D	167	-	-	-	-
	NB L	0.69	49	D	268	0.74	50	D	294	-	-	-	-
	NB L/T/R	0.66	47	D	249	0.71	49	D	274	-	-	-	-
	Overall	**0.48**	**33**	**C**		**0.51**	**34**	**C**		**-**	**-**	**-**	
Weekday	EB L	0.62	2	A	m10	0.65	2	A	m10	0.64	2	A	m14
Evening	EB L/T	0.63	2	A	m10	0.66	2	A	m10	0.65	2	A	m20
	WB T/R	0.79	72	E	198	0.80	74	E	199	0.86	73	E	#190
	NB L	0.72	65	E	246	0.77	69	E	266	0.79	64	E	233
	NB L/T/R	0.64	61	E	203	0.72	65	E	233	0.74	61	E	209
	Overall	**0.67**	**29**	**C**		**0.70**	**30**	**C**		**0.71**	**29**	**C**	

Source: VHB, Inc. using Synchro 9 software

1 volume to capacity ratio

2 average delay in seconds per vehicle

3 level of service

4 queue length, feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = thru; L= left; #=95th percentile volume exceeds capacity, queue may be longer.

Conclusion

In accordance with the findings of the previously completed Massachusetts Environmental Policy Act (MEPA) permitting, we recommend traffic signal timing changes to offset any potential increase in vehicle delay. If agreed to by the City of Boston, traffic signal timing changes can improve overall intersection operations and the potential for a reduced cycle length can reduce pedestrian wait times when crossing the intersection. Based on the analysis completed, the NorthPoint project has a negligible impact on traffic operations at the subject intersection.

Exhibit J Subdivision Plans

LEGEND

■ SB	STONE BOUND
■ CB	CONCRETE BOUND
◉ DH	DRILL HOLE
○ IP	IRON PIN/IRON PIPE
○ IR	IRON ROD
FND	FOUND
EPLP	ESCUTCHEON PIN, LEAD PLUG
CTR.	CENTER

CITY OF SOMERVILLE

CITY OF SOMERVILLE
PLANNING BOARD

NO DETERMINATION AS TO COMPLIANCE WITH ZONING ORDINANCE HAS BEEN MADE OR INTENDED BY PLANNING BOARD ENDORSEMENT. NO DETERMINATION OF WETLANDS HAS BEEN MADE OR INTENDED BY PLANNING BOARD ENDORSEMENT.

NORTH AMERICAN DATUM OF 1983

LOT EF
CAMBRIDGE = 1,321± S.F. or 0.030± AC.
SOMERVILLE = 85,902± S.F. or 1.972± AC.
TOTAL = 87,223± S.F. 2.002± AC.

LOT G
SOMERVILLE = 5,608± S.F. or 0.129± AC.
CAMBRIDGE = 58,562± S.F. or 1.344± AC.
BOSTON = 37,440± S.F. or 0.860± AC.
TOTAL = 101,610± S.F. or 2.333± AC.

LOT H
CAMBRIDGE = 56,805± S.F. or 1.304± AC.
BOSTON = 22,608± S.F. or 0.519± AC.
TOTAL = 79,413± S.F. or 1.823± AC.

PARCEL 1-C
CAMBRIDGE = 36,567± S.F. or 0.839± AC.
BOSTON = 70± S.F. or 0.002± AC.
TOTAL = 36,637± S.F. or 0.841± AC.

LOT JK
CAMBRIDGE = 42,461± S.F. or 0.975± AC.
SOMERVILLE = 20,041± S.F. or 0.460± AC.
TOTAL = 62,502± S.F. or 1.435± AC.

DAWES (VARIABLE WIDTH) STREET
CAMBRIDGE= 74,187±S.F. or 1.703±AC.
SOMERVILLE= 21,332±S.F. or 0.490±AC.
TOTAL= 95,519±S.F. or 2.193±AC.

BALDWIN SOUTH
19,240± S.F. or 0.442± AC.

LOT L
30,475± S.F. or 0.700± AC.

LOT M
30,475± S.F. or 0.700± AC.

CHILD STREET PARK
24,305± S.F. or 0.558± AC.

NORTH POINT COMMON
177,454± S.F. or 4.074± AC.

LOT W
20,743± S.F. or 0.476± AC.

NORTH FIRST (VARIABLE WIDTH) STREET

NORTH (VARIABLE WIDTH) STREET

NORTH POINT BOULEVARD (VARIABLE WIDTH)
95,072± S.F. or 2.183± AC.

LOT U
45,969± S.F. or 1.055± AC.

LEIGHTON STREET
(VARIABLE WIDTH)
6,130± S.F. or 0.141± AC.

EARHART STREET

CHILD STREET

AUSTIN STREET (TOTAL)

CHARLESTOWN AVENUE

NORTH POINT BOULEVARD
(PUBLIC – VARIABLE WIDTH)
LAYOUT No. 7598
34388/6, LC Doc. 1193944

65,502± S.F. or 1.504± AC.

CITY BOUNDARY (SEE NOTE 3) FORMER CHANNEL OF THE MILLERS RIVER SHOWN ON HARBOR AND LANDS COMMISSION LICENSE No. 530 (1880)

BOSTON SOMERVILLE
BOSTON CAMBRIDGE
SOMERVILLE CAMBRIDGE
SUFFOLK MIDDLESEX
COUNTY LINE

N/F MBTA (SUFFOLK REGISTRY) 8923/22 17577/179 19013/001

N/F COMMONWEALTH OF MASSACHUSETTS (DCR MAINTENANCE FACILITY) 28001/101

N/F COMMONWEALTH OF MASSACHUSETTS 12519/452 PLAN No. 1416 OF 1967

J. F. GILMORE BRIDGE (ELEVATED)

N/F PRII TWENTY20, LLC 65896/176 LOT N (PLAN No. 937 OF 2012)

N/F SIERRA + TANGO CONDOMINIUM (MASTER DEED) 51285/331 LOT T (PLAN No. 742 OF 2005, PLAN No. 449 OF 2008)

N/F AVB MAPLE LEAF APARTMENTS L.P. 62362/572 (PLAN No. 325 OF 2002) (PLAN No. 90 OF 2008)

CHILD STREET PARK EASEMENT (EXISTING) (PLAN No. 937 OF 2012)

PRIVATE DRIVE EASEMENT (EXISTING) (PLAN No. 937 OF 2012)

12,275 ± S.F. (PRIVATE – 50' WIDE) (PLAN No. 937 OF 2012)

N/F PRII TWENTY20, LLC 65949/156 LOT FP (PLAN No. 449 OF 2008)

SEE SUBSKETCH B (SHEET 2)
SEE SUBSKETCH C (SHEET 2)
SEE SUBSKETCH E (SHEET 3)
SEE SUB-SKETCH G

I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

12/08/2016
DATE

ROBERT J. BUCKLEY, PLS No. 30326

ROBERT JORDAN BUCKLEY No. 30326 REGISTERED LAND SURVEYOR

PREPARED FOR:

DW NP PROPERTY, LLC

c/o DIVCO WEST REAL ESTATE SERVICES, LLC
575 MARKET STREET
35th FLOOR
SAN FRANCISCO, CA 94105

RECORD OWNERS:

DW NP PROPERTY, LLC

65949/156
PARCEL 1
PARCEL 2
"CENTRAL PARK" PARCEL
(PLAN NO. 597 OF 2010)
(MIDDLESEX COUNTY)

54949/293
PARCEL 1
PARCEL 2
(PLAN BOOK 2010 PAGES 270, 271)
(SUFFOLK COUNTY)

5			
4			
3			
2			
1			
0	12/08/2016	INITIAL ISSUE	
ISSUE DATE		DESCRIPTION	
ATL	MEB	MEB	RJB
FLD	CALC	DWN	CHK'D

PLAN OF LAND

NORTHPOINT IN CAMBRIDGE AND SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)

PREPARED BY:

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

BEALS AND THOMAS, INC.
Reservoir Corporate Center
144 Turnpike Road
Southborough, Massachusetts 01772-2104
T 508.366.0560 | www.bealsandthomas.com

DATE: DECEMBER 8, 2016
SCALE: 1"=50'
METERS 0 10 25 40
FEET 0 25 50 100 150

BTI JOB NO. 2084.02
BTI PLAN NO. 208402P244B-005
SHEET 5 OF 5

PL-5

NOTES

1) THIS PLAN WAS PREPARED FROM AN ACTUAL SURVEY MADE ON THE GROUND USING A ZEISS ELTA TOTAL STATION AND SUBCENTIMETER GPS.

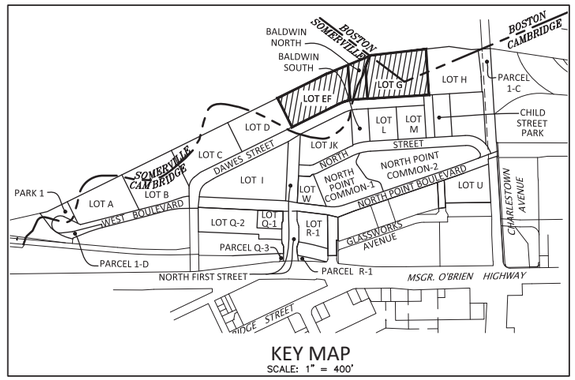
2) NAD83 HORIZONTAL COORDINATE SYSTEM ESTABLISHED BY COORDINATES SHOWN ON PLANS BY GUNTHER ENGINEERING, A DIVISION OF DIGITAL GEOGRAPHIC TECHNOLOGIES, INC. ENTITLED "NORTH POINT, SUBDIVISION PLAN OF LAND IN BOSTON, CAMBRIDGE, AND SOMERVILLE, MASSACHUSETTS..." DATED MARCH 14, 2008, REVISED AUGUST 4, 2010; AND A PLAN ENTITLED NORTHPOINT–"CENTRAL PARK" PARCEL, SUBDIVISION PLAN OF LAND IN BOSTON, CAMBRIDGE, AND SOMERVILLE, MASSACHUSETTS..." DATED AUGUST 16, 2010; SAID PLANS RECORDED AT MIDDLESEX COUNTY REGISTRY OF DEEDS, SOUTHERN DISTRICT, AS PLAN No. 597 OF 2010.

3) SOMERVILLE – CAMBRIDGE CITY BOUNDARY LINE ESTABLISHED BY BEALS AND THOMAS, INC. BY DIGITIZING HISTORIC EDGE OF MILLERS RIVER AS SHOWN ON A PLAN ENTITLED "NOS. 530 & 531, APPROVED BY HARBOR AND LAND COMMISSION", DATED MAY 6, 1880, RECORDED IN SUFFOLK COUNTY AS PLAN BOOK 1505 PAGE 640; AND CALCULATING A BEST–FIT CENTERLINE OF THE HISTORIC RIVER. THE END OF THE CENTERLINE WAS ADJUSTED TO HOLD 250.00' FROM THE ANGLE POINT IN THE BOSTON – CAMBRIDGE CITY LINE AS DESCRIBED IN CHAPTER 312 OF THE ACTS OF 1910.

4) FOR ADDITIONAL MONUMENTATION SEE PLANS BY BEALS AND THOMAS, INC. RECORDED AS PLAN No. 90 OF 2008, PLAN No. 937 OF 2012, AND PLAN No. 1151 OF 2016.

5) THIS PLAN IS A RE–DIVISION OF LOT EF AND LOT G SHOWN ON SHEET 5 OF 5 OF A PLAN RECORDED AT THE MIDDLESEX SOUTH REGISTRY AS PLAN No. 1151 OF 2016 AND PLAN BOOK 2016, PAGE 566 AT THE SUFFOLK REGISTRY.

6) THE PARCELS SHOWN HEREON HAVE THE BENEFIT OF AND ARE SUBJECT TO RIGHTS, RESTRICTIONS, AND EASEMENTS NOT SHOWN.



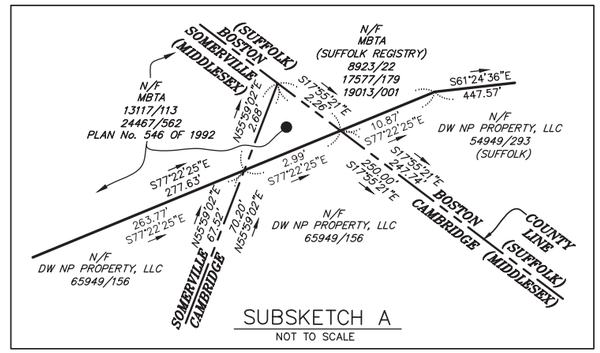
KEY MAP
SCALE: 1" = 400'

NORTH AMERICAN DATUM OF 1983

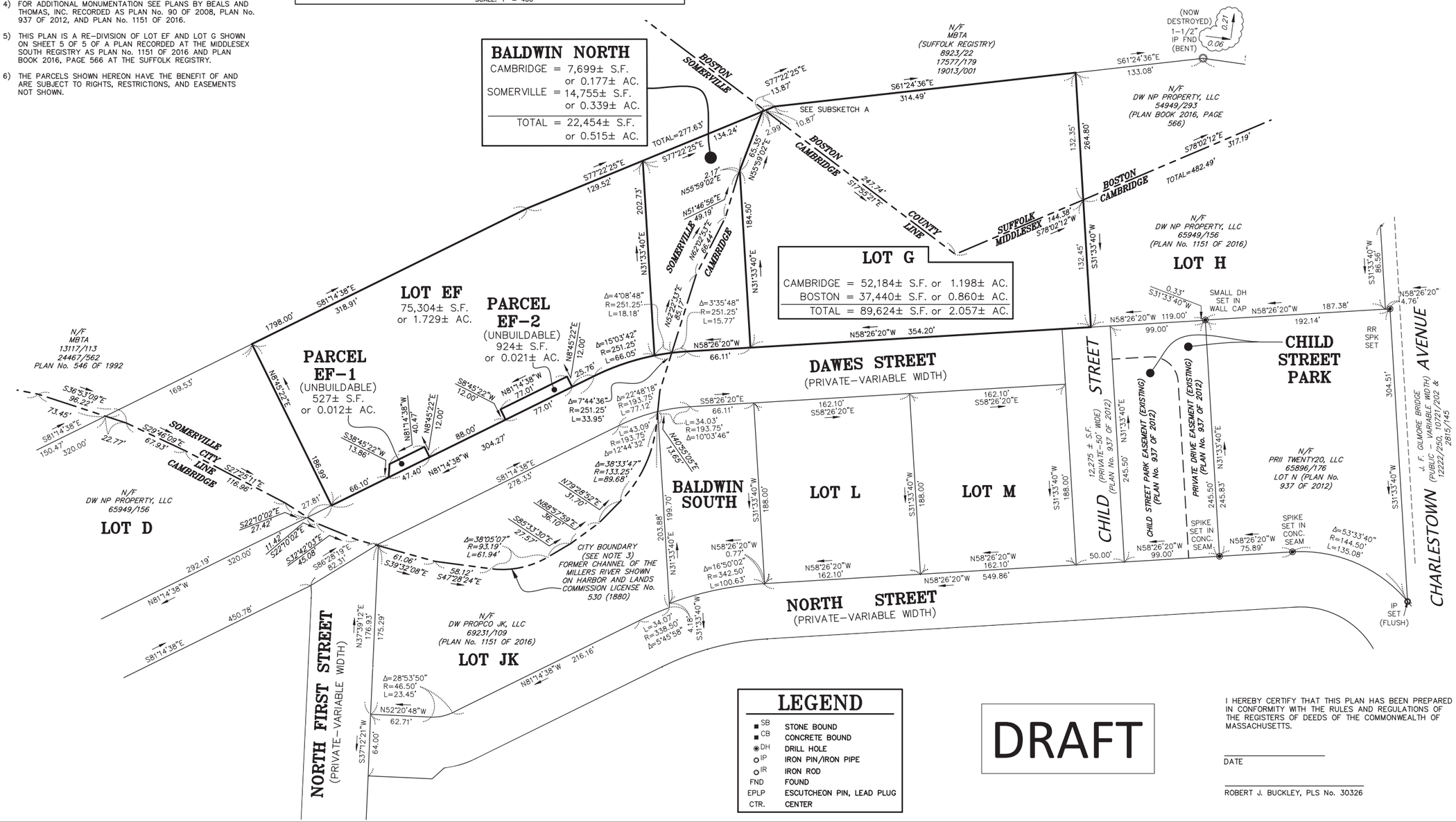
CITY OF SOMERVILLE

CITY OF SOMERVILLE
PLANNING BOARD

NO DETERMINATION AS TO COMPLIANCE WITH ZONING ORDINANCE HAS BEEN MADE OR INTENDED BY PLANNING BOARD ENDORSEMENT. NO DETERMINATION OF WETLANDS HAS BEEN MADE OR INTENDED BY PLANNING BOARD ENDORSEMENT.



SUBSKETCH A
NOT TO SCALE



LEGEND

■ SB	STONE BOUND
■ CB	CONCRETE BOUND
◉ DH	DRILL HOLE
○ IP	IRON PIN/IRON PIPE
○ IR	IRON ROD
FND	FOUND
EPLP	ESCUTCHEON PIN, LEAD PLUG
CTR.	CENTER

DRAFT

I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

DATE

ROBERT J. BUCKLEY, PLS No. 30326

PREPARED FOR:

DW NP PROPERTY, LLC

c/o DIVCO WEST REAL ESTATE SERVICES, LLC
575 MARKET STREET
35th FLOOR
SAN FRANCISCO, CA 94105

RECORD OWNERS:

DW NP PROPERTY, LLC

65949/156
LOT EF
LOT G
PLAN No. 1151 OF 2016
(MIDDLESEX COUNTY)

54949/293
LOT EF
LOT G
PLAN BOOK 2016, PAGE 566
(SUFFOLK COUNTY)

4			
3			
2			
1	07/24/2017	REVISE LOTS EF, G AND CREATE BALDWIN NORTH	
0	12/21/2016	INITIAL ISSUE	
ISSUE DATE		DESCRIPTION	
ATL	MEB	MEB	RJB
FLD	CALC	DWN	CHK'D

IN PROGRESS
7/21/2017

PLAN OF LAND

NORTHPOINT IN CAMBRIDGE AND SOMERVILLE, MA
(MIDDLESEX COUNTY)
AND BOSTON, MA
(SUFFOLK COUNTY)

PREPARED BY:

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

BEALS AND THOMAS, INC.
Reservoir Corporate Center
144 Turnpike Road
Southborough, Massachusetts 01772-2104
T 508.366.0560 | www.bealsandthomas.com

DATE: DECEMBER 21, 2016
METERS 0 10 25 40
FEET 0 25 50 100 150
SCALE: 1"=50'

BTI JOB NO. 2084.02
BTI PLAN NO. 208402P305B–001
SHEET 1 OF 1

PL

Exhibit K GLX Plan

Location of Early Works

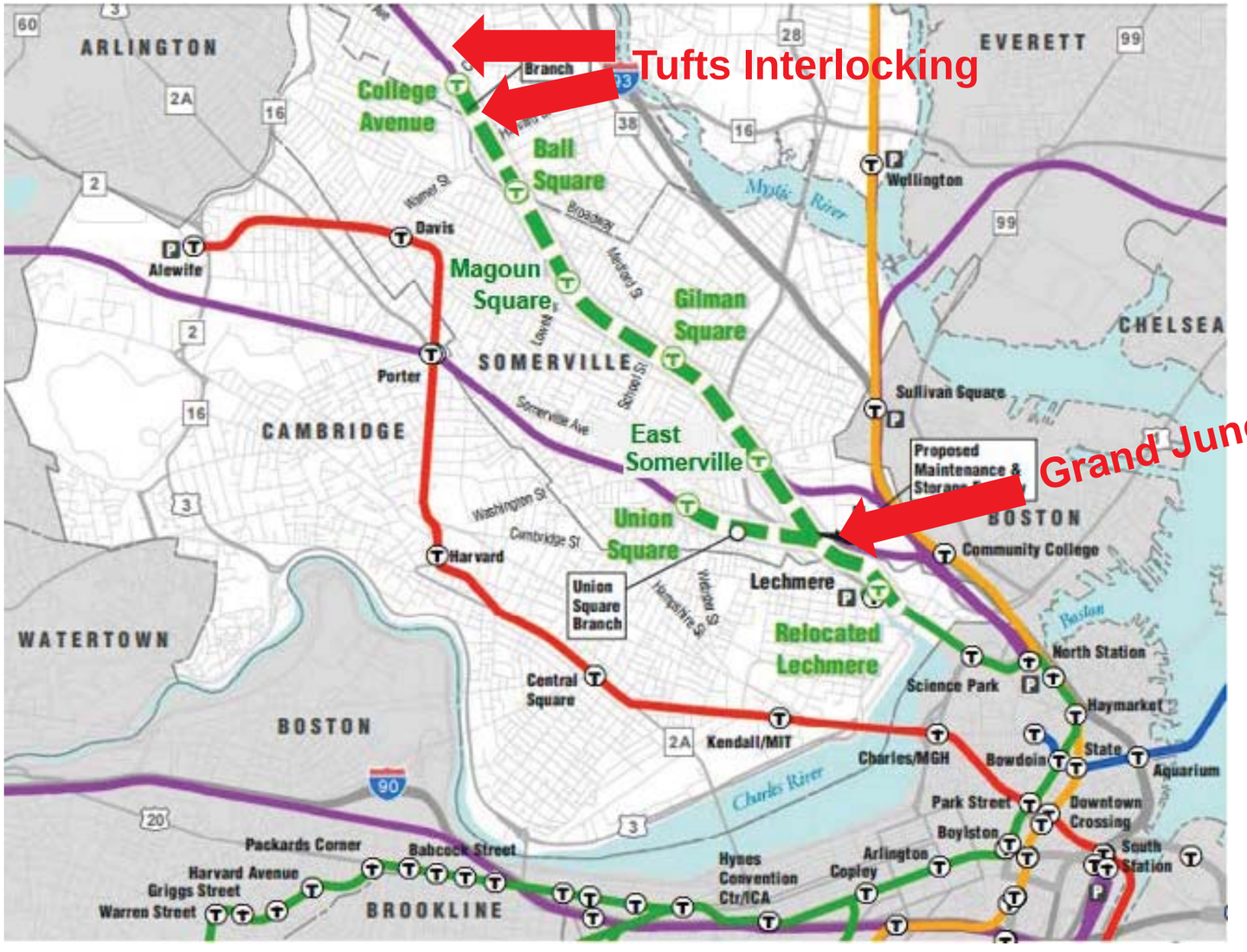
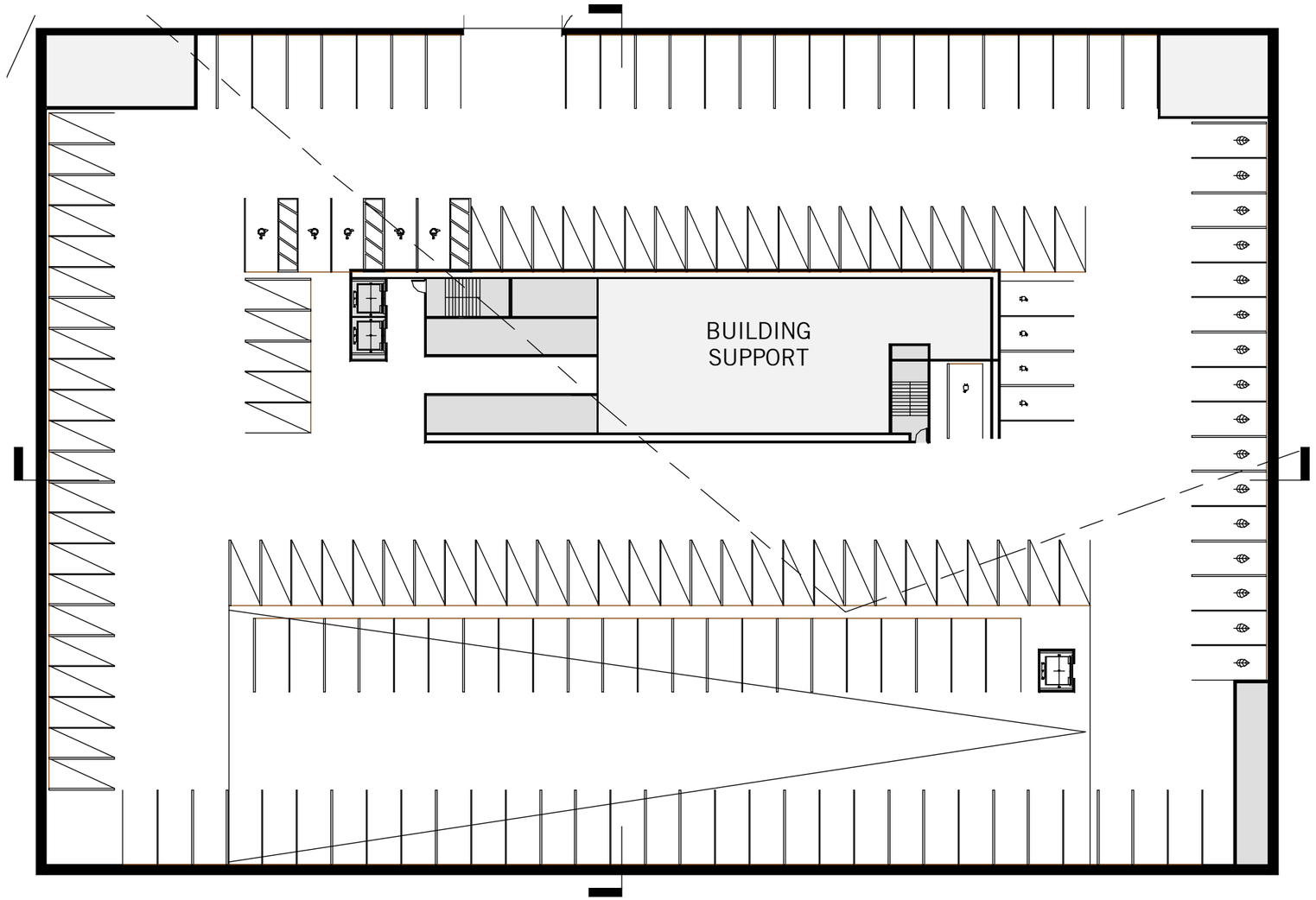
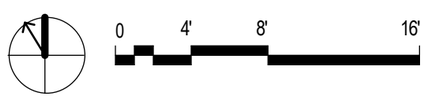


Exhibit L Architectural Exhibits





LEVEL P1 FLOOR PLAN

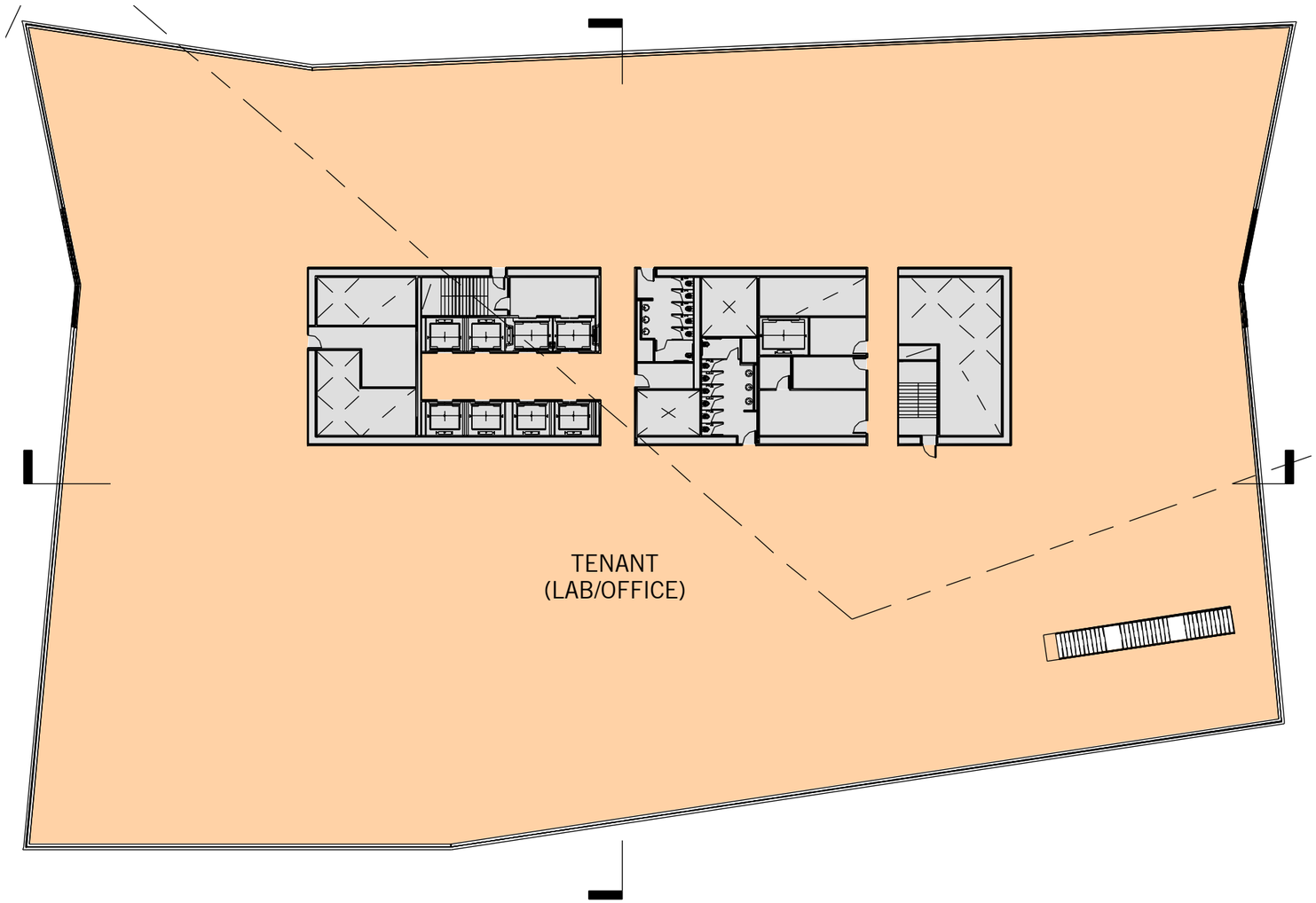
PERKINS+WILL
08/24/17



LEVEL 01 FLOOR PLAN

PERKINS+WILL

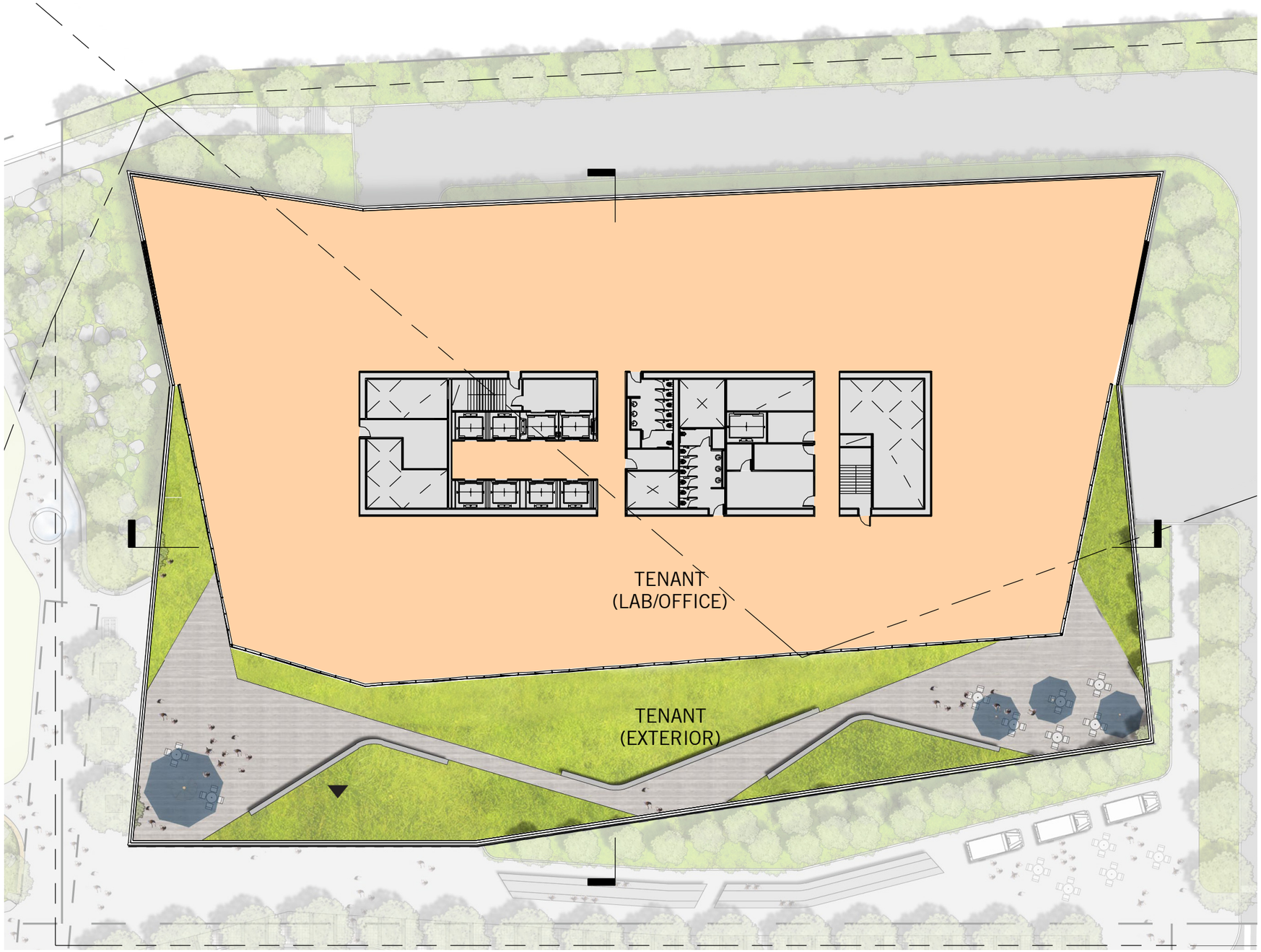
08/24/17





LEVEL 02 FLOOR PLAN

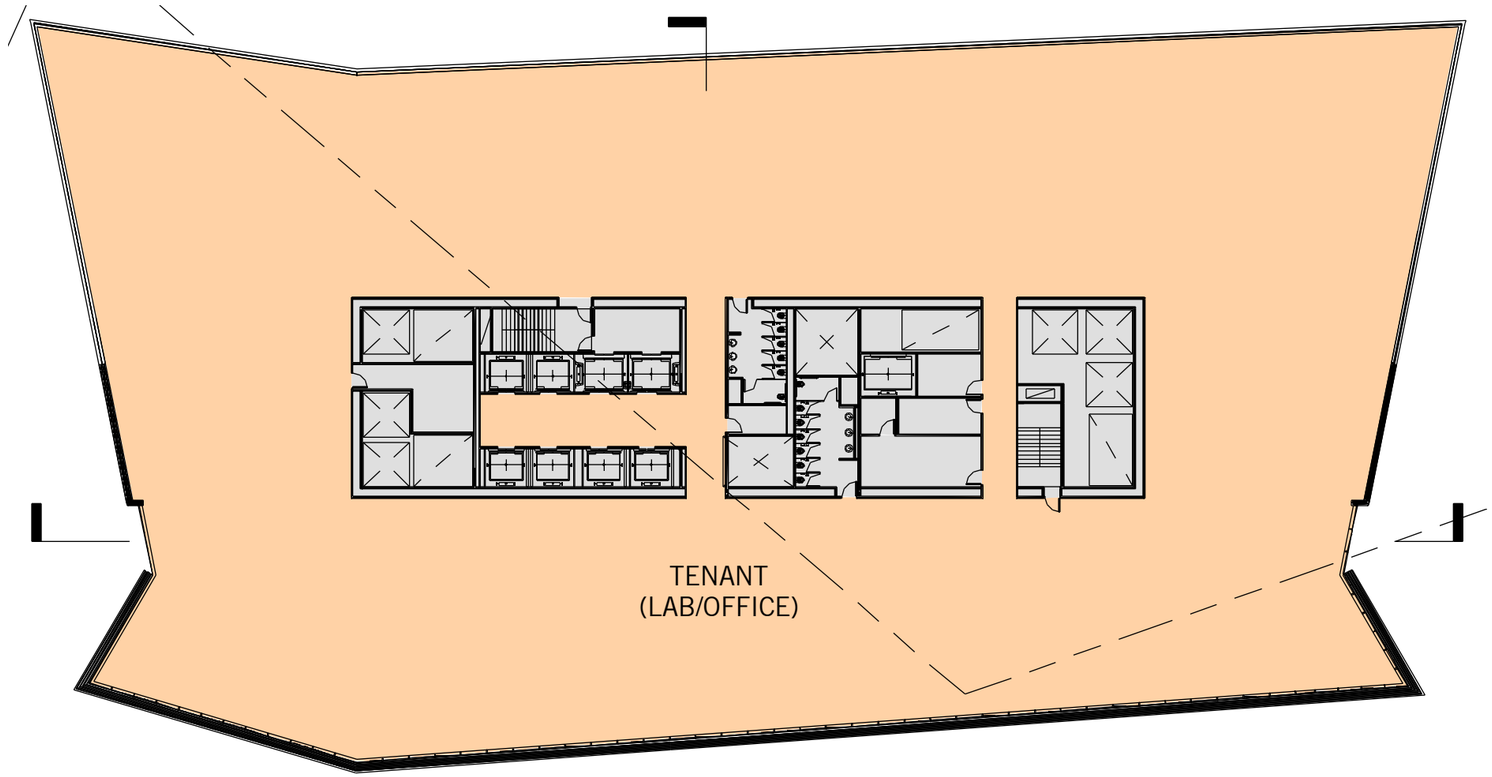
PERKINS+WILL
08/24/17

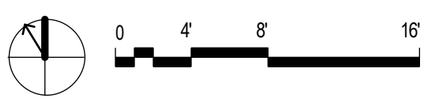


0 4' 8' 16'

LEVEL 03 FLOOR PLAN

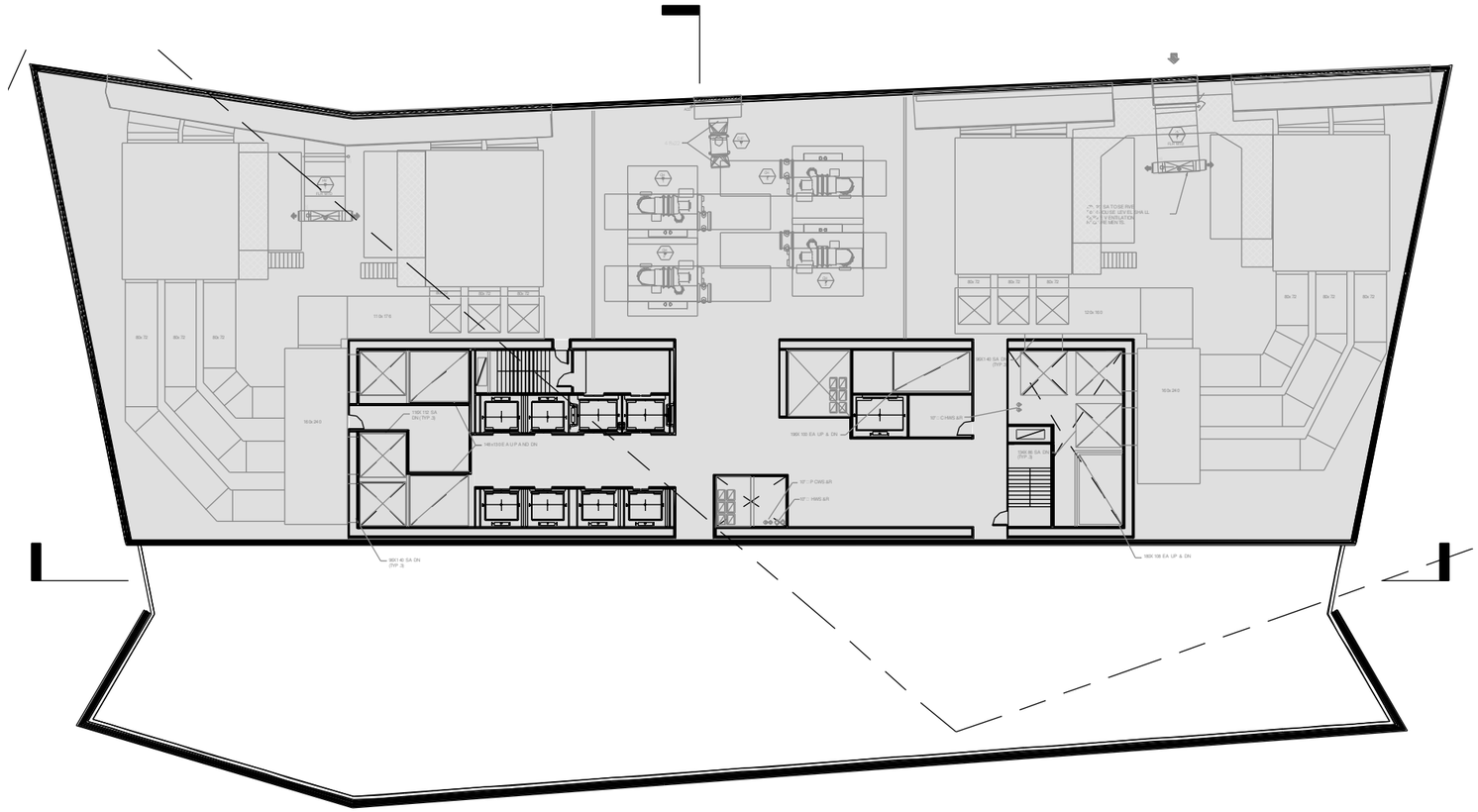
PERKINS+WILL
08/24/17

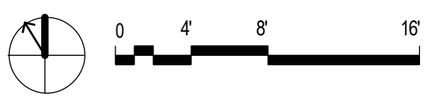




LEVEL 04-12 FLOOR PLAN

PERKINS+WILL
08/24/17

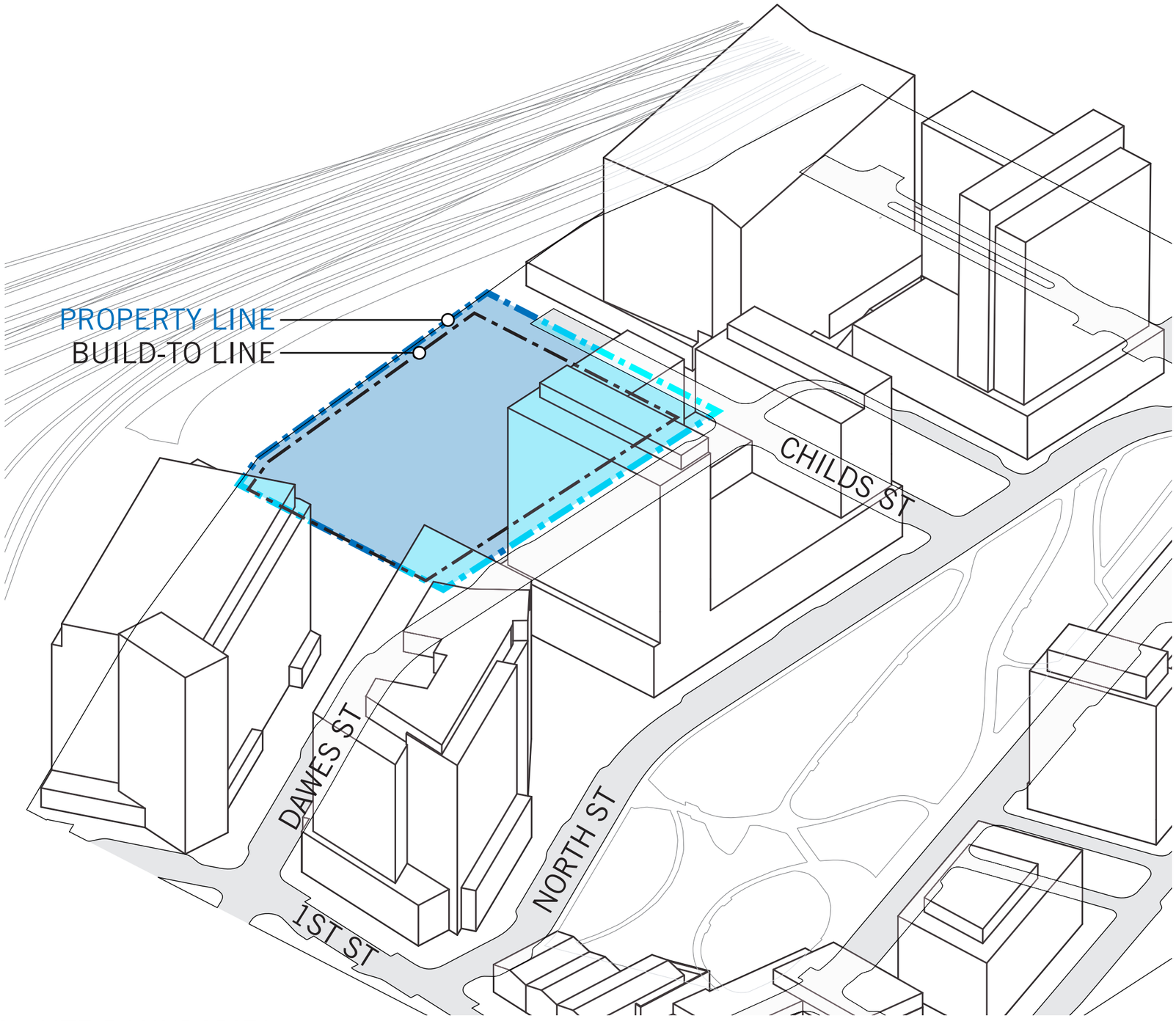




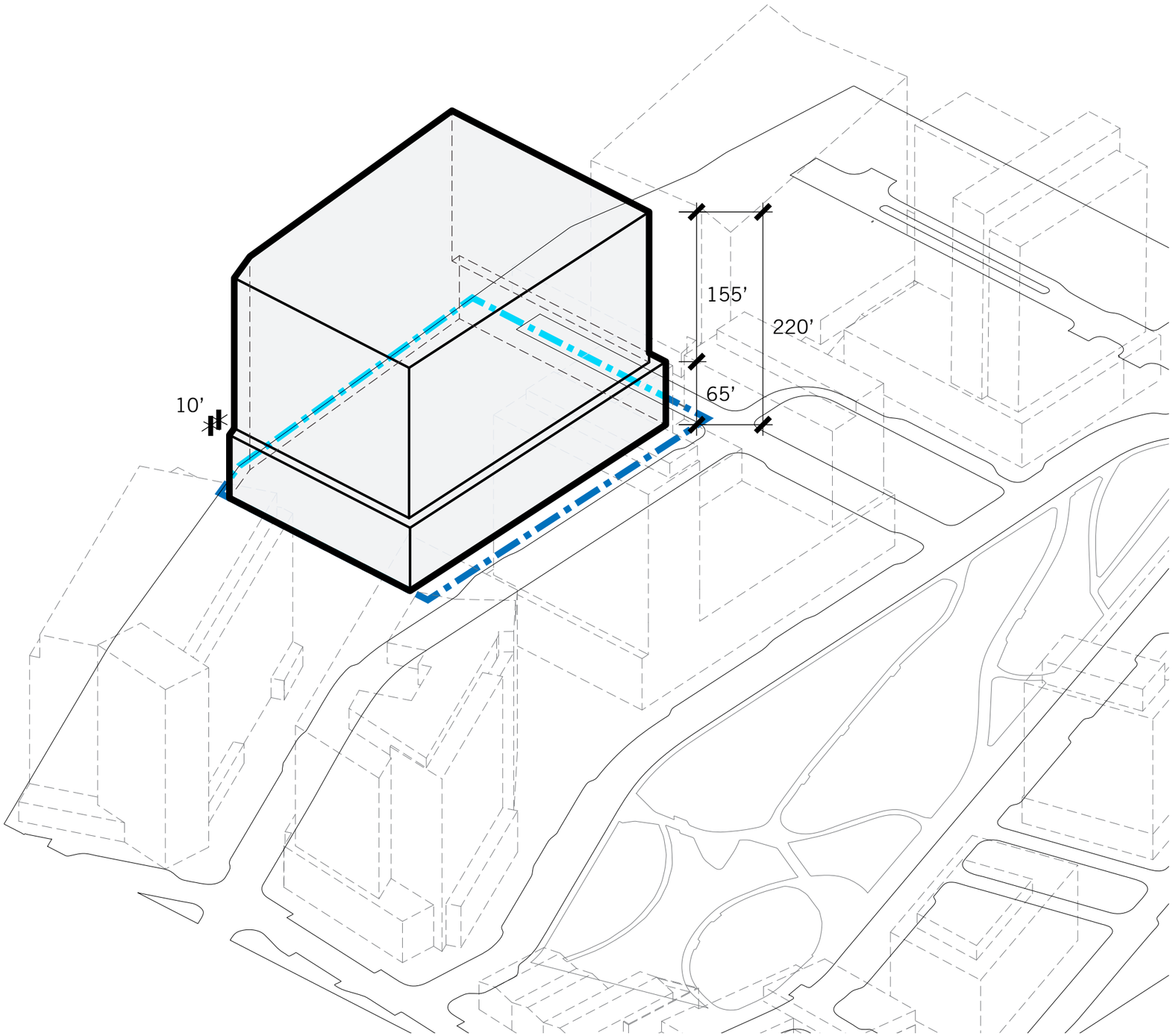
LEVEL PH1 FLOOR PLAN

PERKINS+WILL

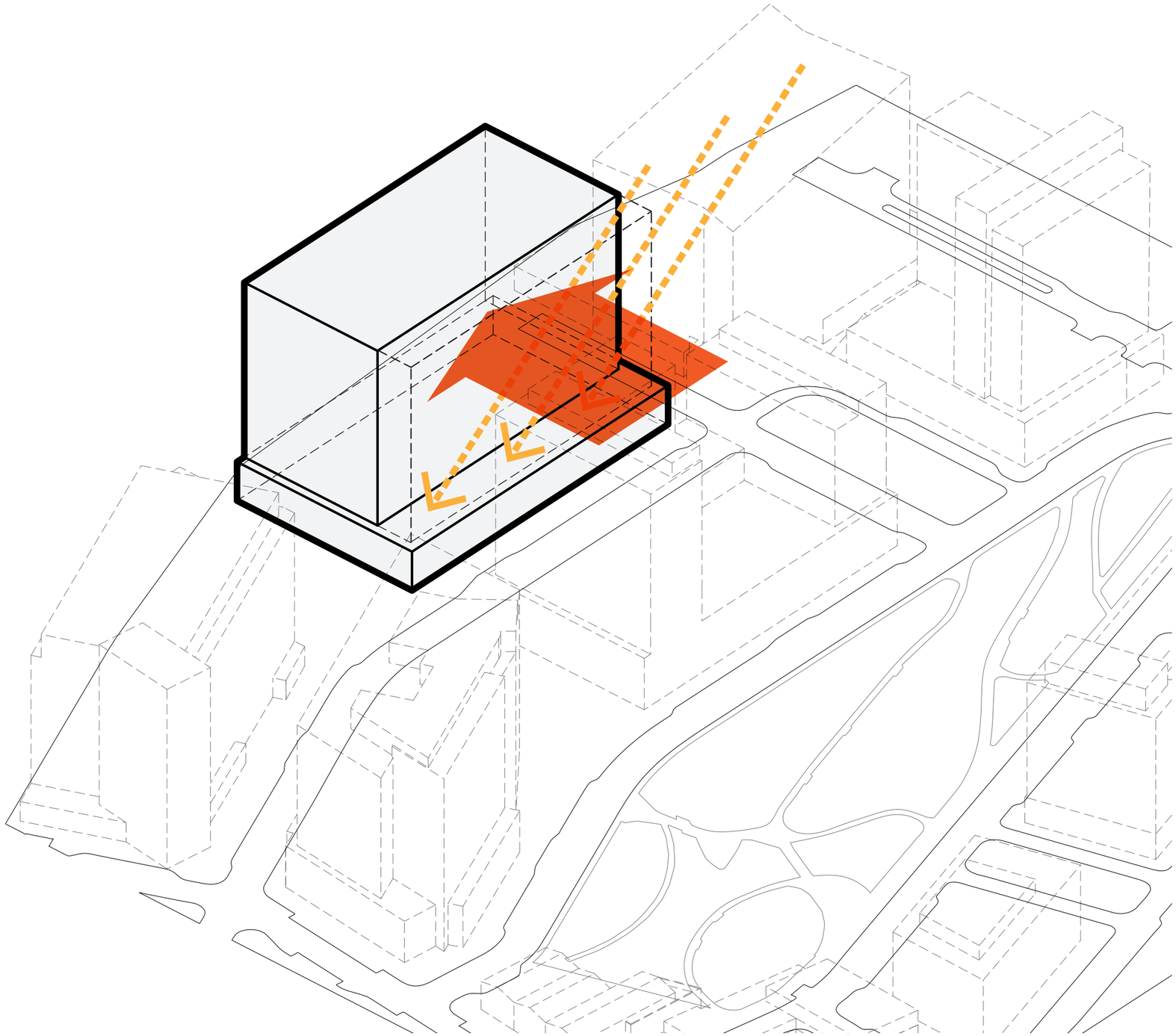
08/24/17



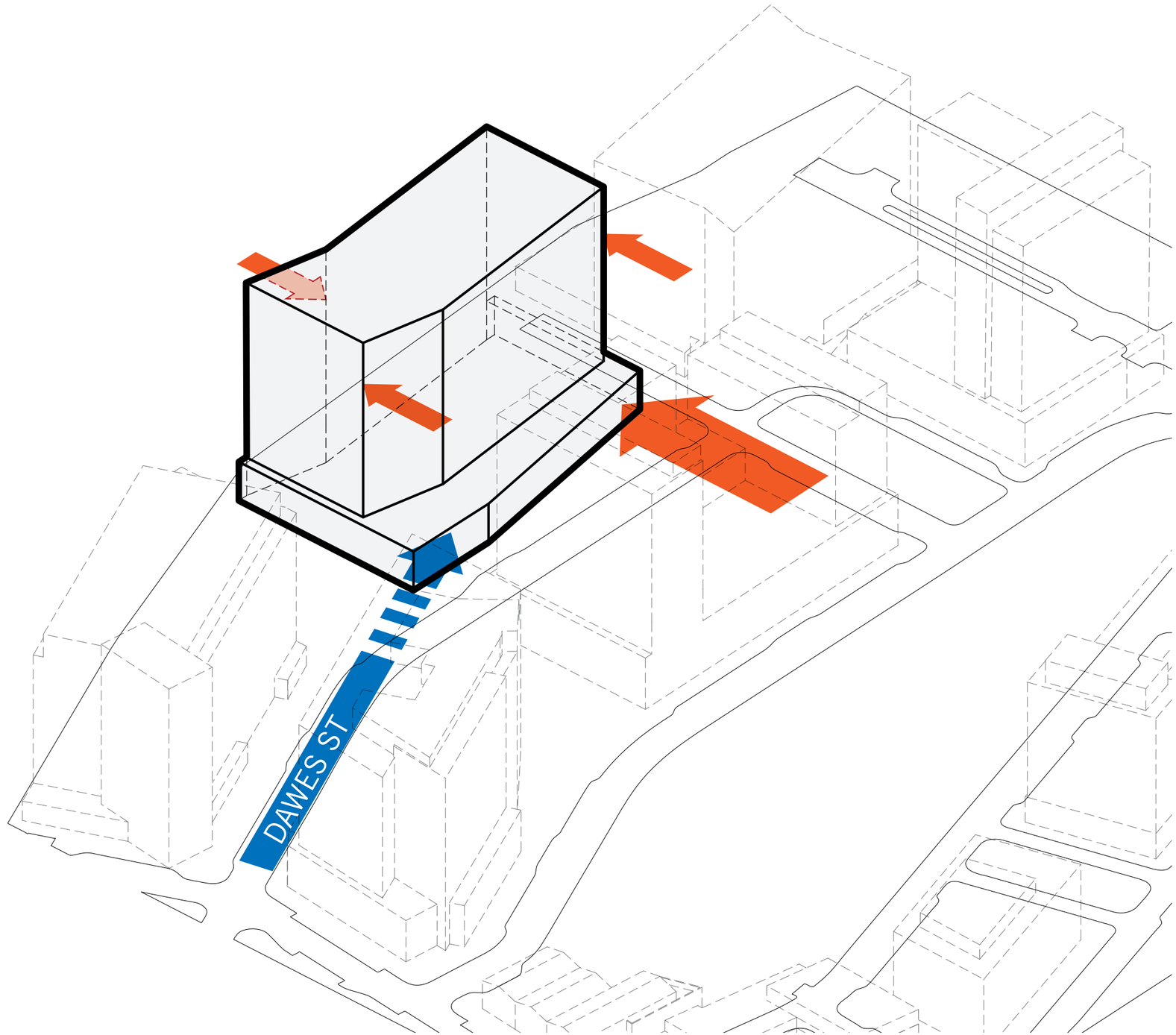
MASSING DIAGRAM - SITE BOUNDARIES



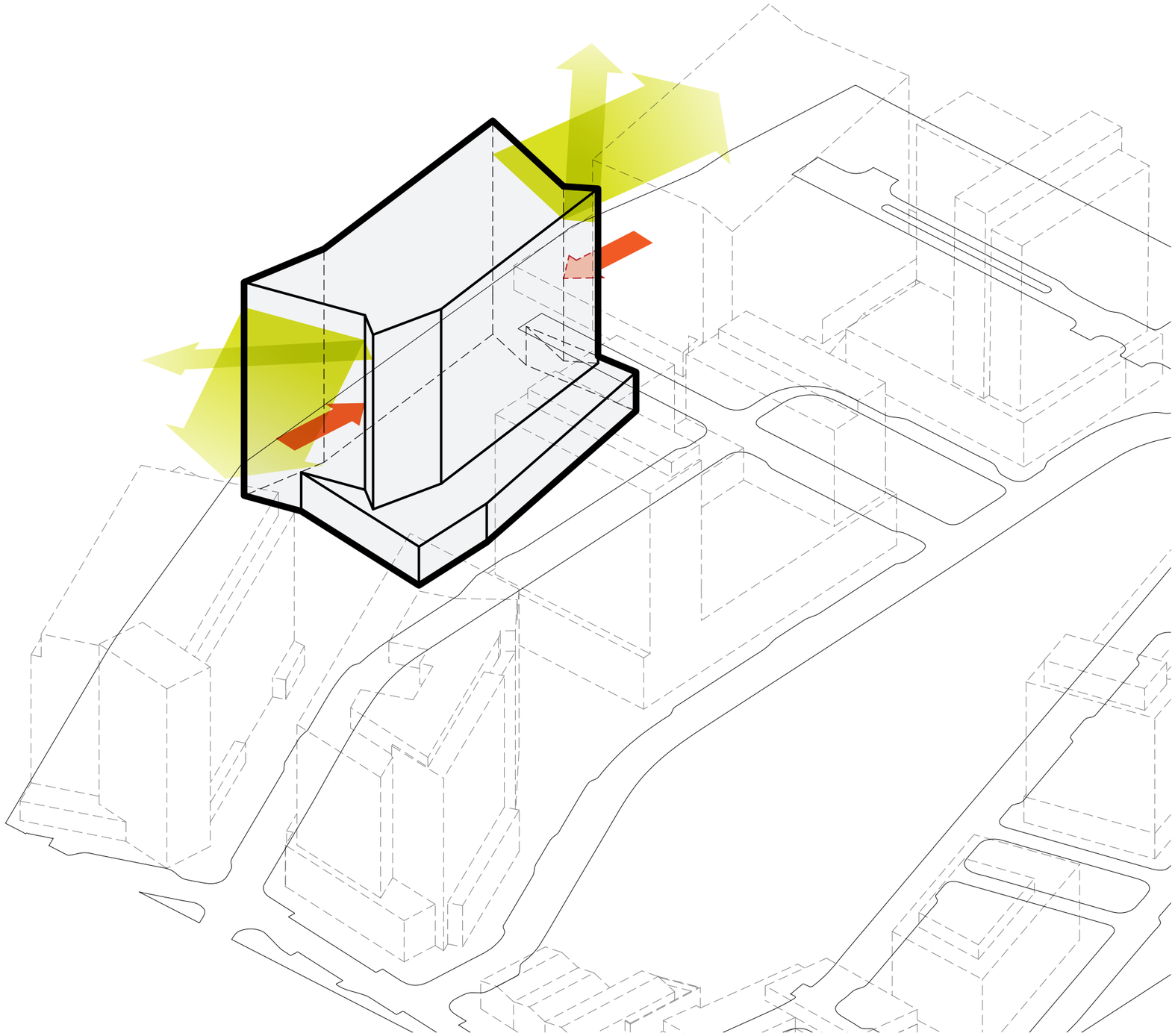
MASSING DIAGRAM - ZONING OUTLINE



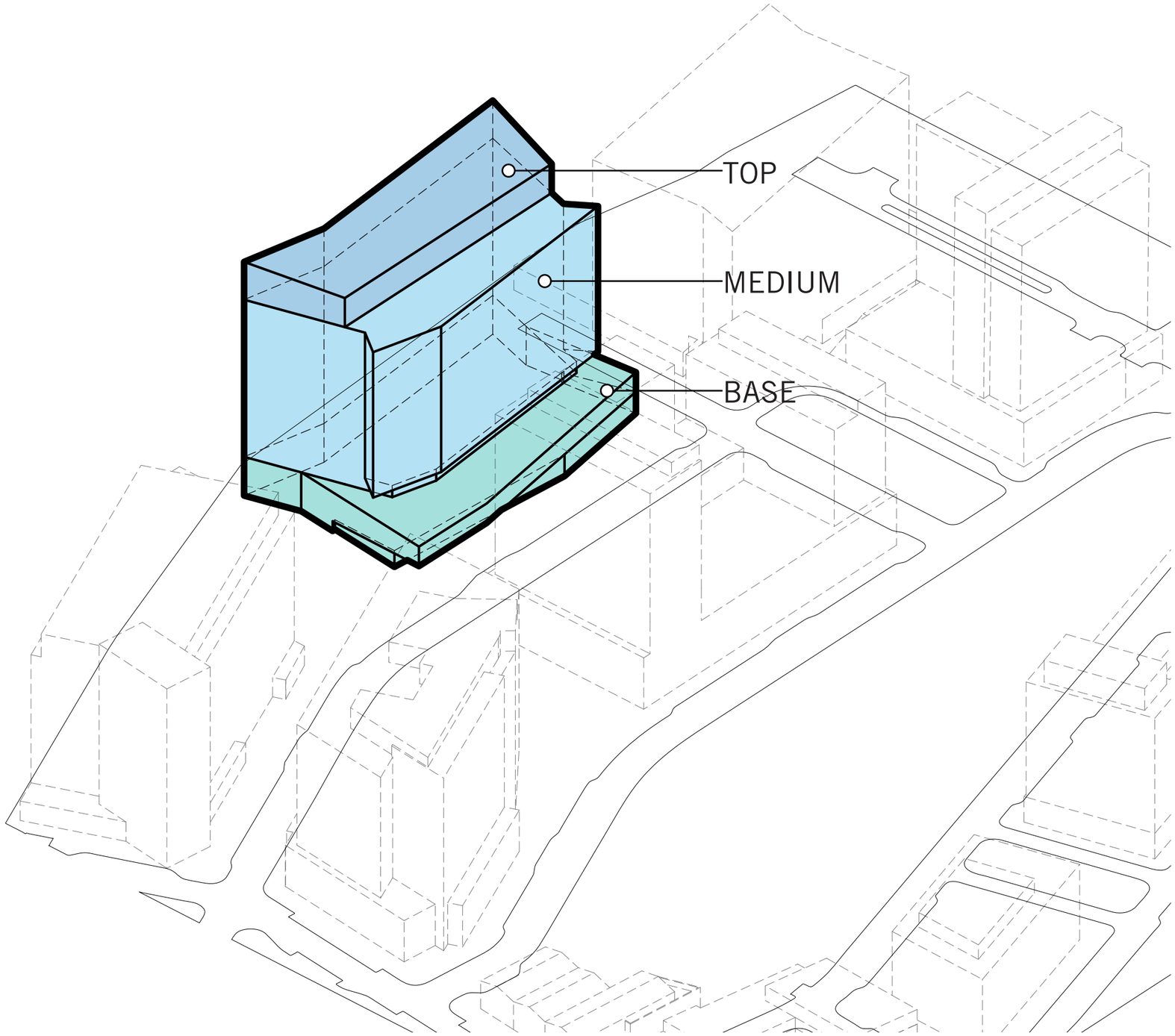
MASSING DIAGRAM - MINIMIZING URBAN CANYON



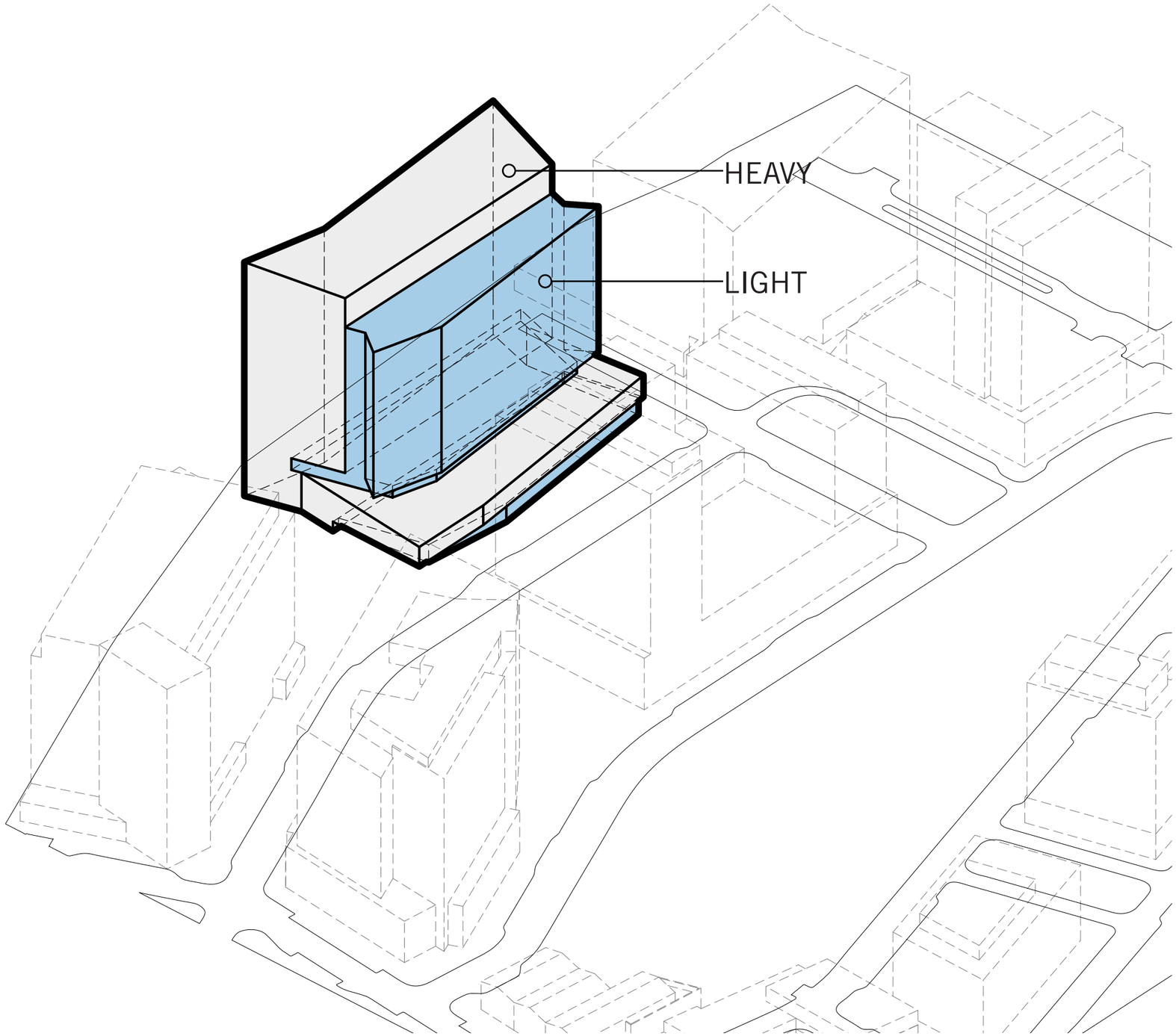
MASSING DIAGRAM - RESPONDING TO SITE AXES



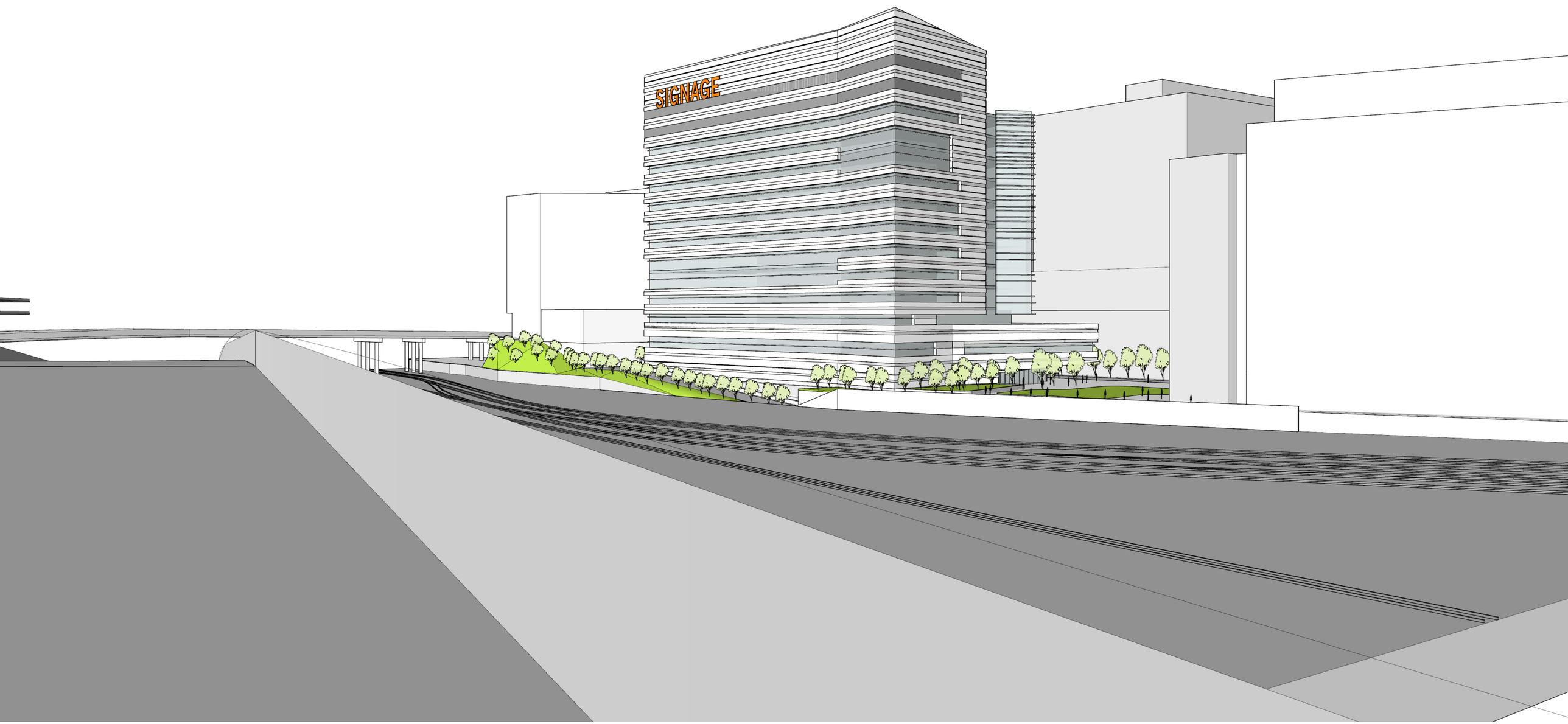
MASSING DIAGRAM - ALLOWING OBLIQUE VIEWS



MASSING DIAGRAM - IDENTIFYING BASE-MEDIUM-TOP



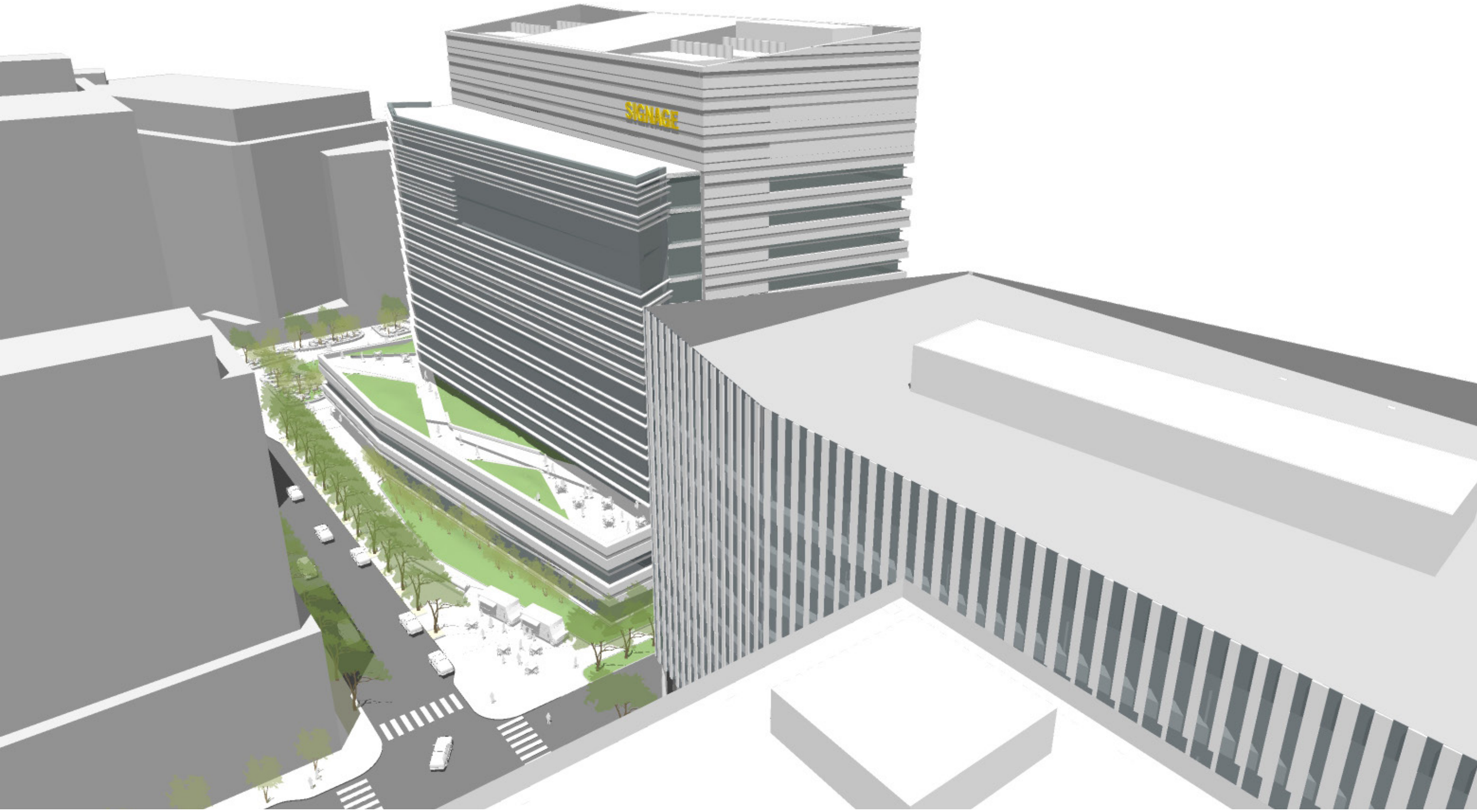
MASSING DIAGRAM - CREATING CONTRAST IN MATERIALITY



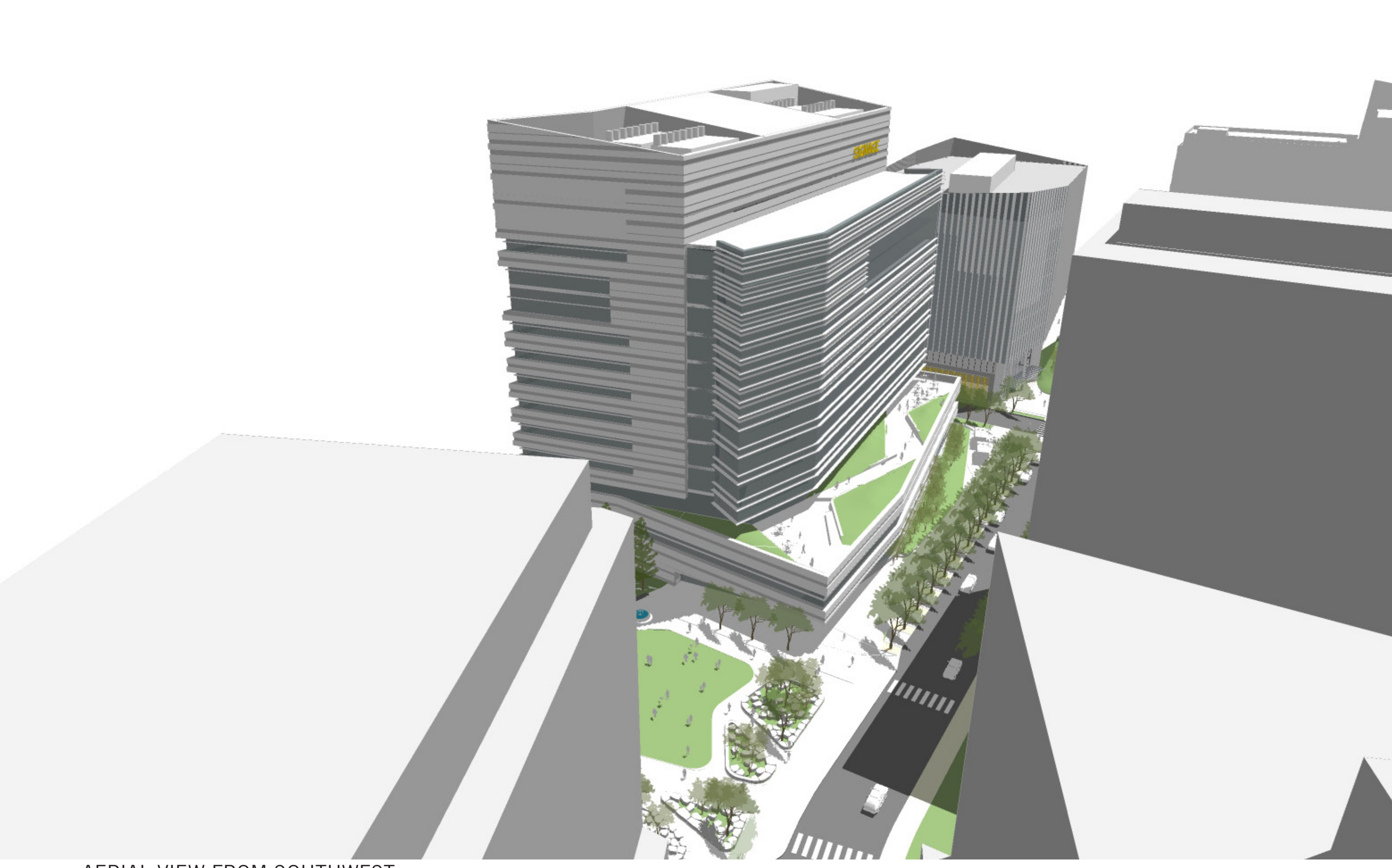
VIEW FROM 93 OFF RAMP TO NORTH STATION



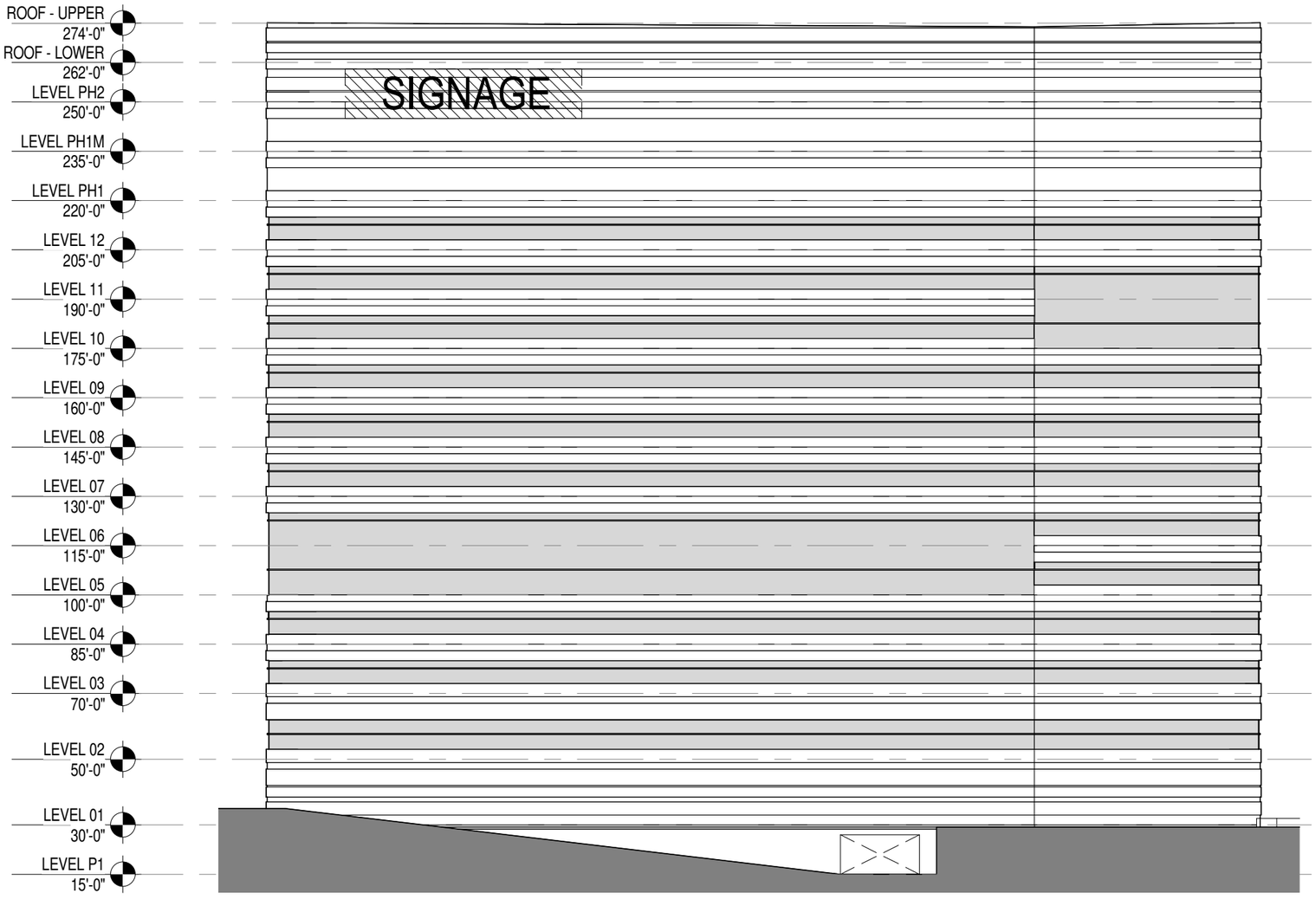
VIEW FROM 93 NORTH



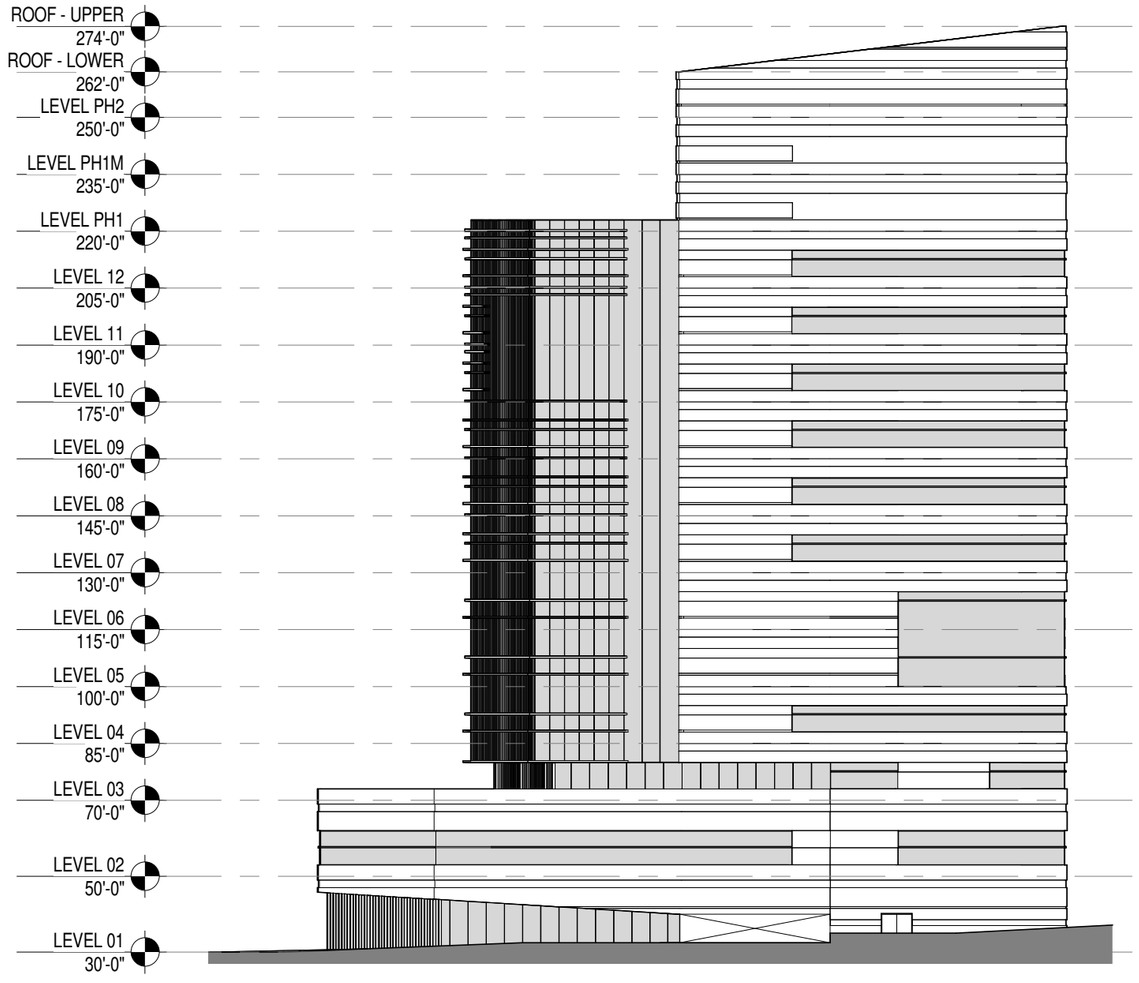
AERIAL VIEW FROM SOUTHEAST



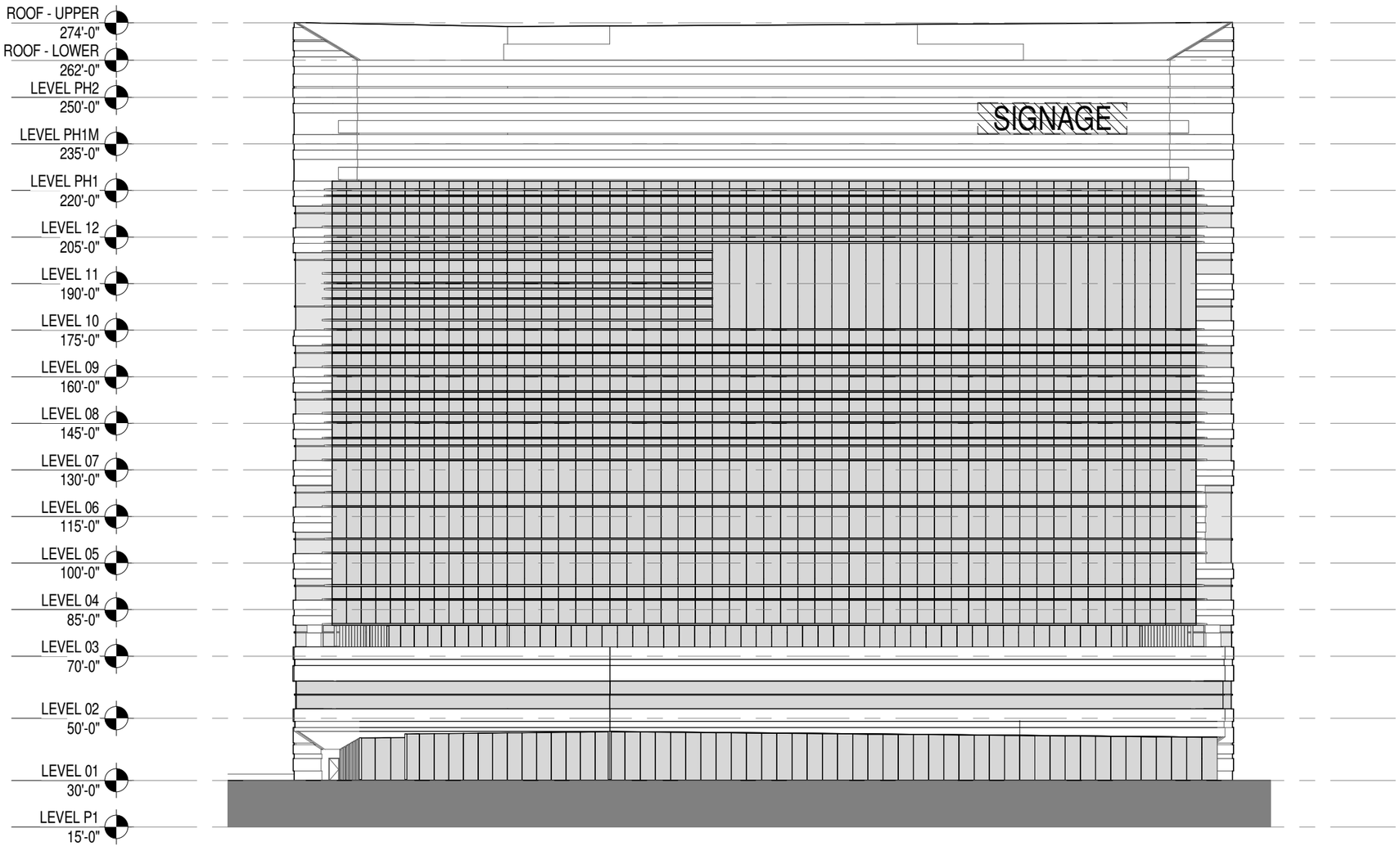
AERIAL VIEW FROM SOUTHWEST



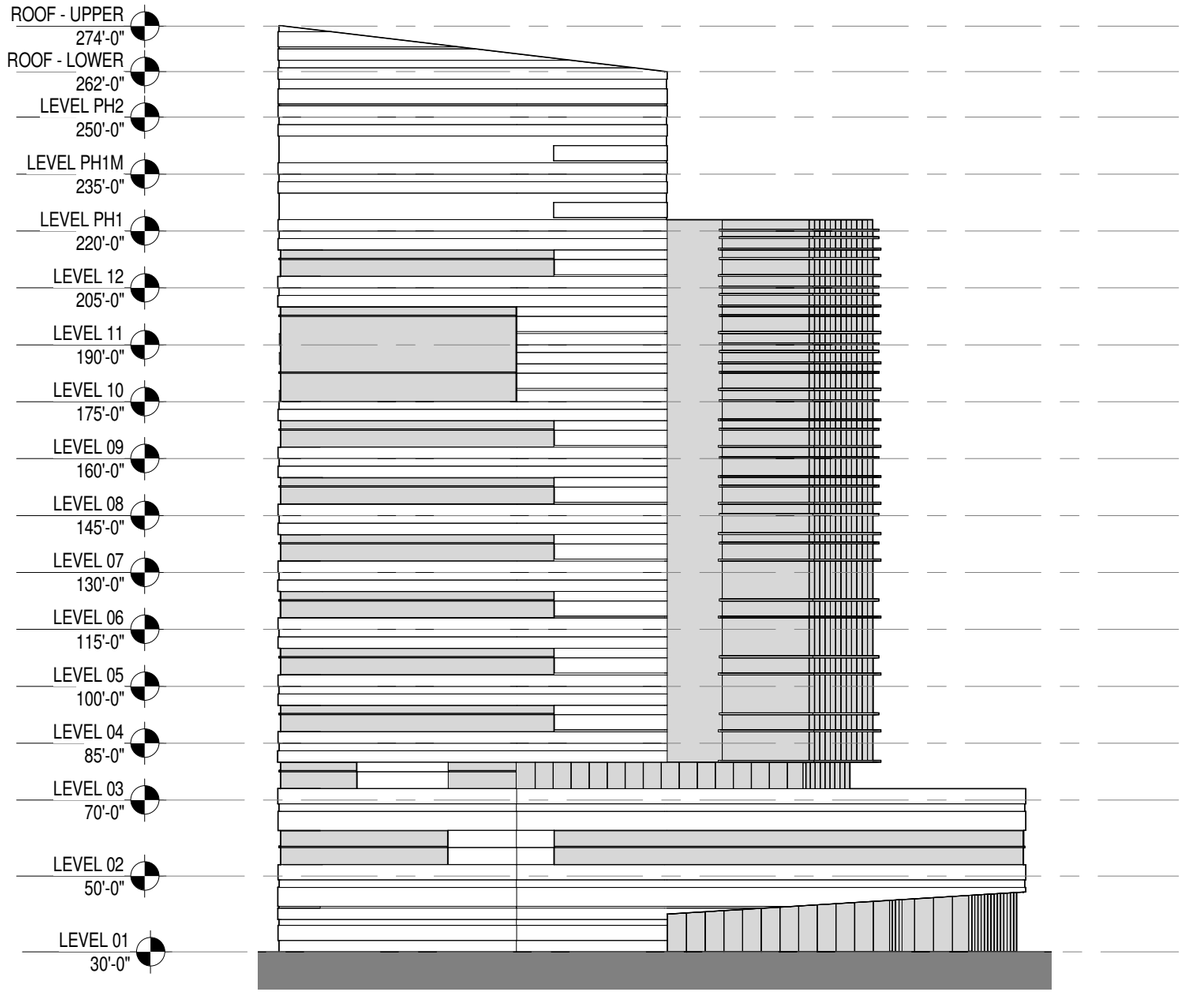
NORTH ELEVATION



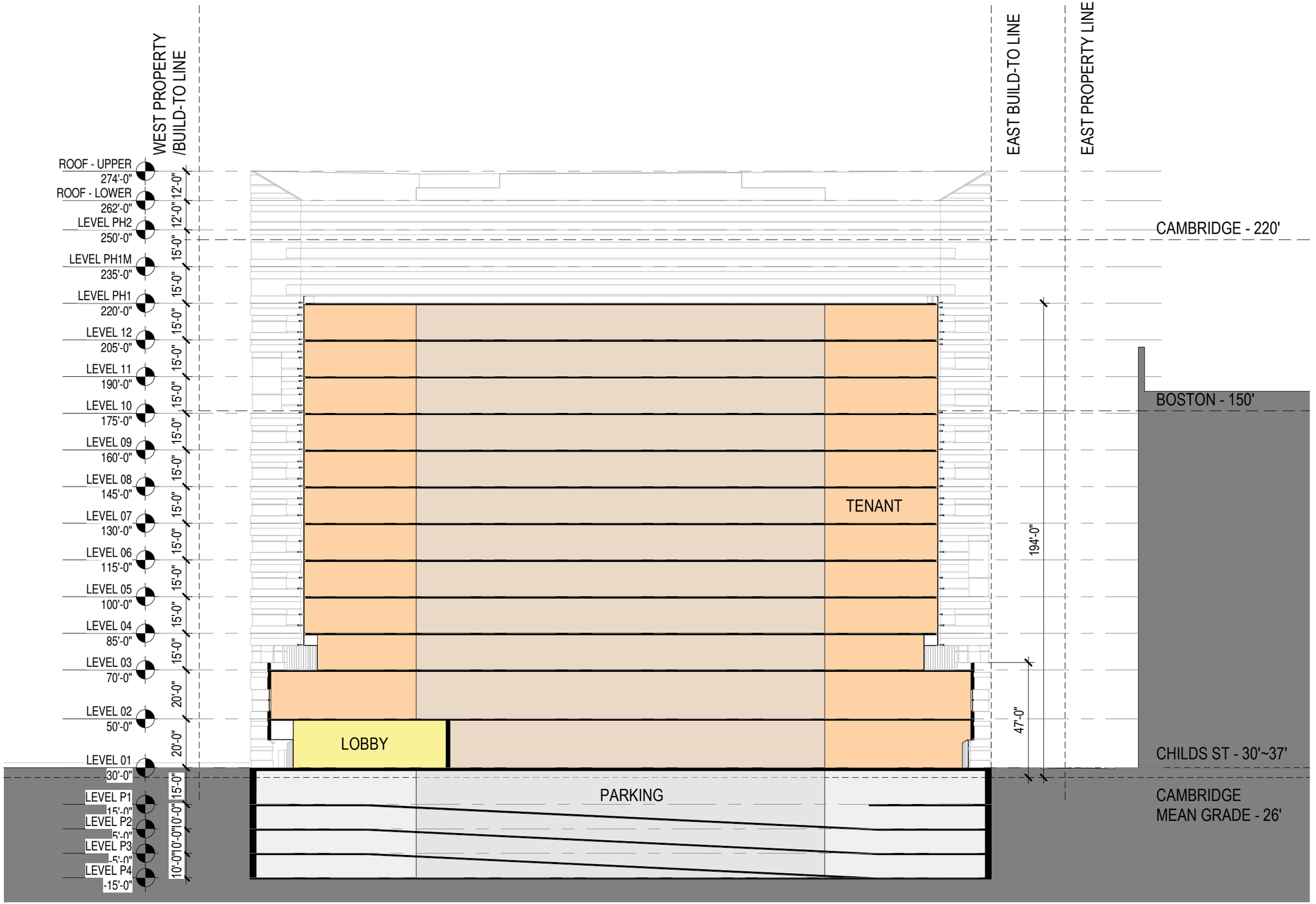
EAST ELEVATION



SOUTH ELEVATION



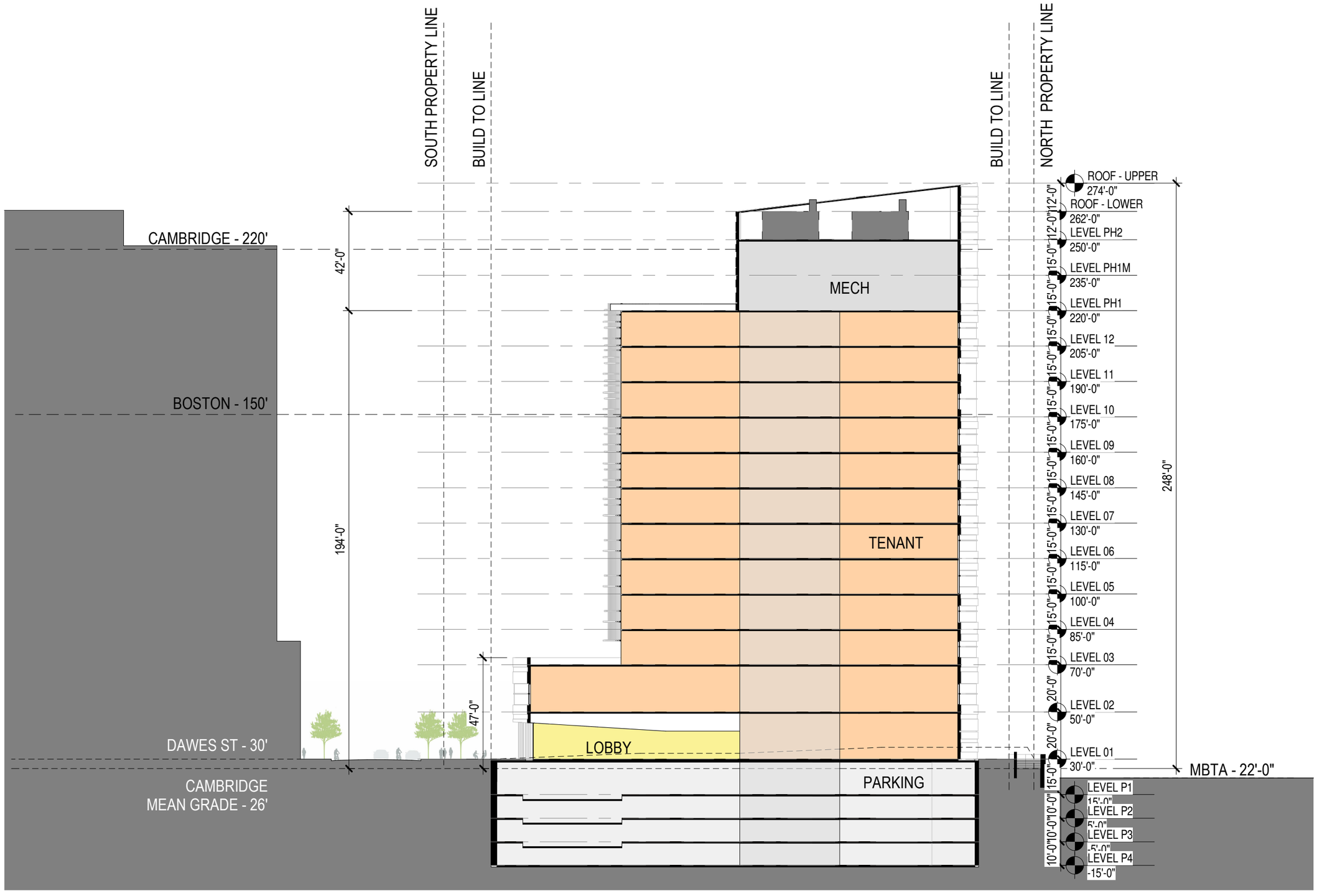
WEST ELEVATION



BUILDING SECTION - EAST WEST

PERKINS+WILL

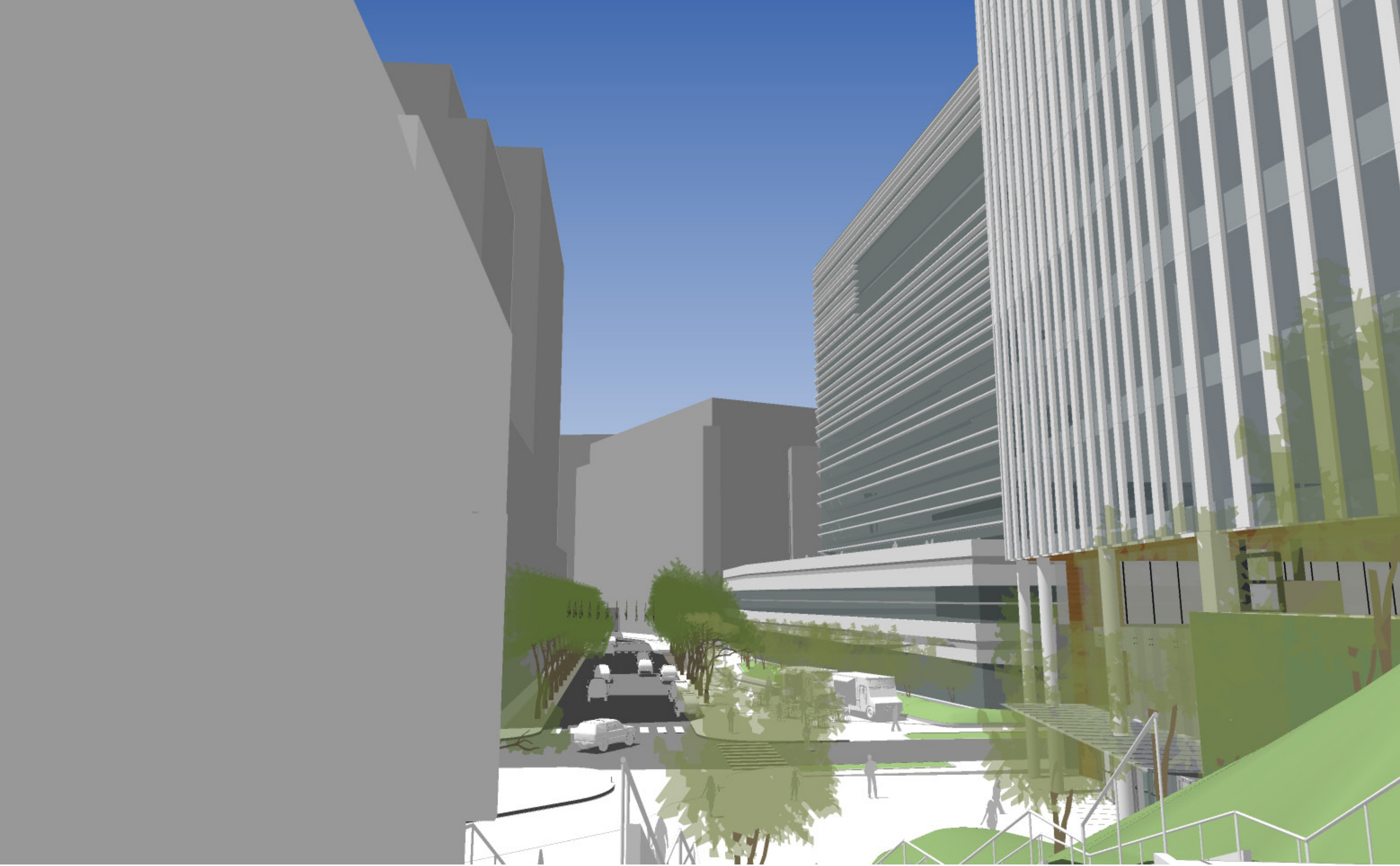
08/29/17



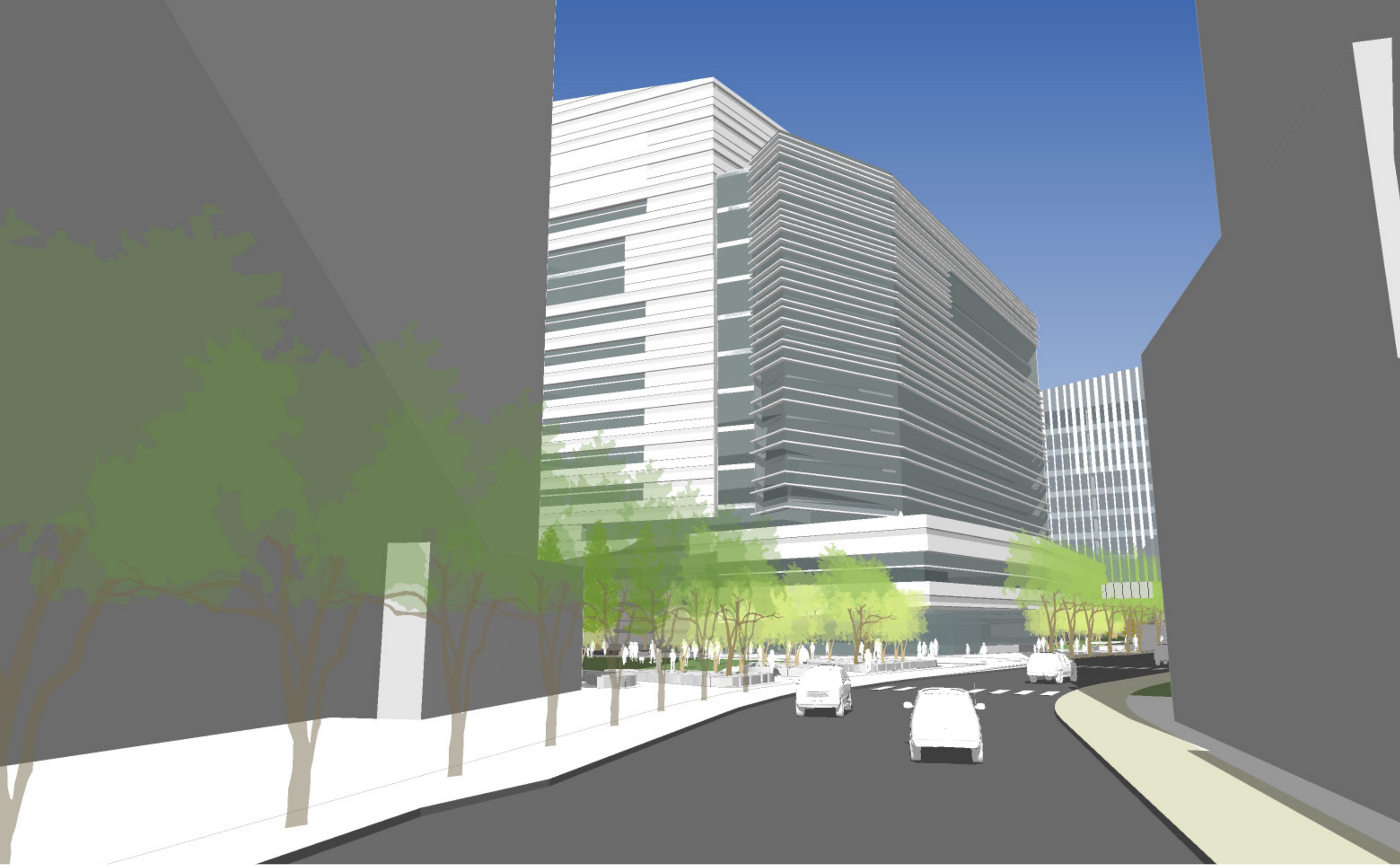
BUILDING SECTION - NORTH SOUTH

PERKINS+WILL

07/12/17



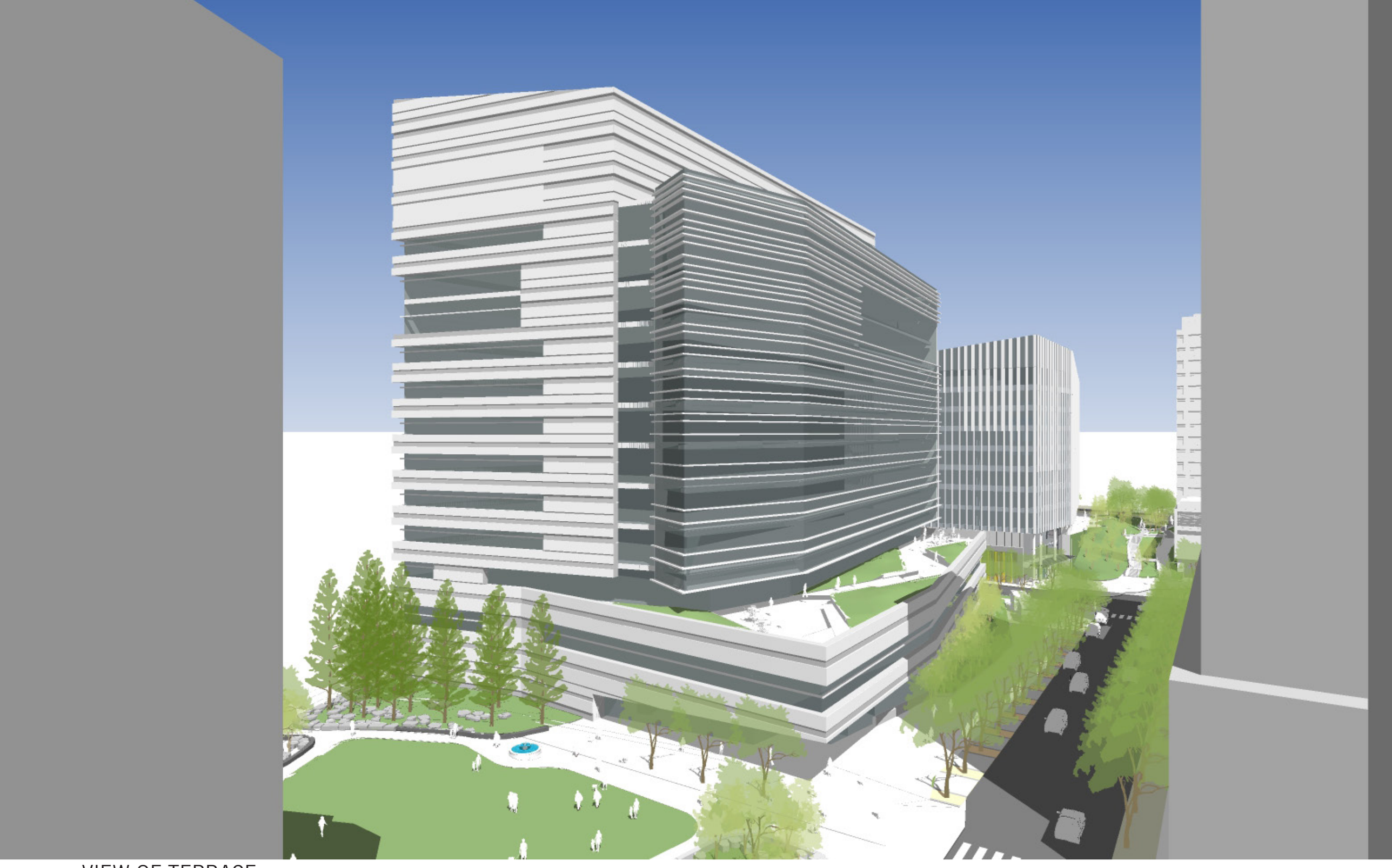
VIEW FROM MURPHY MEMORIAL STAIRCASE



VIEW FROM DAWES ST WEST



VIEW OF ENTRANCE



VIEW OF TERRACE



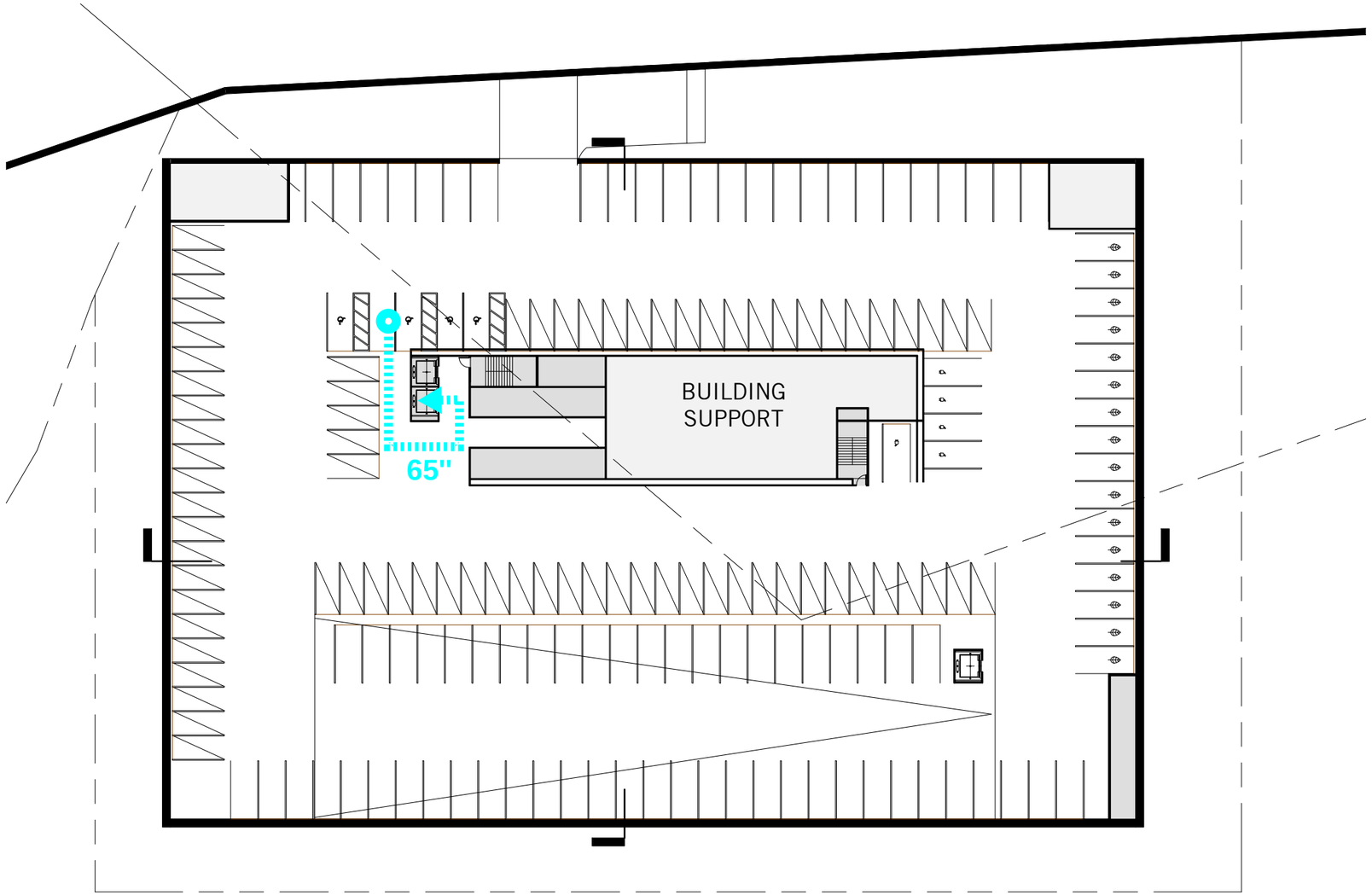
0 4' 8' 16'

8/30/2017 9:37:05 AM C:\temp\157010 - DivcoWest G - Central - v2017_xleoliu.rvt

LEVEL 01 ACCESSIBILITY PLAN

PERKINS+WILL

08/30/17





8/30/2017 9:37:07 AM C:\temp\157010 - DivcoWest G - Central - v2017_xileoliu.rvt

LEVEL P1 ACCESSIBILITY PLAN

PERKINS+WILL

08/30/17

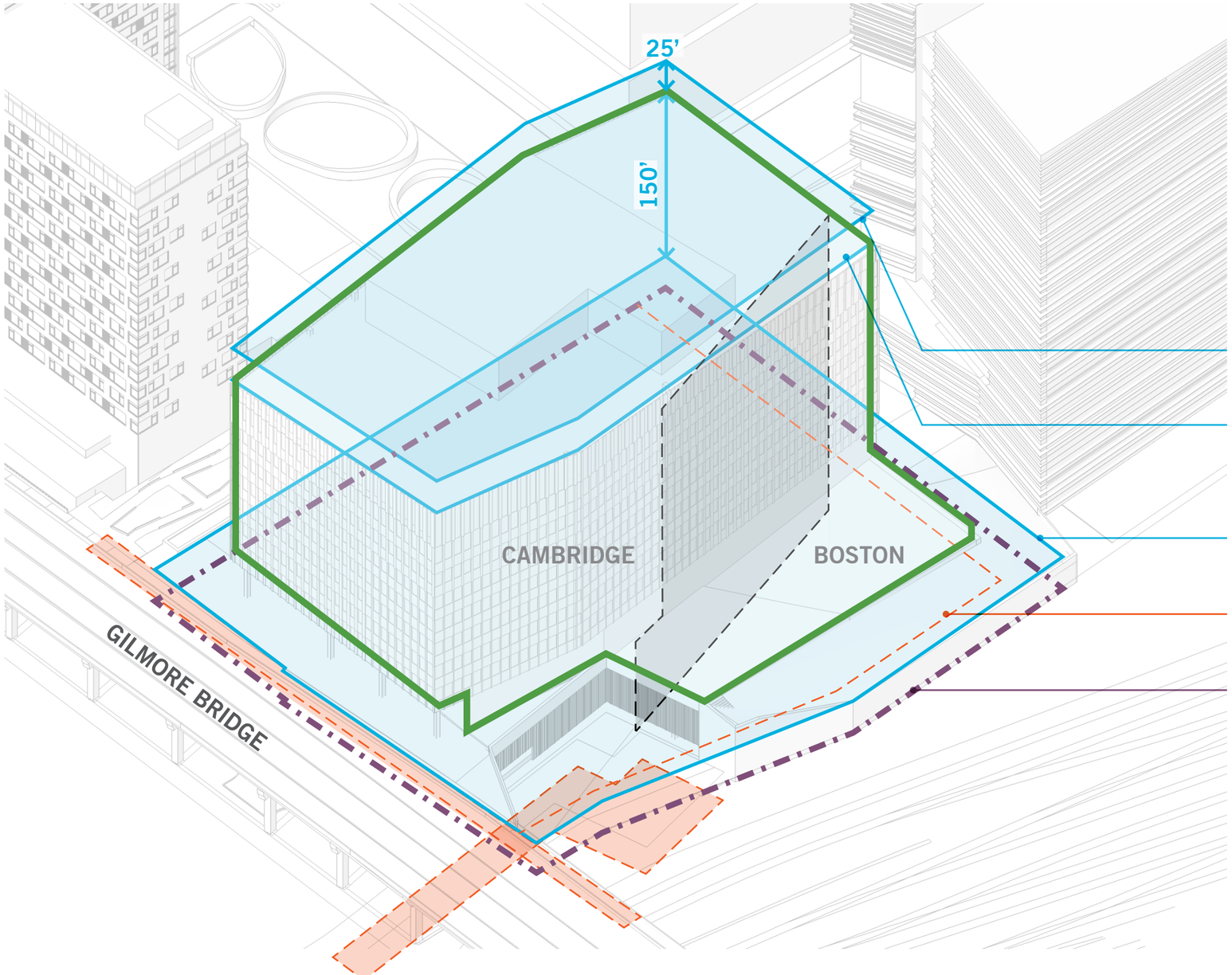
OVERALL MASTERPLAN
NORTHPOINT



DIVCOWEST
Real Estate Investments

nbbj

ZONING OUTLINE
PARCEL H



TOTAL GSF: 644,015
BOSTON: 64,533
CAMBRIDGE: 579,482

TOTAL GFA: 347,600
BOSTON: 13,968
CAMBRIDGE: 333,633

***TOTAL GFA: 366,689**
BOSTON: 33,056
CAMBRIDGE: 333,633

TOTAL PARKING: 460
BOSTON: 107
CAMBRIDGE: 353

*includes above-grade parking for Boston

TOP of PENTHOUSE (214’-1”)

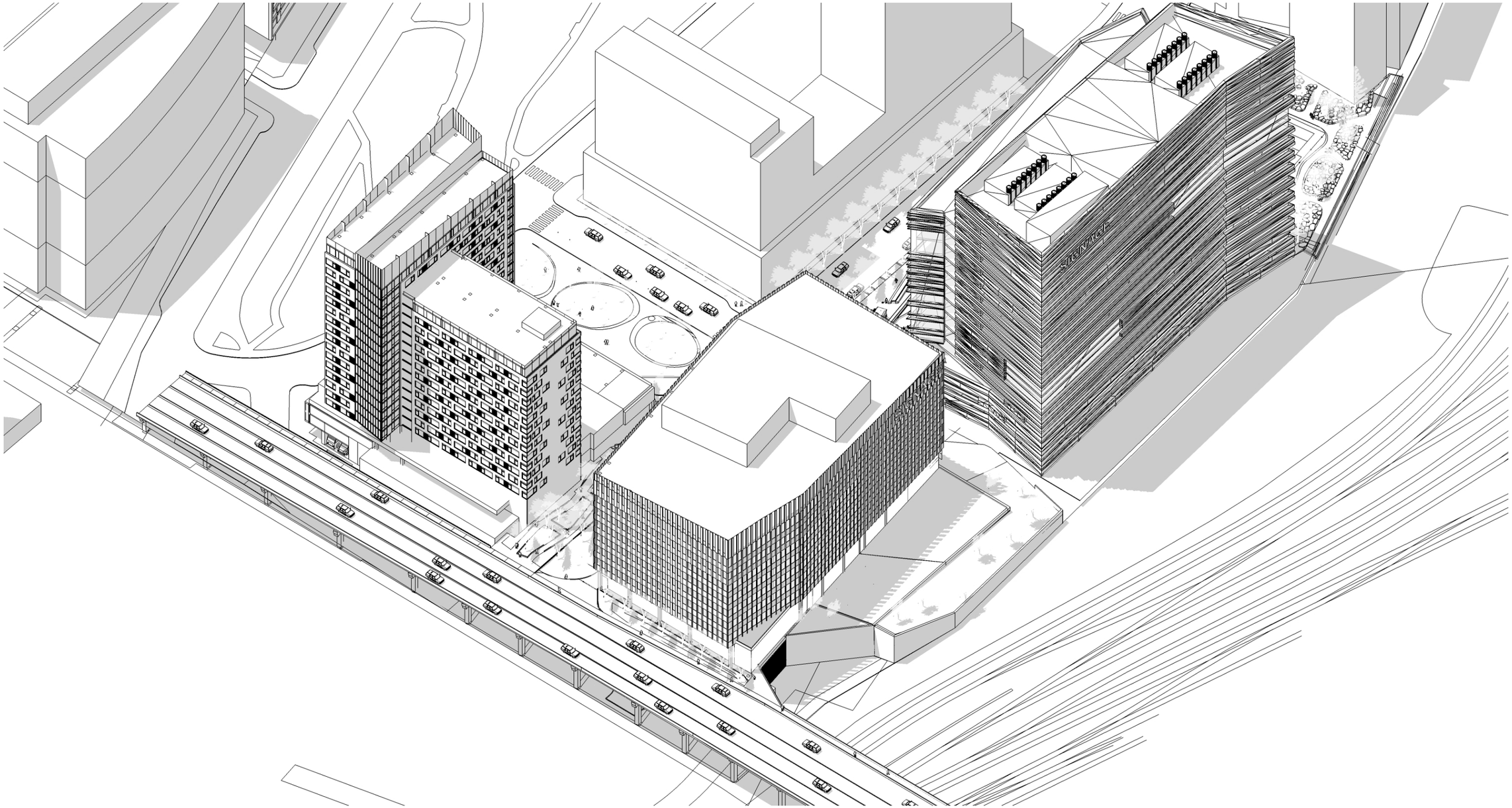
LAST OCCUPIABLE FLOOR (+189’-1”)

MEDIAN GRADE / MAXIMUM ALLOWABLE HEIGHT
39’-1” + 175’ = 214’-1” ABOVE SEA LEVEL

EASEMENTS and SETBACKS

PROPERTY LINE
LOT AREA | 79,389
MAX COVERAGE | 59,542
CURRENT COVERAGE | 51,870

OVERALL AXONOMETRIC
NORTHEAST



DIVCOWEST
Real Estate Investments

nbbj

PERSPECTIVES
EXISTING VIEW FROM I-93



PERSPECTIVES
PROPOSED VIEW FROM I-93



PERSPECTIVES
EXISTING VIEWS FROM GILMORE BRIDGE







PERSPECTIVES
PROPOSED VIEW FROM GILMORE BRIDGE



PERSPECTIVES
VIEW FROM BRIDGE



PERSPECTIVES
EXISTING VIEWS WEST AT MURPHY STAIRS







PERSPECTIVES
PROPOSED VIEW WEST AT MURPHY STAIRS



PERSPECTIVES
AERIAL VIEW WEST AT MURPHY STAIRS



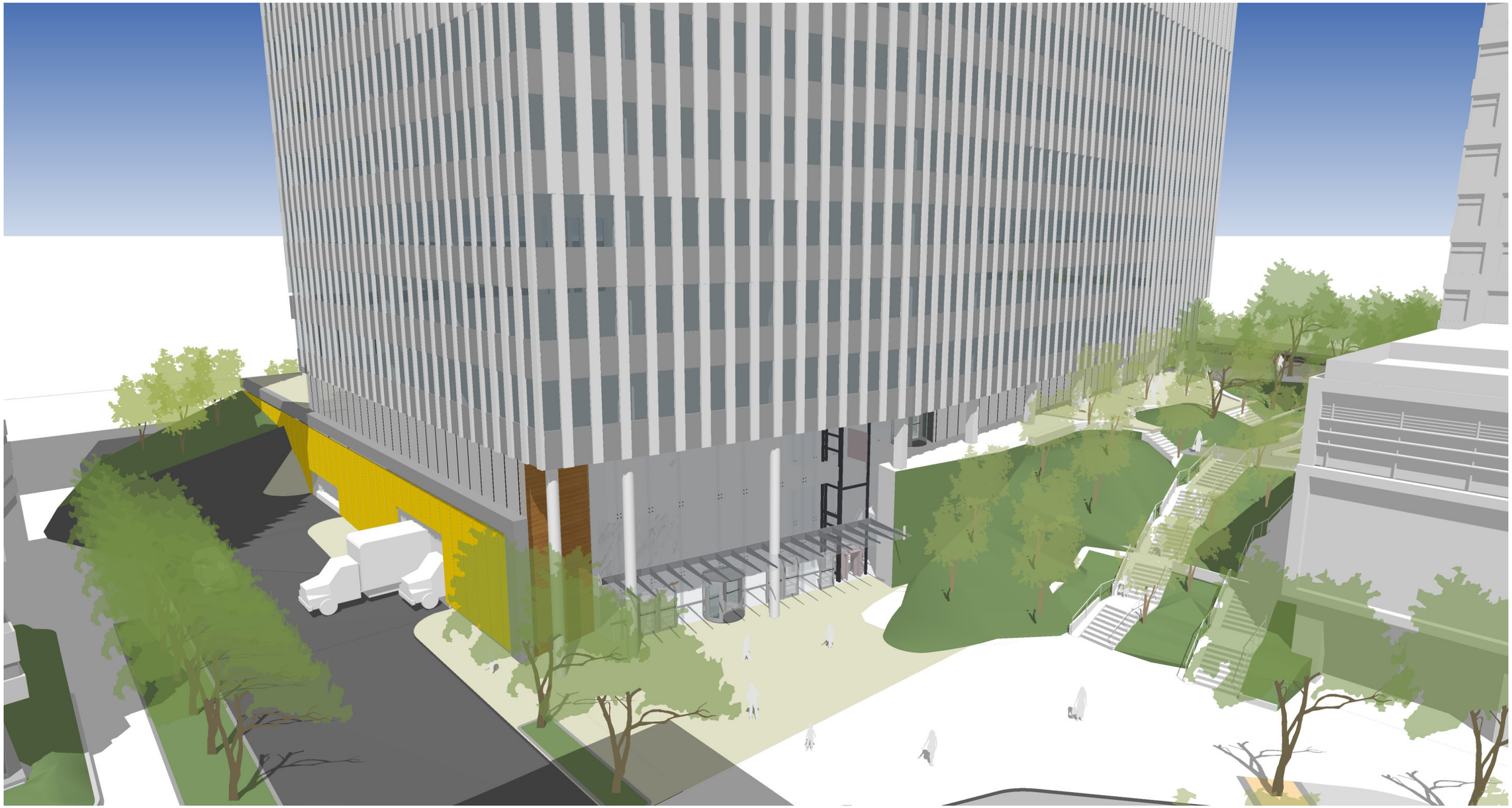
PERSPECTIVES
VIEW FROM CHILD STREET PARK



PERSPECTIVES
AERIAL VIEW FROM CHILD STREET PARK

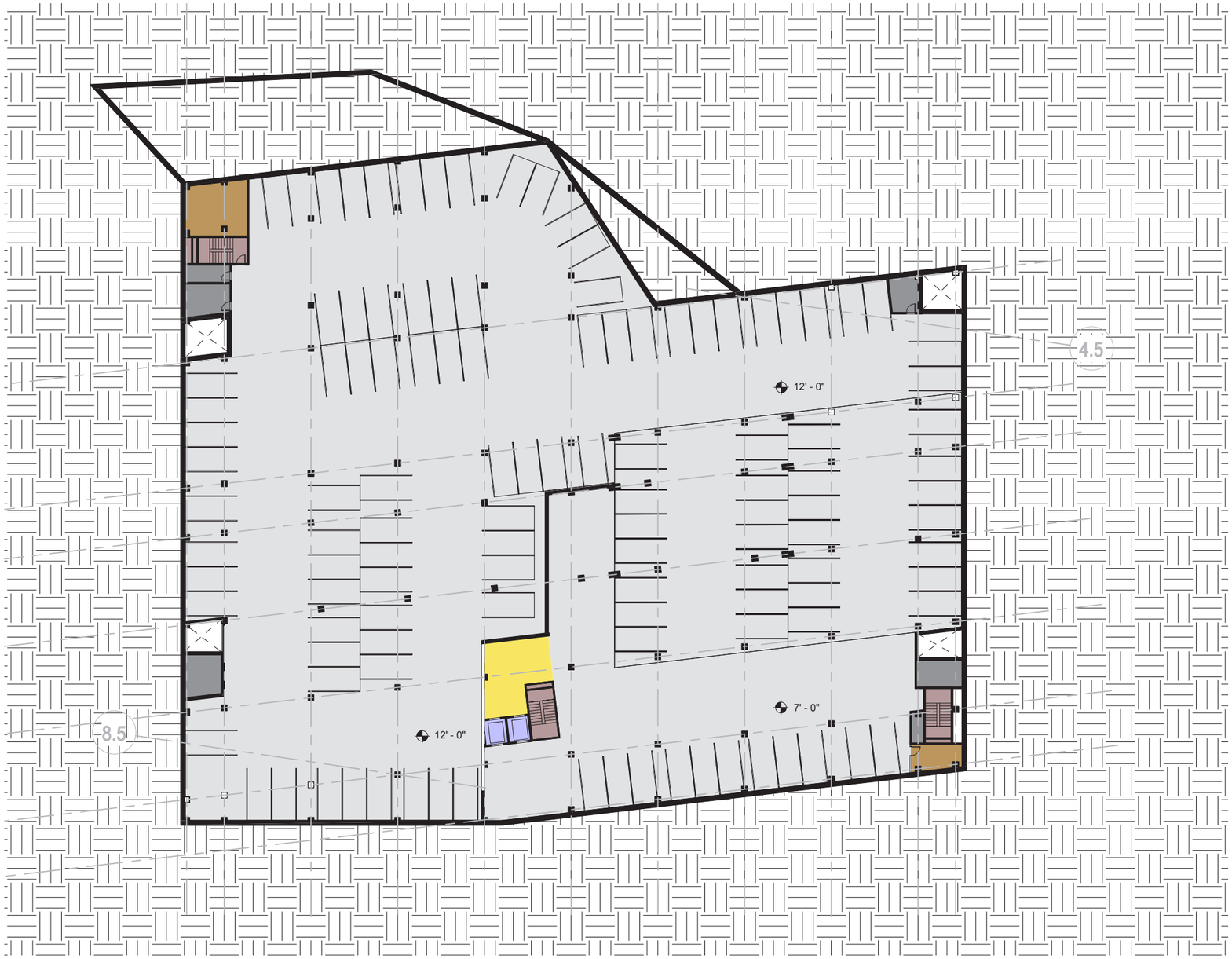


PERSPECTIVES
AERIAL VIEW DOWN DAWES STREET



PLANS
P4/P5 FLOOR - PARKING

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



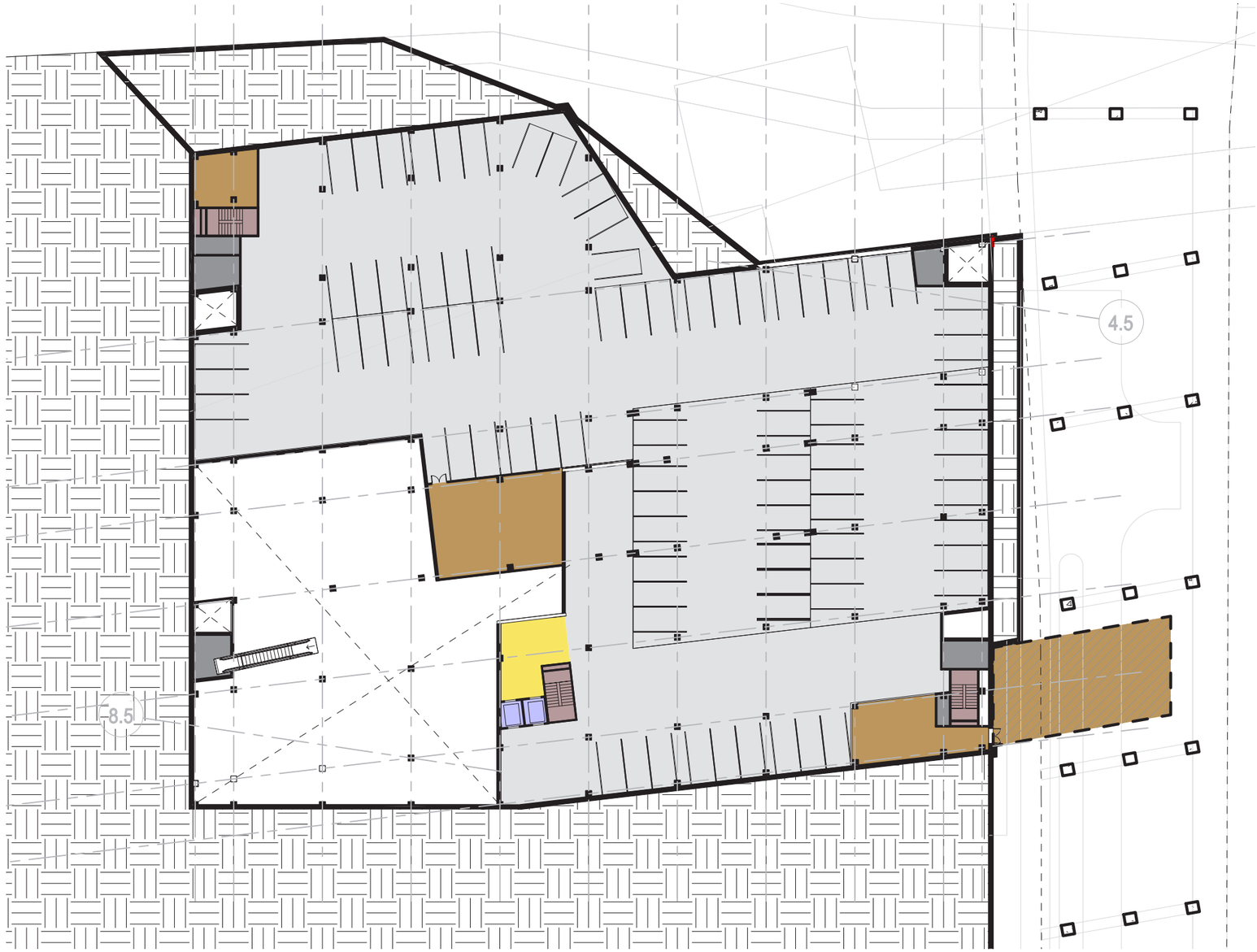
10’ 80’ 40’

DIVCOWEST. Real Estate Investments

nbbj

PLANS
P3 FLOOR - PARKING

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



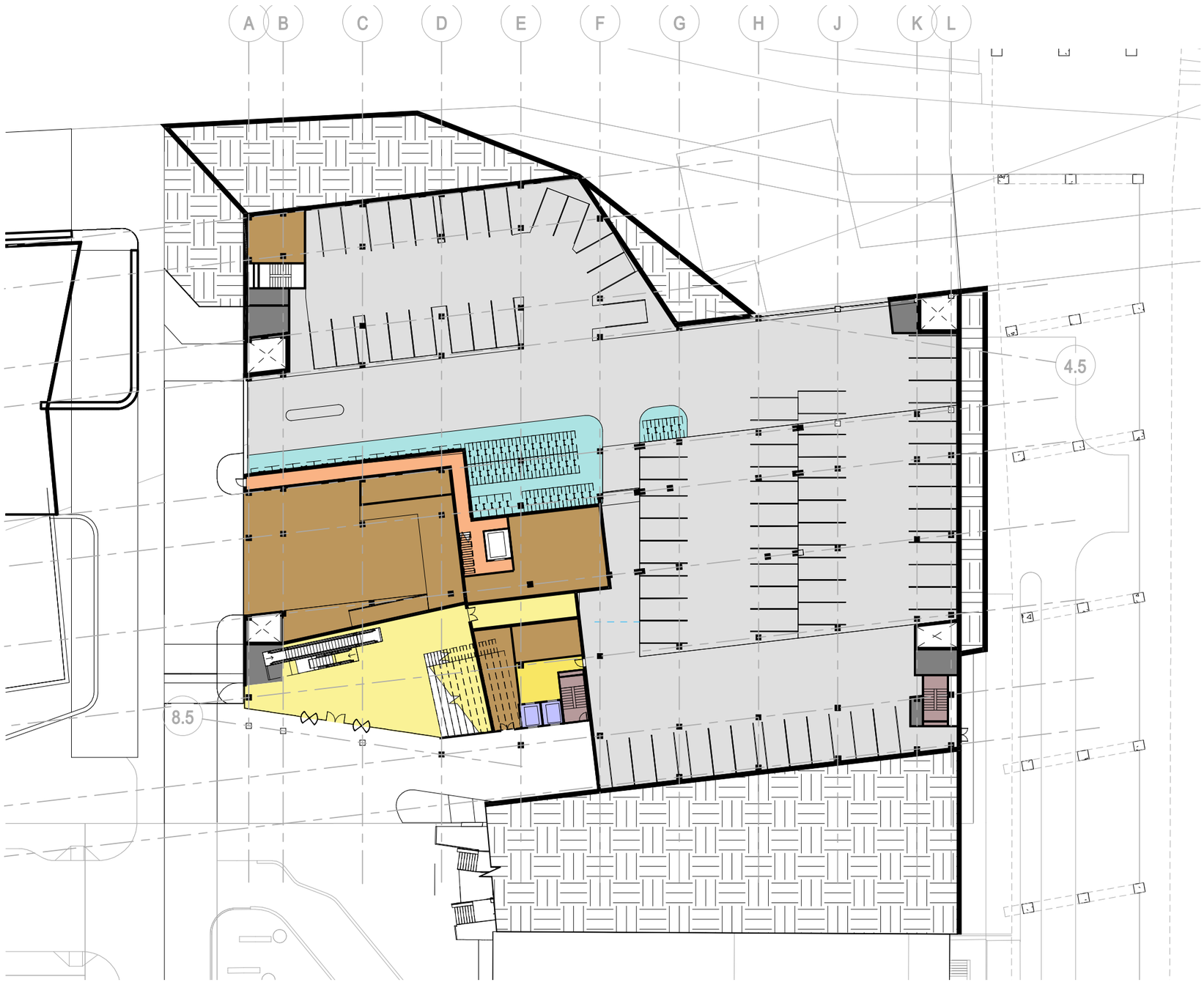
10’ 80’
40’

DIVCOWEST.
Real Estate Investments

nbbj

PLANS
P2 FLOOR - STREET LEVEL

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



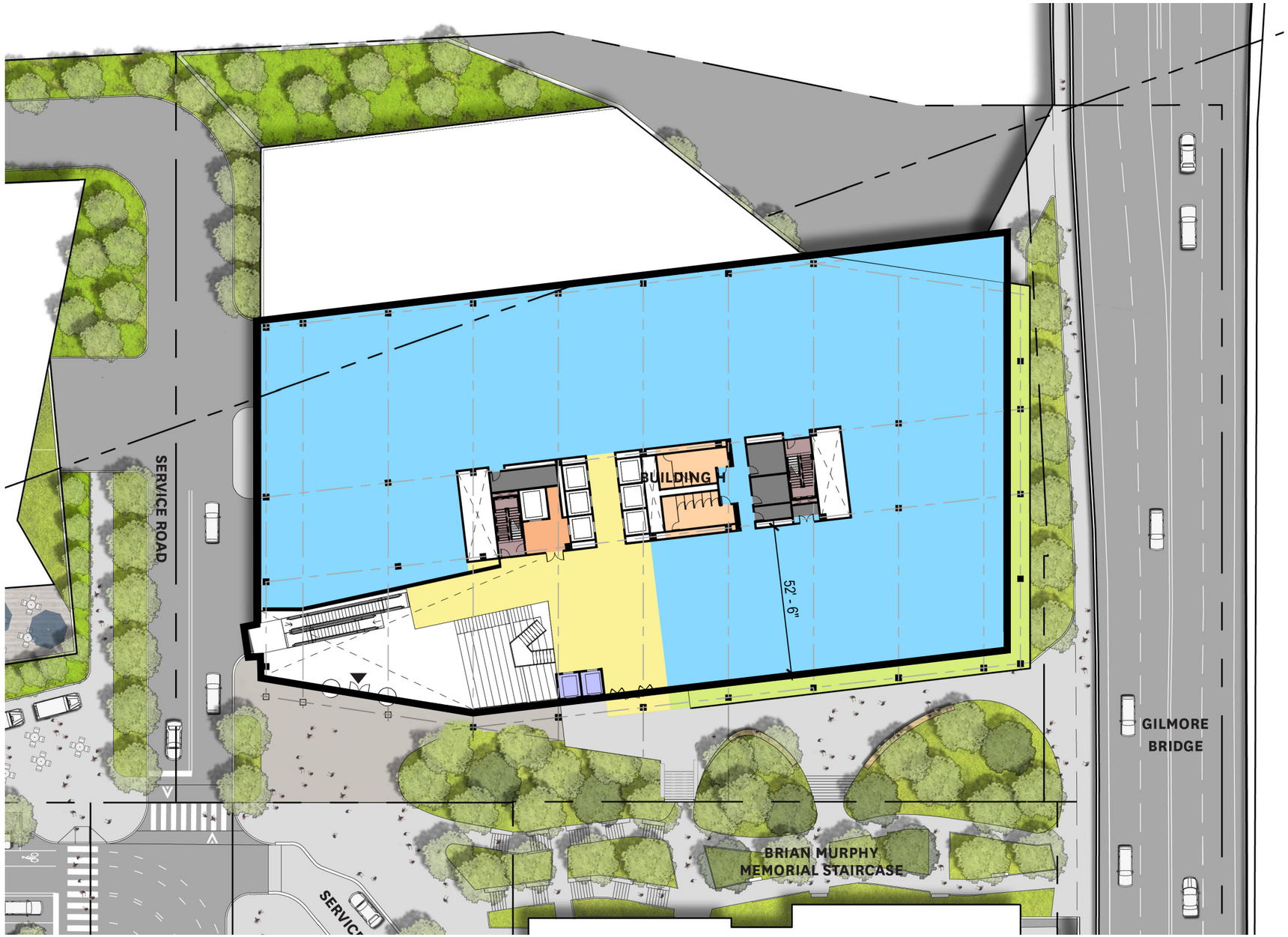
10’ 80’ 40’

DIVCOWEST Real Estate Investments

nbbj

PLANS
2ND FLOOR - BRIDGE LEVEL

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



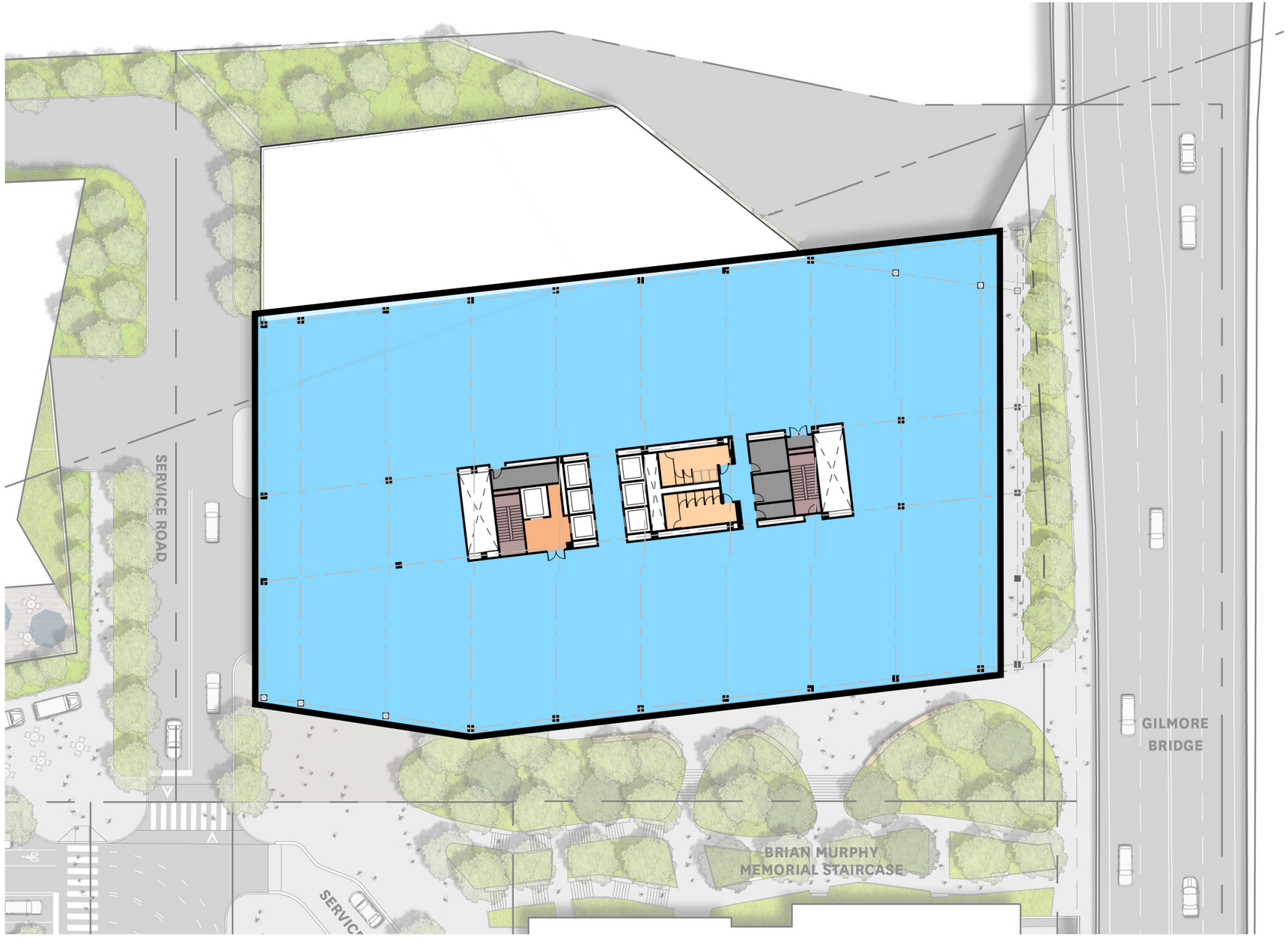
10' 80'
40'

DIVCOWEST. Real Estate Investments

nbbj

PLANS
3RD FLOOR

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



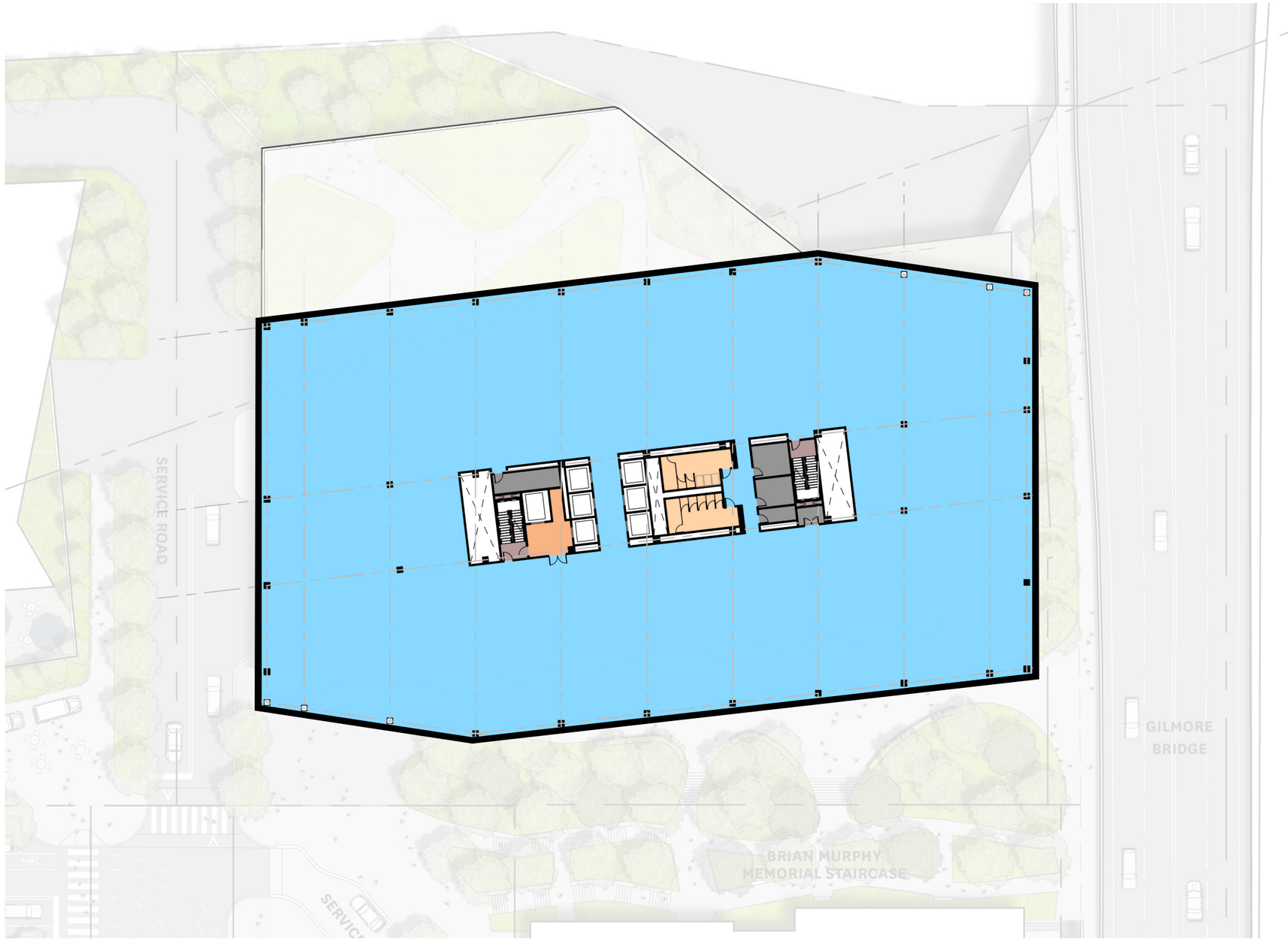
10’ 80’
40’

DIVCOWEST.
Real Estate Investments

nbbj

PLANS
TYPICAL FLOOR PLAN

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



10’ 80’
40’

PLANS
ROOF

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE

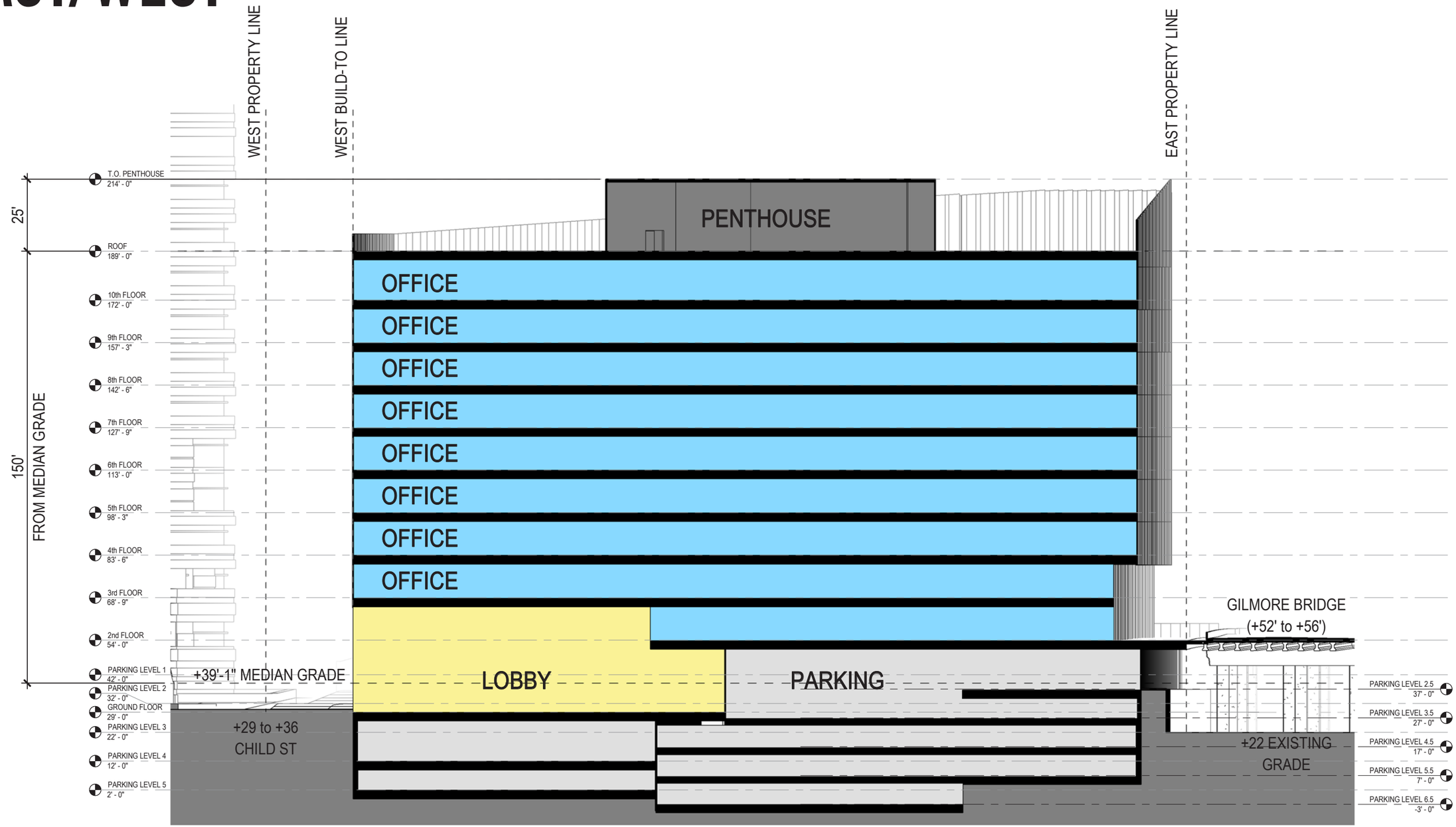


10’ 80’ 40’

DIVCOWEST Real Estate Investments

nbbj

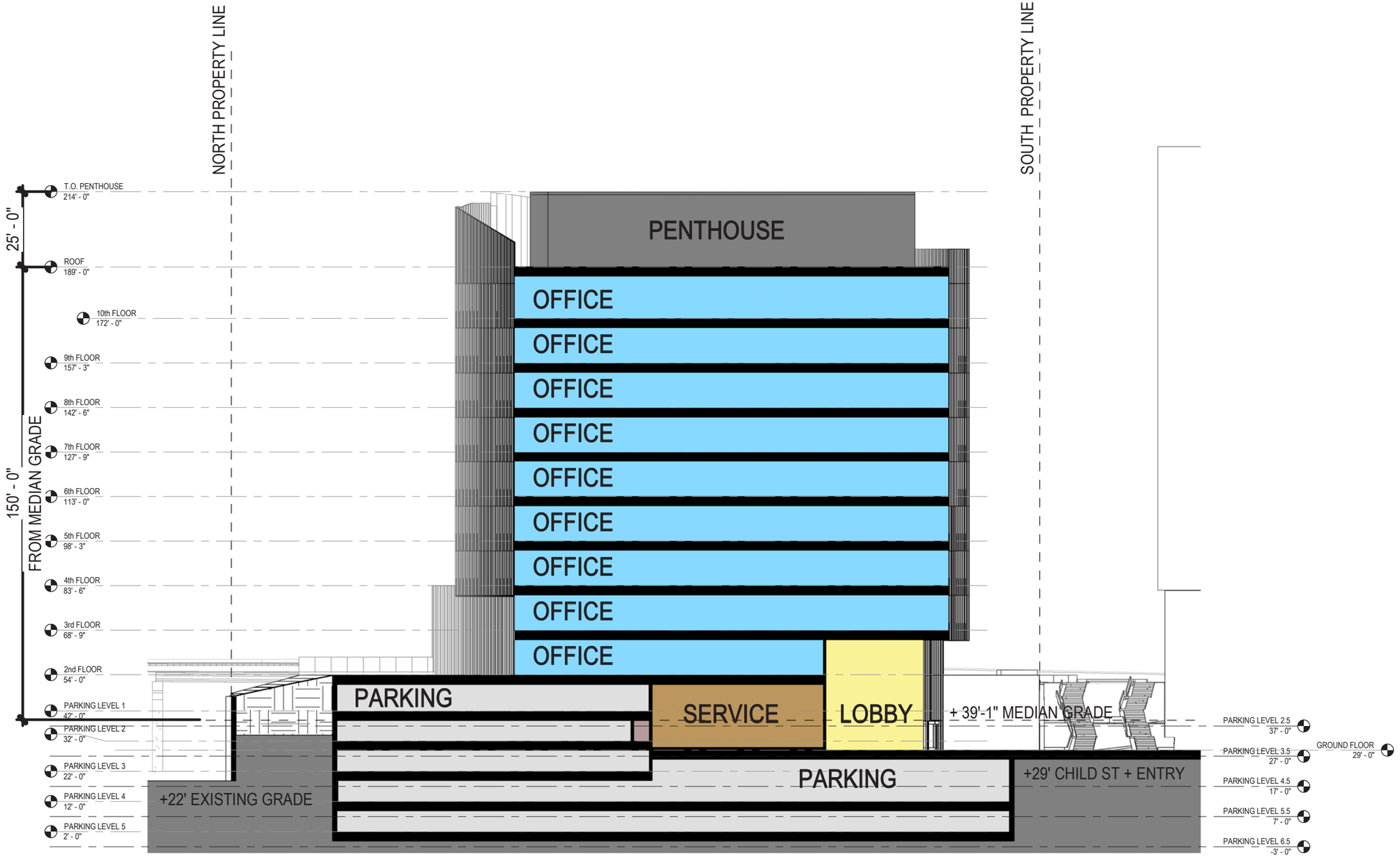
SECTIONS
EAST/WEST



DIVCOWEST
Real Estate Investments

nbbj

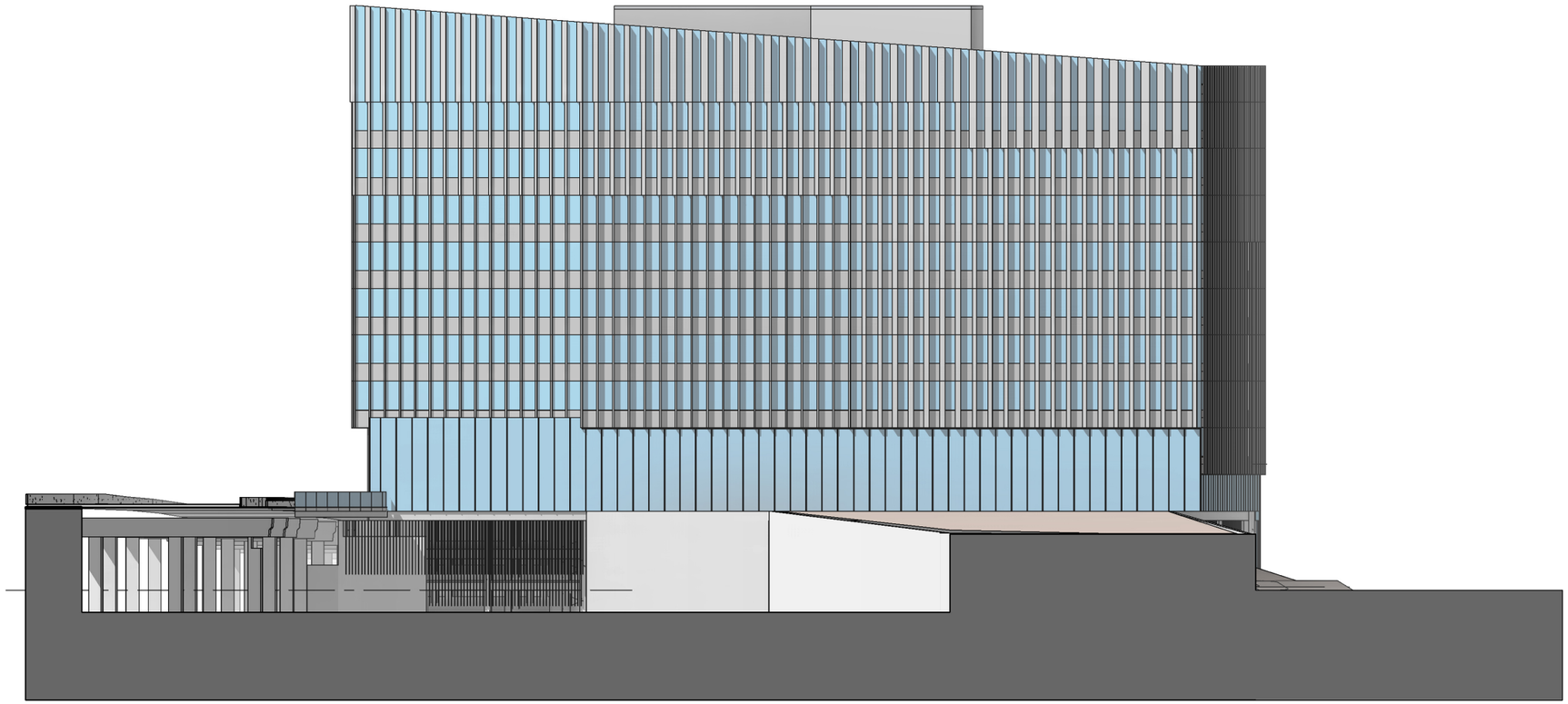
SECTIONS
NORTH/SOUTH



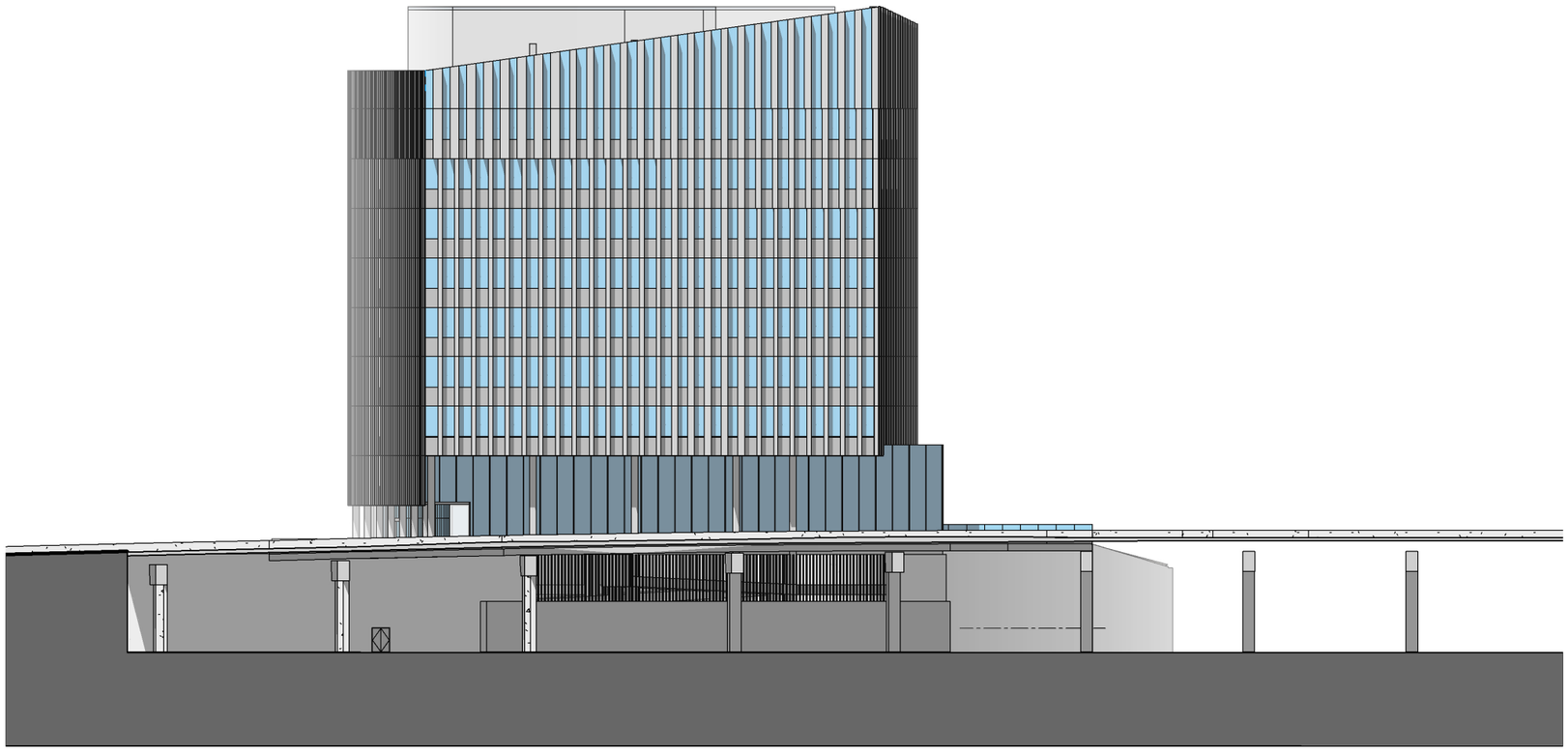
DivcoWest
Real Estate Investments

nbbj

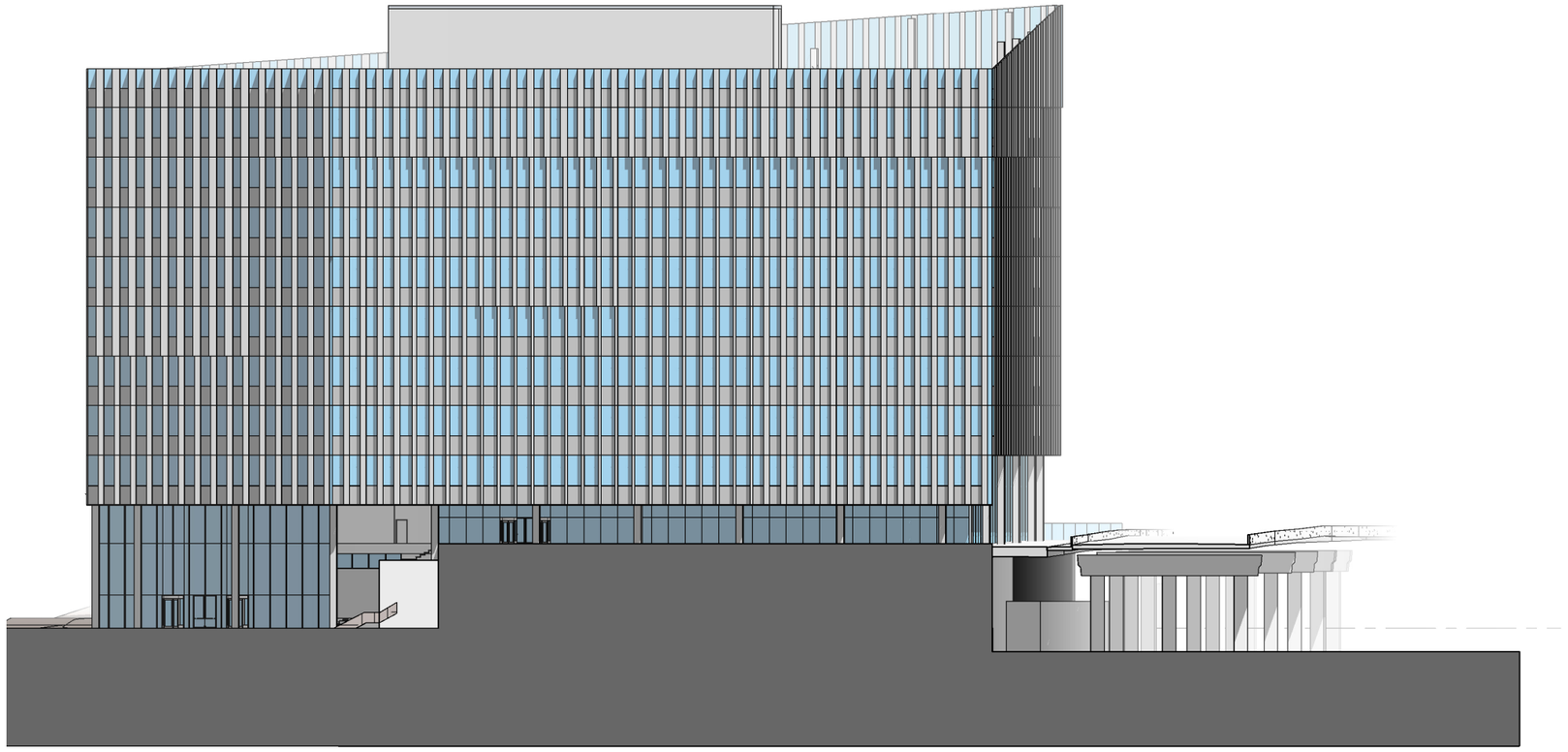
ELEVATIONS
NORTH



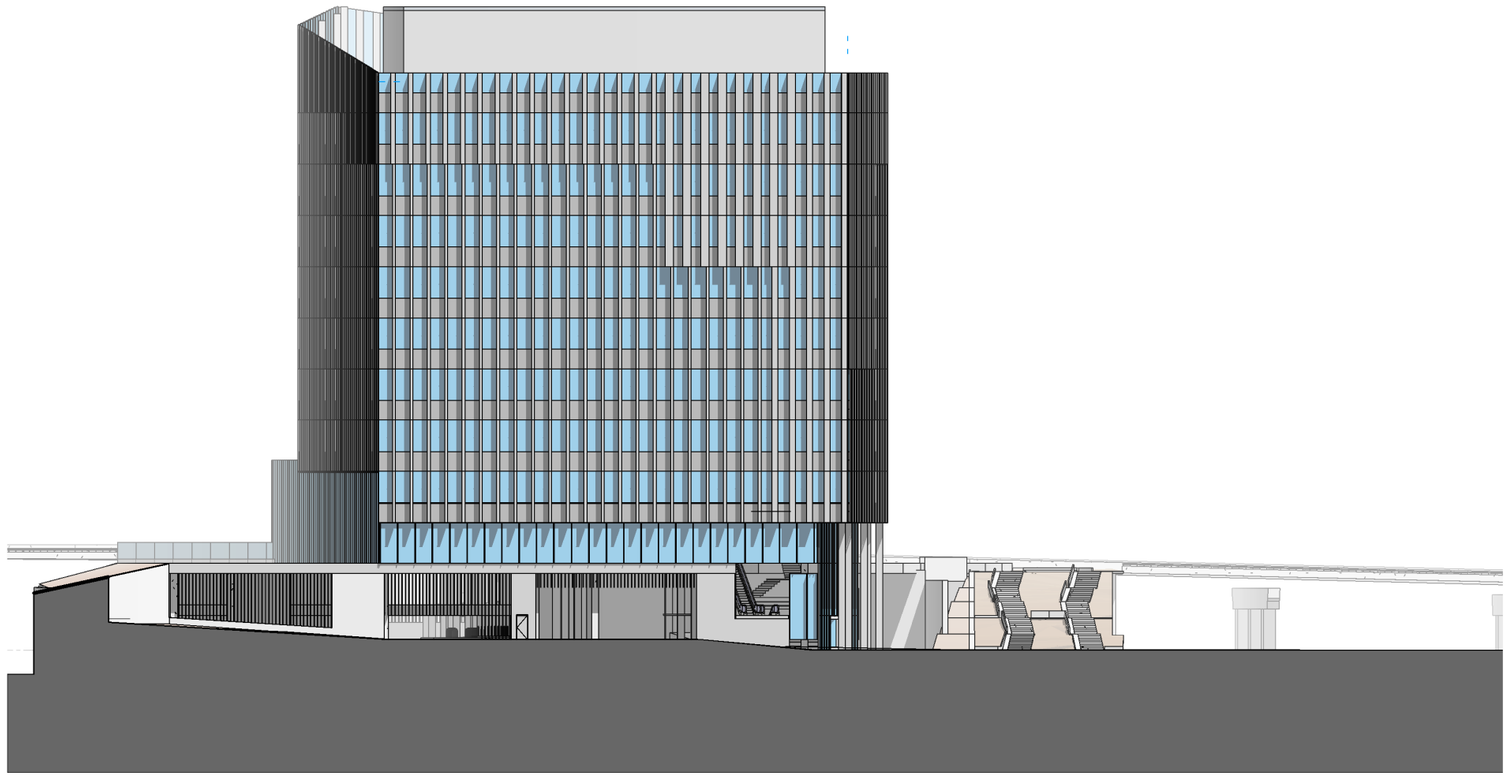
ELEVATIONS
EAST



ELEVATIONS
SOUTH

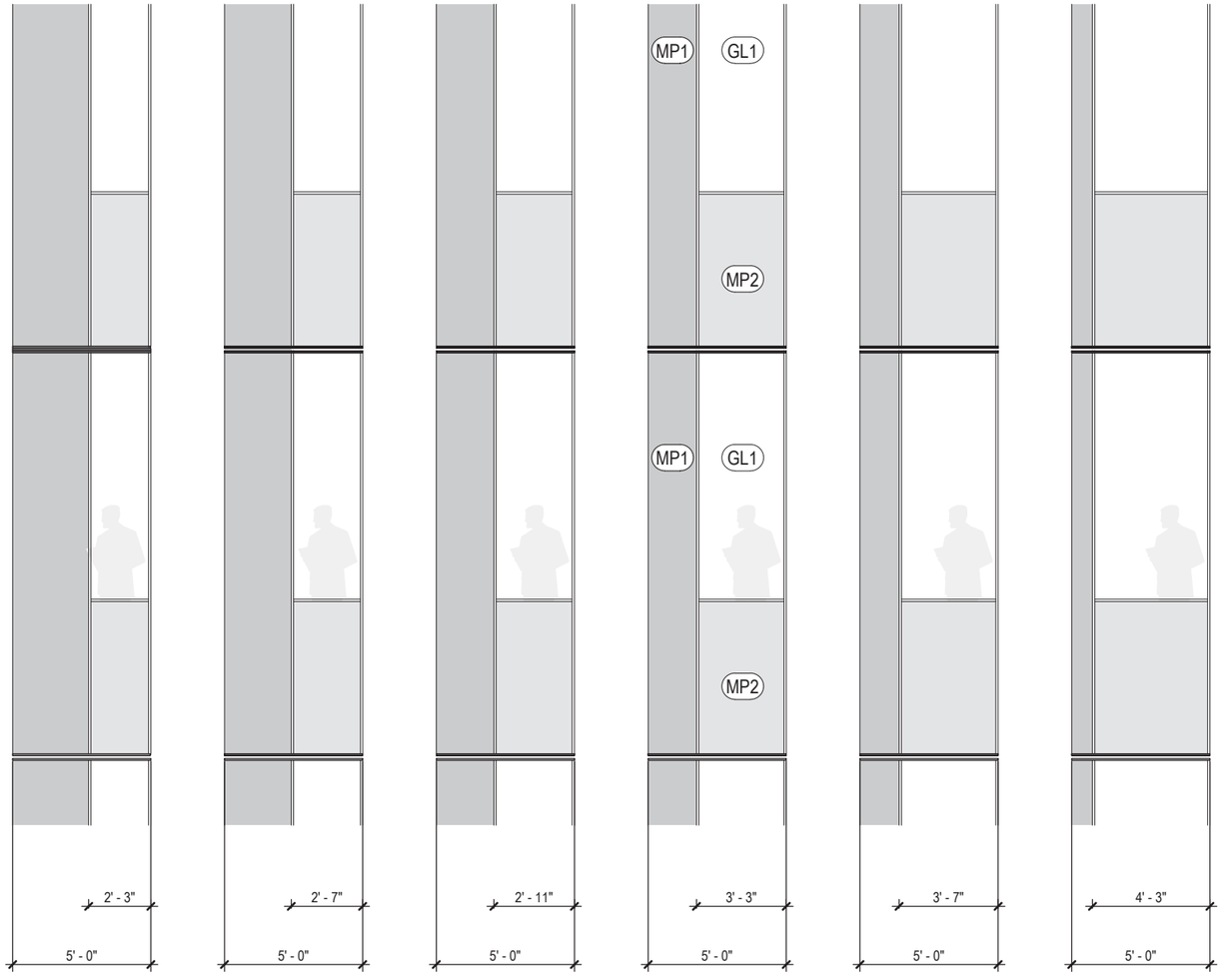


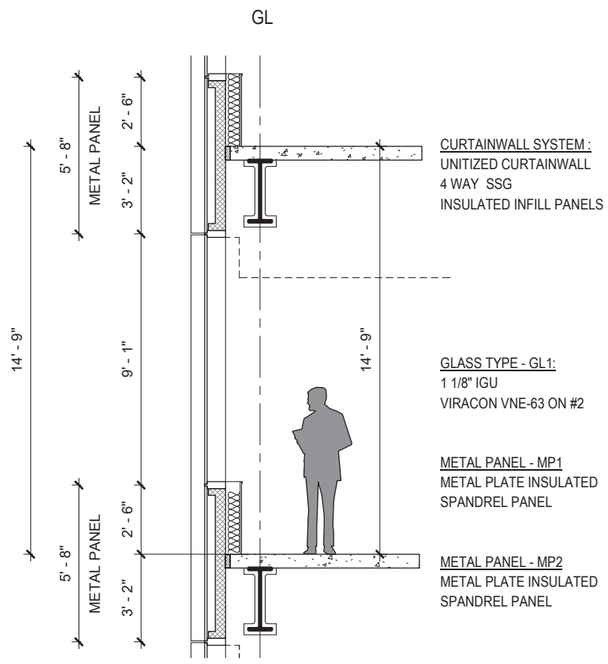
ELEVATIONS
WEST



DETAILS
WALL SYSTEM

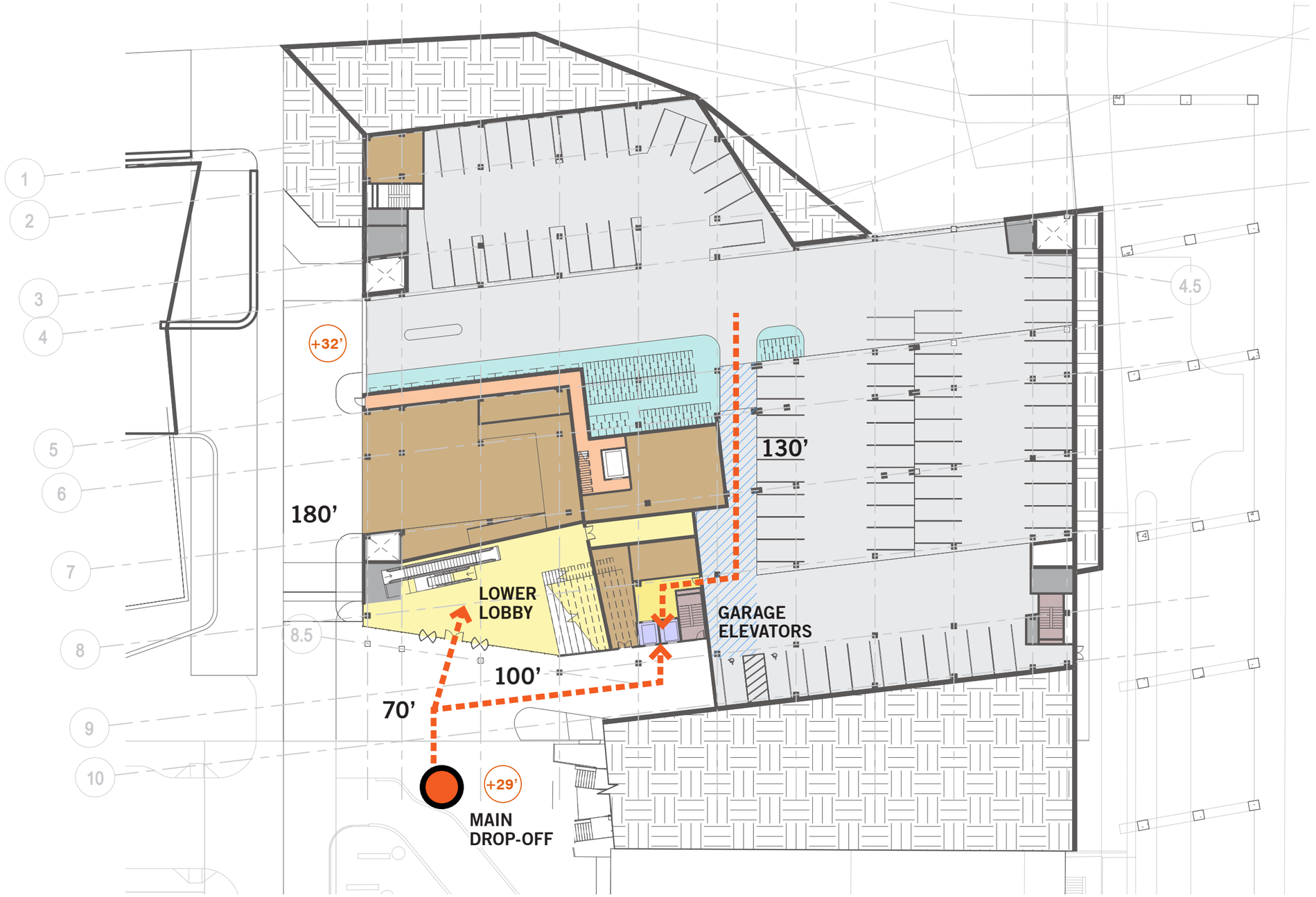
WALL SYSTEM -WALL SYSTEM - UNITIZED CURTAIN WALL WITH METAL PANEL AT SPANDREL - 2'-6" A.F.F





ACCESSIBILITY DIAGRAMS
GROUND FLOOR +29’-0”

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



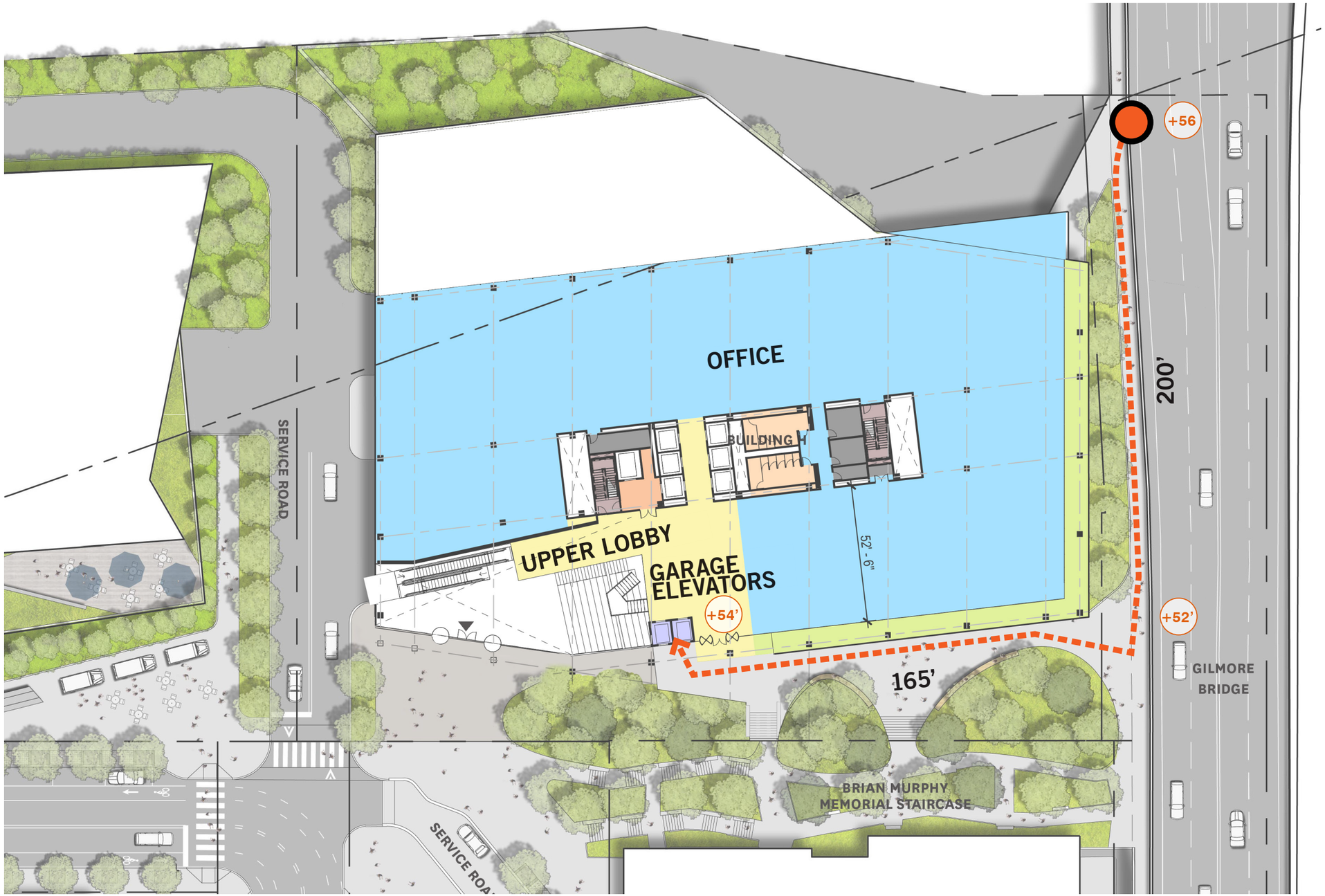
10’ 80’ 40’

DIVCOWEST. Real Estate Investments

nbbj

ACCESSIBILITY DIAGRAMS
2ND FLOOR - BRIDGE LEVEL +54’-0”

- PARKING
- MECHANICAL / CORE
- BICYCLE STORAGE
- OFFICE
- EGRESS STAIR
- PENTHOUSE MECHANICAL ROOMS
- PUBLIC ELEVATOR
- SHAFT / ELEVATOR
- SERVICE / BACK of HOUSE
- MAIN BUILDING LOBBY
- GARAGE LOBBY
- FSAE LOBBY
- TOILET ROOMS
- PUBLIC SPACE



10’ 80’ 40’

DIVCOWEST Real Estate Investments

nbbj

Exhibit M BRA Checklist

Climate Change Preparedness and Resiliency Checklist for New Construction

In November 2013, in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Redevelopment Authority adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at http://www.cityofboston.gov/climate

In advance we thank you for your time and assistance in advancing best practices in Boston.

Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment (www.climatechoices.org/ne/)
2. USGCRP 2009 (http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/)
3. Army Corps of Engineers guidance on sea level rise (http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr*, Kara S. Doran and Peter A. Howd, 2012 (http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf)
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 (http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf)

Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BRA Approval. A PDF of your response to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

Please Note: When initiating a new project, please visit the BRA web site for the most current Climate Change Preparedness & Resiliency Checklist.

A.1 - Project Information

Project Name:	**NorthPoint – Parcel G**
Project Address Primary:	**Dawes Street**
Project Address Additional:	**Cambridge, MA**
Project Contact (name / Title / Company / email / phone):	Mark Johnson/mjohnson@divcowest.com/DivcoWest

A.2 - Team Description

Owner / Developer:	**DivcoWest**
Architect:	**Perkins + Will**
Engineer (building systems):	**AHA**
Sustainability / LEED:	**The Green Engineer, Inc.**
Permitting:	
Construction Management:	
Climate Change Expert:	**Team**

A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

PNF / Expanded PNF Submission	Draft / Final Project Impact Report Submission	BRA Board Approved	**Notice of Project Change**
Planned Development Area	BRA Final Design Approved	CoO Submission	-

A.4 - Building Classification and Description

List the principal Building Uses:	**Office / Lab**
List the First Floor Uses:	**Lobby / Retail / Storage / Mechanical + Electrical**

What is the principal Construction Type – select most appropriate type?

Wood Frame	Masonry	**Steel Frame**	Concrete

Describe the building?

Site Area:	*44,390 SF*	Building Area:	*798,542 sf GSF 450,773 GFA*
Building Height:	*248 ft*	Number of Stories:	*12*
First Floor Elevation (reference Boston City Base):	4 ft	Are there below grade spaces/levels, if yes how many:	*Yes / 4*

A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

Select by Primary Use:	New Construction	**Core & Shell**	Healthcare	Schools
	Retail	Homes Midrise	Homes	Other
Select LEED Outcome:	Certified	**Silver**	Gold	Platinum

Will the project be USGBC Registered and / or USGBC Certified?

Registered:	*No*	Certified:	*No*
	Yes		**Yes**

A.6 - Building Energy

What are the base and peak operating energy loads for the building?

Electric – base/peak:	*5,765 / 8,615 kW*	Heating – base/peak:	*622.08 MMBtu/hr*
What is the planned building Energy Use Intensity:	*145.7 kBtu/SF/year*	Cooling – base/peak:	*4,800 Tons/hr*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*760 kW*	Heating:	*0 MMBtu/hr*
		Cooling:	*0 Tons/hr*

What is nature and source of your back-up / emergency generators?

Electrical Generation:	*1500 kW*		Fuel Source:	*Diesel*
System Type and Number of Units:	**Combustion Engine**	Gas Turbine	Combine Heat and Power	*1 Total units*

B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	**50 Years**	75 Years

What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

Select most appropriate:	10 Years	**25 Years**	50 Years	75 Years

What time span of future Climate Conditions was considered?

Select most appropriate:	10 Years	25 Years	**50 Years**	75 Years

Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

0/95	*Deg.*

What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?

95 Deg.	*3 Days*	*1 Events / yr.*

What Drought characteristics will be used for project planning – Duration and Frequency? **Not used for stormwater design.**

Days	*Events / yr.*

What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year? **Not used for stormwater design.**

42 Inches / yr.	*6 Inches*	*2 Events / yr.*

What Extreme Wind Storm Event characteristics will be used for project planning – Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

Peak Wind	*Hours*	*Events / yr.*

B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use below code:	*23 %*
How is performance determined:	Energy Modeling

What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:	**High performance building envelope**	**High performance lighting & controls**	**Building day lighting**	**EnergyStar equip. / appliances**
	High performance HVAC equipment	**Evaporative energy recovery ventilation**	No active cooling	No active heating
Describe any added measures:	**Core/shell systems include low flow hot water fixtures, common area lighting controls, and variable flow HW/CHW**			

What are the insulation (R) values for building envelop elements?

Roof:	*R = 40*	Walls / Curtain Wall Assembly:	*R = 15*
Foundation:	*R = 10*	Basement / Slab:	*R = 10*
Windows:	*U = 0.29 Assembly U = 0.35*	Doors:	*U = 0.4*

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

	On-site clean energy / CHP system(s)	Building-wide power dimming	Thermal energy storage systems	Ground source heat pump
	On-site Solar PV	On-site Solar Thermal	Wind power	**None**
Describe any added measures:				

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems?

Select all appropriate:	Connected to local distributed	Building will be Smart Grid ready	Connected to distributed steam,	Distributed thermal energy

Will the building remain operable without utility power for an extended period?

	No	If yes, for how long:	*0 Days*
If Yes, is building "Islandable?			
If Yes, describe strategies:			

Describe any non-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

Select all appropriate:	Solar oriented – longer south walls	Prevailing winds oriented	External shading devices	Tuned glazing,
	Building cool zones	Operable windows	Natural ventilation	Building shading
	Potable water for drinking / food preparation	Potable water for sinks / sanitary systems	Waste water storage capacity	**High Performance Building Envelop**
Describe any added measures:				

What measures will the project employ to reduce urban heat-island effect?

Select all appropriate:	**High reflective paving materials**	**Shade trees & shrubs**	**High reflective roof materials**	Vegetated roofs
Describe other strategies:				

What measures will the project employ to accommodate rain events and more rain fall?

Select all appropriate:	**On-site retention systems & ponds**	**Infiltration galleries & areas**	**vegetated water capture systems**	**Vegetated roofs**
Describe other strategies:				

What measures will the project employ to accommodate extreme storm events and high winds?

Select all appropriate:	**Hardened building structure & elements**	**Buried utilities & hardened infrastructure**	Hazard removal & protective landscapes	**Soft & permeable surfaces (water infiltration)**
Describe other strategies:				

C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

C.1 - Location Description and Classification:

Do you believe the building to susceptible to flooding now or during the full expected life of the building?

	*Yes / **No***

Describe site conditions? As shown on the FIRM Maps for both Middlesex County and Suffolk County, the site is located within a Zone X (areas determined to be outside the 0.2% annual chance flood).

To reduce the risk of future flooding, the site has been designed with approximately 8 to 10 feet of fill to raise site grades from the existing elevations of about 22' (Cambridge City Base) to 30' – 32' (Cambridge City Base). Proposed roadways and building first floor elevations are proposed to be higher than the 2070 1% probability flood elevation.

Site Elevation – Low/High Points:	22/36
Building Proximity to Water:	G2100/H1000

Is the site or building located in any of the following?

Coastal Zone:	No	Velocity Zone:	No
Flood Zone:	No	Area Prone to Flooding:	No

Will the 2013 Preliminary FEMA Flood Insurance Rate Maps or future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?

2013 FEMA Prelim. FIRMs:	No	Future floodplain delineation updates:	No

What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?

No

If you answered YES to any of the above Location Description and Classification questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!

C - Sea-Level Rise and Storms

This section explores how a project responds to Sea-Level Rise and / or increase in storm frequency or severity.

C.2 – Analysis

How were impacts from higher sea levels and more frequent and extreme storm events analyzed:

Sea Level Rise:	*Ft.*	Frequency of storms:	*per year*

C.3 - Building Flood Proofing

Describe any strategies to limit storm and flood damage and to maintain functionality during an extended periods of disruption.

What will be the Building Flood Proof Elevation and First Floor Elevation:

Flood Proof Elevation:	*Boston City Base Elev.(Ft.)*	First Floor Elevation:	*Boston City Base Elev. (Ft.)*

Will the project employ temporary measures to prevent building flooding (e.g. barricades, flood gates):

	Yes / No	If Yes, to what elevation	*Boston City Base*

			Elev. (Ft.)
If Yes, describe:			

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

Systems located above 1st Floor.	Water tight utility conduits	Waste water back flow prevention	Storm water back flow prevention

Were the differing effects of fresh water and salt water flooding considered:

Yes / No

Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

Yes / No	If yes, to what height above 100 Year Floodplain:	*Boston City Base Elev. (Ft.)*

Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

Yes / No	
If Yes, describe:	

Will the building remain occupiable without utility power during an extended period of inundation:

Yes / No	If Yes, for how long:	*Days*

Describe any additional strategies to addressing sea level rise and or sever storm impacts:

C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:	*Yes / No*	Hardened / Resilient Ground Floor Construction	Temporary shutters and or barricades	Resilient site design, materials and construction

Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:	*Yes / No*	Surrounding site elevation can be raised	Building ground floor can be raised	Construction been engineered
Describe additional strategies:				

Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:	*Yes / No*	Solar PV	Solar Thermal	Clean Energy / CHP System(s)
		Potable water storage	Wastewater storage	Back up energy systems & fuel
Describe any specific or additional strategies:				

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: John.Dalzell.BRA@cityofboston.gov

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA)
Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
   http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Massachusetts State Building Code 780 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html
4. Massachusetts Office of Disability – Disabled Parking Regulations
   http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf
5. MBTA Fixed Route Accessible Transit Stations
   http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
   http://bostoncompletestreets.org/
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
   www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
   http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
   http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. ***Accessible Route*** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. ***Accessible Group 2 Units*** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. ***Accessible Guestrooms*** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. ***Inclusionary Development Policy (IDP)*** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: http://www.bostonplans.org/housing/overview
5. ***Public Improvement Commission (PIC)*** – The regulatory body in charge of managing the public right of way. For more information visit: https://www.boston.gov/pic
6. ***Visitability*** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

Article 80 | ACCESSIBILTY CHECKLIST

1. Project Information: *If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.*	
Project Name:	**Northpoint – Parcel G**
Primary Project Address:	**XXX Dawes Street Cambridge, MA**
Total Number of Phases/Buildings:	**1**
Primary Contact (Name / Title / Company / Email / Phone):	**Director Of Development Divcowest Mjohnson@Divcowest.Com T: 617-914-8640**
Owner / Developer:	**DW NP PROPERTY, LLC**
Architect:	**Perkins+Will**
Civil Engineer:	**Beals + Thomas**
Landscape Architect:	**Michael Van Valkenberg Associates**
Permitting:	**Goulston & Storrs**
Construction Management:	**John Moriarty & Associates**

At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:

Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? ***If yes,*** identify and explain.	**No**

2. Building Classification and Description:
This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project?

Site Area:	*44, 390 SF*	Building Area:	*450, 773 GSF*
Building Height:	*248 FT.*	Number of Stories:	*14 Flrs.*

First Floor Elevation:	4 FT.	Is there below grade space:		*Yes / No*
What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	**Steel Frame**	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				

3. Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	**The project site is located in the Northpoint development site on Parcel G. The lot area is 44,390 sq. ft. The site grades will be relatively flat on the south side of the site, the East and West sidewalks will slope up towards the North portion of the site. The North part of the site will have sloping earth berms.**
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	**The site is located within short walking distance of the Green Line Lechmere transit station as well as the Orange Line Community College Transit stop. Both stations are accessible.**
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	**Massachusetts General Hospital, Bunkerhill Community College, Cambridge College, Charlestown Boston Housing Authority**
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	**Museum of Science, Cambridge Public Library, North Point Park**

4. Surrounding Site Conditions – Existing:

This section identifies current condition of the sidewalks and pedestrian ramps at the development site.	
Is the development site within a historic district? ***If yes,*** identify which district:	**No**
Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	**No**
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	**No**
5. Surrounding Site Conditions – Proposed *This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.*	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	**No. The proposed development does not include any new streets in Boston.**
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	**The proposed development does not include any new sidewalks in Boston.**
List the proposed materials for each Zone. Will the proposed materials be on private property or will the	**The proposed development does not include any new sidewalks in Boston.**

proposed materials be on the City of Boston pedestrian right-of-way?	
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	**No.**
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	**No.**
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	**No.**
6. **Accessible Parking:** *See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	**746 Total Parking Spaces (Parcel G)** **(Boston Parking: 232)** **Located in the Parking Garage.**
What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?	**15 Accessibility Parking Spaces** **2 Van Accessible Parking Spaces w/ 8 Ft Aisles**
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	**No.**
Where is the accessible visitor parking located?	**Garage Level**
Has a drop-off area been identified? ***If yes,*** will it be accessible?	**Yes, Yes.**

7. Circulation and Accessible Routes: *The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.*	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	**Ground Floor Entrance: Flush transition to adjacent sidewalk, automatic powered entry doors will be provided at the lobby, garage elevators provide access to the lobby.**
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no****,* what is the reason?	**Yes.**
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	**No wayfinding or signage package has been developed at this time.**
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.*	
What is the total number of proposed housing units or hotel rooms for the development?	**Not Applicable**
If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	**Not Applicable**
If a residential development, how many accessible Group 2 units are being proposed?	**Not Applicable**
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	**Not Applicable**

If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? *If yes,* provide amount and location of equipment.	Not Applicable
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. *If yes*, provide reason.	Not Applicable
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? *If yes*, describe:	Not Applicable
9. Community Impact: *Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.*	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	Yes. The overall Northpoint development includes streets with trees every 20 feet on center and a main entry street with double rows of street trees. The Northpoint development includes the enhancement of North Point Common (a park central to the Northpoint development) comprising of: the installation of seat-walls, construction of gathering and picnic areas, improvements to the community path (a multi-use path) and pedestrian circulation, and the addition of trees and other landscaping.
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	Building lobby will have general seating area. All spaces to be accessible.
Are any restrooms planned in common public spaces? *If yes,* will any be single-stall, ADA compliant	No public spaces are being provided for.

and designated as "Family"/ "Companion" restrooms? ***If no***, explain why not.	
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did they approve? ***If no,*** what were their comments?	**Meeting has not be scheduled since all public roadwork is in Cambridge.**
Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	**Meeting has not be scheduled since all public roadwork is in Cambridge.**

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.
Provide a diagram of the accessible route connections through the site, including distances.
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) **Not Applicable**
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. **Not Applicable**
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. **Not Applicable**

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and

welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

Climate Change Preparedness and Resiliency Checklist for New Construction

In November 2013, in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Redevelopment Authority adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at http://www.cityofboston.gov/climate

In advance we thank you for your time and assistance in advancing best practices in Boston.

Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment (www.climatechoices.org/ne/)
2. USGCRP 2009 (http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/)
3. Army Corps of Engineers guidance on sea level rise (http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr*, Kara S. Doran and Peter A. Howd, 2012 (http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf)
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 (http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf)

Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BRA Approval. A PDF of your response to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

Please Note: When initiating a new project, please visit the BRA web site for the most current Climate Change Preparedness & Resiliency Checklist.

A.1 - Project Information

Project Name:	North Point Project – Parcel H
Project Address Primary:	XXX Dawes Street
Project Address Additional:	Cambridge, MA
Project Contact (name / Title / Company / email / phone):	Mark Johnson, Director of Development Divcowest Mjohnson@Divcowest.Com T: 617-914-8640

A.2 - Team Description

Owner / Developer:	DW NP PROPERTY, LLC
Architect:	NBBJ
Engineer (building systems):	AHA Consulting Engineers, Inc.
Sustainability / LEED:	AHA Consulting Engineers, Inc.
Permitting:	Goulston & Storrs
Construction Management:	Consigli
Climate Change Expert:	AHA Consulting Engineers, Inc.

A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

PNF / Expanded PNF Submission	Draft / Final Project Impact Report Submission	BRA Board Approved	Notice of Project Change
Planned Development Area	BRA Final Design Approved	CoO Submission	-

A.4 - Building Classification and Description

List the principal Building Uses:	Business/Office
List the First Floor Uses:	Building Lobby, Mechanical Rooms, Parking, Truck Dock

What is the principal Construction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	Concrete

Describe the building?

Site Area:	*79,389 SF*	Building Area:	*644,015 GSF* *347,600 GFA* *Total Project Area* **(64,533 GSF** *Boston only)*
Building Height:	*175 Ft.*	Number of Stories:	*11 Flrs.*

First Floor Elevation (reference Boston City Base):	***+29'-0"*** *Elev.*	Are there below grade spaces/levels, if yes how many:	***Yes / 3***

A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

Select by Primary Use:	New Construction	**Core & Shell**	Healthcare	Schools
	Retail	Homes Midrise	Homes	Other
Select LEED Outcome:	Certified	**Silver**	Gold	Platinum

Will the project be USGBC Registered and / or USGBC Certified?

Registered:	***No***	Certified:	***No***
	Yes		Yes

A.6 - Building Energy

What are the base and peak operating energy loads for the building?

Electric – base/peak:	*1940 / 3,065 kW*	Heating – base/peak:	*7.5 MMBtu/hr*
What is the planned building Energy Use Intensity:	*51.9 kBtu/SF/year*	Cooling – base/peak:	*1071.4 Tons/hr*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*0 kW*	Heating:	*0 MMBtu/hr*
		Cooling:	*0 Tons/hr*

What is nature and source of your back-up / emergency generators?

Electrical Generation:	*1000 kW*		Fuel Source:	*diesel*
System Type and Number of Units:	X Combustion Engine	Gas Turbine	Combine Heat and Power	*1 Total units*

B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	**50 Years**	75 Years

What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

Select most appropriate:	10 Years	**25 Years**	50 Years	75 Years

What time span of future Climate Conditions was considered?

Select most appropriate:	10 Years	**25 Years**	50 Years	75 Years

Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

0 / 100 Deg.

What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?

95 Deg.	*3 Days*	*2 Events / yr.*

What Drought characteristics will be used for project planning – Duration and Frequency? ***Not used for stormwater design***.

Days	*Events / yr.*

What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year***? Not used for stormwater design***.

Inches / yr.	*Inches*	*Events / yr.*

What Extreme Wind Storm Event characteristics will be used for project planning – Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

105 MPH *Peak Wind*	***3 second gust speed***	***2% Annual Probability.***

B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use below code (ASHRAE 90.1-2013):	*14.0%*
How is performance determined:	***Energy Modeling***

What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:	**High performance building envelope**	**High performance lighting & controls**	Building day lighting	EnergyStar equip. / appliances
	High performance HVAC equipment	Energy recovery ventilation	No active cooling	No active heating
Describe any added measures:	Low-flow hot water fixtures,			

What are the insulation (R) values for building envelop elements?

Roof:	*R = 40*	Walls / Curtain Wall Assembly:	*R =13 + 10 ci*
Foundation:	*R = 7.5*	Basement / Slab:	*R = 15 for 24"*
Windows:	*U =0.29 Assembly U = 0.35*	Doors:	*U = 0.5*

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

On-site clean energy / CHP	Building-wide power dimming	Thermal energy storage systems	Ground source heat pump

	system(s)			
	On-site Solar PV	On-site Solar Thermal	Wind power	**None**
Describe any added measures:				

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems? **None**

Select all appropriate:	Connected to local distributed	Building will be Smart Grid ready	Connected to distributed steam,	Distributed thermal energy

Will the building remain operable without utility power for an extended period?

	No	If yes, for how long:	*0 Days*
If Yes, is building "Islandable?			
If Yes, describe strategies:			

Describe any non-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

Select all appropriate:	Solar oriented – longer south walls	Prevailing winds oriented	External shading devices	Tuned glazing,
	Building cool zones	Operable windows	Natural ventilation	Building shading
	Potable water for drinking / food preparation	Potable water for sinks / sanitary systems	Waste water storage capacity	**High Performance Building Envelope**
Describe any added measures:				

What measures will the project employ to reduce urban heat-island effect?

Select all appropriate:	**High reflective paving materials**	**Shade trees & shrubs**	**High reflective roof materials**	Vegetated roofs
Describe other strategies:				

What measures will the project employ to accommodate rain events and more rain fall?

Select all appropriate:	**On-site retention systems & ponds**	**Infiltration galleries & areas**	**vegetated water capture systems**	**Vegetated roofs**
Describe other strategies:				

What measures will the project employ to accommodate extreme storm events and high winds?

Select all appropriate:	**Hardened building structure & elements**	**Buried utilities & hardened infrastructure**	Hazard removal & protective landscapes	**Soft & permeable surfaces (water infiltration)**
Describe other strategies:				

C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

C.1 - Location Description and Classification:

Do you believe the building to susceptible to flooding now or during the full expected life of the building?

*Yes / **No***

Describe site conditions? As shown on the FIRM Maps for both Middlesex County and Suffolk County, the site is located within a Zone X (areas determined to be outside the 0.2% annual chance flood).

To reduce the risk of future flooding, the site has been designed with approximately 8 to 10 feet of fill to raise site grades from the existing elevations of about 22' (Cambridge City Base) to 30' – 32' (Cambridge City Base). Proposed roadways and building first floor elevations are proposed to be higher than the 2070 1% probability flood elevation.

Site Elevation – Low/High Points:	22/36
Building Proximity to Water:	G2100/H1000

Is the site or building located in any of the following?

Coastal Zone:	No	Velocity Zone:	***no***
Flood Zone:	no	Area Prone to Flooding:	***no***

Will the 2013 Preliminary FEMA Flood Insurance Rate Maps or future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?

2013 FEMA Prelim. FIRMs:	*no*	Future floodplain delineation updates:	*no*

What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?

no

If you answered YES to any of the above Location Description and Classification questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!

C - Sea-Level Rise and Storms

This section explores how a project responds to Sea-Level Rise and / or increase in storm frequency or severity.

C.2 – Analysis

How were impacts from higher sea levels and more frequent and extreme storm events analyzed:

Sea Level Rise:	*Ft.*	Frequency of storms:	*per year*

C.3 - Building Flood Proofing

Describe any strategies to limit storm and flood damage and to maintain functionality during an extended periods of disruption.

What will be the Building Flood Proof Elevation and First Floor Elevation:

Flood Proof Elevation:	*Boston City Base Elev.(Ft.)*	First Floor Elevation:	*Boston City Base Elev. (Ft.)*

Will the project employ temporary measures to prevent building flooding (e.g. barricades, flood gates):

Yes / No	If Yes, to what elevation	*Boston City Base Elev. (Ft.)*
If Yes, describe:		

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

Systems located above 1st Floor.	Water tight utility conduits	Waste water back flow prevention	Storm water back flow prevention

Were the differing effects of fresh water and salt water flooding considered:

Yes / No

Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

Yes / No	If yes, to what height above 100 Year Floodplain:	*Boston City Base Elev. (Ft.)*

Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

Yes / No
If Yes, describe:

Will the building remain occupiable without utility power during an extended period of inundation:

Yes / No	If Yes, for how long:	*Days*

Describe any additional strategies to addressing sea level rise and or sever storm impacts:

C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:	Yes ***/ No***	**Hardened / Resilient Ground Floor Construction**	Temporary shutters and or barricades	**Resilient site design, materials and construction**

Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:	Yes / ***No***	Surrounding site elevation can be raised	Building ground floor can be raised	Construction been engineered
Describe additional strategies:				

Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:	***Yes*** / No	**Solar PV**	Solar Thermal	Clean Energy / CHP System(s)
		Potable water	Wastewater	Back up energy

		storage	storage	systems & fuel
Describe any specific or additional strategies:				

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: John.Dalzell.BRA@cityofboston.gov

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA)
Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
   http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Massachusetts State Building Code 780 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html
4. Massachusetts Office of Disability – Disabled Parking Regulations
   http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf
5. MBTA Fixed Route Accessible Transit Stations
   http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
   http://bostoncompletestreets.org/
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
   www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
   http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
   http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. ***Accessible Route*** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. ***Accessible Group 2 Units*** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. ***Accessible Guestrooms*** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. ***Inclusionary Development Policy (IDP)*** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: http://www.bostonplans.org/housing/overview
5. ***Public Improvement Commission (PIC)*** – The regulatory body in charge of managing the public right of way. For more information visit: https://www.boston.gov/pic
6. ***Visitability*** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information: *If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.*			
Project Name:	North Point Project – Parcel H		
Primary Project Address:	XXX Dawes Street Cambridge, MA		
Total Number of Phases/Buildings:	1		
Primary Contact (Name / Title / Company / Email / Phone):	**Mark Johnson,** **Director Of Development Divcowest** **Mjohnson@Divcowest.Com** **T: 617-914-8640**		
Owner / Developer:	**DW NP PROPERTY, LLC**		
Architect:	NBBJ		
Civil Engineer:	Beals + Thomas		
Landscape Architect:	Michael Van Valkenberg Associates		
Permitting:	Goulston & Storrs		
Construction Management:	Consigli		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? ***If yes,*** identify and explain.	No		
2. Building Classification and Description: *This section identifies preliminary construction information about the project including size and uses.*			
What are the dimensions of the project?			
Site Area:	**79,389** *SF*	Building Area:	*644,015 GSF* *347,600 GFA*

				Total Project Area **(64,533 GSF** *Boston only)*
Building Height:	**175** *FT.*	Number of Stories:		**11** *Flrs.*
First Floor Elevation:	**El. +29'-0"**	Is there below grade space:		***Yes*** */ ~~No~~*
What is the Construction Type? (Select most appropriate type)				
	~~Wood Frame~~	~~Masonry~~	**Steel Frame**	~~Concrete~~
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	~~Residential – One - Three Unit~~	~~Residential - Multi-unit, Four +~~	~~Institutional~~	~~Educational~~
	Business	~~Mercantile~~	~~Factory~~	~~Hospitality~~
	~~Laboratory / Medical~~	~~Storage, Utility and Other~~		
List street-level uses of the building:	***Building Lobby, Truck Dock, Parking Garage, Mechanical Rooms***			

3. Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	**The project site is located in the Northpoint development site on Parcel H. The lot area is 79,389 sq. ft. The site is bounded by the Gilmore Bridge on the East, and the MBTA Commuter Rail Maintenance Facility on the North. The site grades will be relatively flat on the south side of the site, the East and West sidewalks will slope up towards the North portion of the site. The North part of the site will have sloping earth berms.**
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	**The site is located within short walking distance of the Green Line Lechmere transit station as well as the Orange Line Community College Transit stop. Both stations are accessible.**
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	**Massachusetts General Hospital, Bunkerhill Community College, Cambridge College, Charlestown Boston Housing Authority**
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	**Museum of Science, Cambridge Public Library, North Point Park**

4. Surrounding Site Conditions – Existing: *This section identifies current condition of the sidewalks and pedestrian ramps at the development site.*	
Is the development site within a historic district? ***If yes,*** identify which district:	**No.**
Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	**No.**
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	**No.**
5. Surrounding Site Conditions – Proposed *This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.*	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	**No. The proposed development does not include any new streets in Boston.**
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	**The proposed development does not include any new sidewalks in Boston.**
List the proposed materials for each Zone. Will the proposed materials	**The proposed development does not include any new sidewalks in**

be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	**Boston.**
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	No
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	No
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	No
6. Accessible Parking: *See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	460 Total Parking Spaces (Parcel H) (Boston Parking: 107) Located in Parking Garage.
What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?	9 Accessible Parking Spaces; Total (2 Van Accessible Parking Spaces W/ 8ft Aisles)
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No

Where is the accessible visitor parking located?	**Garage Level**
Has a drop-off area been identified? ***If yes,*** will it be accessible?	**Yes, Yes**
7. Circulation and Accessible Routes: *The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.*	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	**Ground Floor Entrance: Flush transition to adjacent sidewalk, automatic powered entry doors will be provided at the lower lobbies, garage elevators provide access to the upper lobby/second floor** **Second Floor Entrance (Bridge): Flush transition to adjacent sidewalk, automatic powered entry doors will be provided at the upper lobby, garage elevators provide access to lower lobby/ ground floor entrance**
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no,*** what is the reason?	**Yes**
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	**No wayfinding or signage package has been developed at this time.**
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.*	
What is the total number of proposed housing units or hotel rooms for the development?	**Not Applicable**
If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	**Not Applicable**

If a residential development, how many accessible Group 2 units are being proposed?	Not Applicable
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	Not Applicable
If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? ***If yes,*** provide amount and location of equipment.	Not Applicable
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. ***If yes,*** provide reason.	Not Applicable
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes,*** describe:	Not Applicable
9. Community Impact: *Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community*.	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	**Yes. The overall Northpoint development includes streets with trees every 20 feet on center and a main entry street with double rows of street trees. The Northpoint development includes the enhancement of North Point Common (a park central to the Northpoint development) comprising of: the installation of seat-walls, construction of gathering and picnic areas, improvements to the community path (a multi-use path) and pedestrian circulation, and the addition of trees and other landscaping.**
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs	**Building lobby will have general seating area.** **All spaces to be accessible.**

in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	
Are any restrooms planned in common public spaces? ***If yes,*** will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? ***If no***, explain why not.	**No public spaces are being provided for.**
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did they approve? ***If no,*** what were their comments?	**Meeting has not be scheduled since all roadwork is in Cambridge.**
Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	**Meeting has not be scheduled since all roadwork is in Cambridge.**

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.
Provide a diagram of the accessible route connections through the site, including distances.
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) **Not Applicable**
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. **Not Applicable**
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. **Not Applicable**

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

Exhibit N LEED Scorecards

LEED v4 BD+C: Core and Shell

Project Checklist

Project Name: **NorthPoint - Parcel G**

Date: **8.29.17**

Y	M	N			
1	0	0	**Integrative Process**		1
1			Credit 1	Integrative Process	1
20	0	0	**Location and Transportation**		20
		N	Credit 1	LEED for Neighborhood Development Location	20
2			Credit 2	Sensitive Land Protection	2
3			Credit 3	High Priority Site	3
6			Credit 4	Surrounding Density and Diverse Uses	6
6			Credit 5	Access to Quality Transit	6
1			Credit 6	Bicycle Facilities	1
1			Credit 7	Reduced Parking Footprint	1
1			Credit 8	Green Vehicles	1
5	5	1	**Sustainable Sites**		11
Y			Prereq 1	Construction Activity Pollution Prevention	Required
	1		Credit 1	Site Assessment	1
	1	1	Credit 2	Site Development - Protect or Restore Habitat	2
1			Credit 3	Open Space	1
	3		Credit 4	Rainwater Management	3
2			Credit 5	Heat Island Reduction	2
1			Credit 6	Light Pollution Reduction	1
1			Credit 7	Tenant Design and Construction Guidelines	1
5	2	4	**Water Efficiency**		11
Y			Prereq 1	Outdoor Water Use Reduction	Required
Y			Prereq 2	Indoor Water Use Reduction	Required
Y			Prereq 3	Building-Level Water Metering	Required
1	1		Credit 1	Outdoor Water Use Reduction	2
2	1	3	Credit 2	Indoor Water Use Reduction	6
1		1	Credit 3	Cooling Tower Water Use	2
1			Credit 4	Water Metering	1
9	6	18	**Energy and Atmosphere**		33
Y			Prereq 1	Fundamental Commissioning and Verification	Required
Y			Prereq 2	Minimum Energy Performance	Required
Y			Prereq 3	Building-Level Energy Metering	Required
Y			Prereq 4	Fundamental Refrigerant Management	Required
3		3	Credit 1	Enhanced Commissioning	6
6	3	9	Credit 2	Optimize Energy Performance	18
		1	Credit 3	Advanced Energy Metering	1
		2	Credit 4	Demand Response	2
		3	Credit 5	Renewable Energy Production	3
	1		Credit 6	Enhanced Refrigerant Management	1
	2		Credit 7	Green Power and Carbon Offsets	2

Y	M	N			
4	5	5	**Materials and Resources**		14
Y			Prereq 1	Storage and Collection of Recyclables	Required
Y			Prereq 2	Construction and Demolition Waste Management Planning	Required
	3	3	Credit 1	Building Life-Cycle Impact Reduction	6
1	1		Credit 2	Building Product Disclosure and Optimization - EPD	2
	1	1	Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1		1	Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit 5	Construction and Demolition Waste Management	2
5	4	1	**Indoor Environmental Quality**		10
Y			Prereq 1	Minimum Indoor Air Quality Performance	Required
Y			Prereq 2	Environmental Tobacco Smoke Control	Required
2			Credit 1	Enhanced Indoor Air Quality Strategies	2
1	1	1	Credit 2	Low-Emitting Materials	3
1			Credit 3	Construction Indoor Air Quality Management Plan	1
	3		Credit 4	Daylight	3
1			Credit 5	Quality Views	1
3	3	0	**Innovation**		6
1			Credit 1	Innovation in Design: OM Starter Kit	1
1			Credit 2	Innovation in Design: Organic Landscape Maintenance	1
	1		Credit 3	Innovation in Design: TBD	1
	1		Credit 4	Innovation in Design: TBD	1
	1		Credit 5	Innovation in Design: Pilot Credit	1
1			Credit 6	LEED Accredited Professional	1
1	3	0	**Regional Priority (earn up to 4 points)**		4
	1		Credit 1	Regional Priority Credit: MRc1 (2 pts)	1
	1		Credit 2	Regional Priority Credit: EAc2 17% (8 points)	1
1			Credit 3	Regional Priority Credit: LTc3	1
	1		Credit 4	Regional Priority Credit: SSc4	1

53	28	29	**TOTALS**	Possible Points:	110

LEED for Core and Shell v4

Title: Northpoint Parcel H
Project Address: Boston/Cambridge
Owner: Divco

Goal: LEED Silver
SF 15 Stories 360,000 SF, multi-level entrance 5,300 SF w 2,000 SF retail space
Parking 5 levels of parking above and below ground, 480 spaces
FTE XX FTE

			Phase	Project Information			Primary Responsibility	Secondary Responsibility	Notes	Status?
Yes			D	Plf1	**Minimum Program Requirements**	Required				
Yes			D	Plf2	**Project Summary**	Required				
Yes			D	Plf3	**Occupant and Usage**	Required				
Yes			D	Plf4	**Schedule and Overview**	Required				

Yes	?	No								
1			D	Credit 1	**Integrative Process**	1	AHA	NBBJ	NBBJ, Divco interested in this point	

Yes	?	No	Phase	Location and Transportation		20 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
7	**8**	**5**								
			D	Credit 1	**LEED for Neighborhood Dev. location**	1 to 20				
2			D	Credit 2	**Sensitive land protection**	2	Civil		floodplain? Parcel was previously developed	
	3		D	Credit 3	**High Priority Site**	3	Divco	AHA	Get this info from parcel J/k	
	2	**4**	D	Credit 4	**Surrounding Density & Diverse Uses**	6	AHA		Existing uses will pop up by the time we go for this credit	
3	**3**		D	Credit 5	**Access to Quality Transit**	6	AHA		Two train stops, bus stop anticipated	
1			D	Credit 6	**Bicycle Facilities**	1	NBBJ		planning for bike/shower facilities	
		1	D	Credit 7	**Reduced Parking Footprint**	1	NBBJ		Not possible	
1			D	Credit 8	**Green Vehicles**	1	NBBJ		yes	

5	**5**	**1**	Phase	Sustainable Sites		11 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
Yes			D	Prereq 1	**Construction Activity Pollution Prevention**	Required	Civil	CM	Copy of erosion plan and pictures	
1			D	Credit 1	**Site Assessment**	1	Civil		Find out cambridge site assessment requirements	
	2		D	Credit 2	**Site Development-Protect or Restore habitat**	2	Civil			
1			D	Credit 3	**Open Space**	1	Civil			
	3		D	Credit 4	**Rainwater management**	3	Civil		Likely, meet w NBBJ to plan options early	
2			D	Credit 5	**Heat Island reduction**	2	NBBJ		white roof is standard, per NBBJ	
		1	D	Credit 6	**Light Pollution Reduction**	1	Lighting Designer	AHA	Unlikely	
1			D	Credit 7	**Tenant Design and Construction Guidelines**	1	AHA/Divco	NBBJ	Binding contract?	

Yes	?	No	Phase	Water Efficiency	11 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
6	**4**	**1**							

LEED for Core and Shell v4

Yes			D	Prereq 1	**Outdoor Water Use Reduction:** Reduce by 20%	Required	Landscape		
Yes			D	Prereq 2	**Indoor Water Use Reduction:** Reduce by 20%	Required	AHA		
Yes			D	Prereq 3	**Building-level Water metering**	Required	AHA		building in energy star?
1	1		D	Credit 1	**Outdoor Water Use Reduction**	2	Landscape		50% Likely
3	2	1	D	Credit 2	**Indoor Water Use Reduction**	6	AHA		
1	1		D	Credit 3	**Cooling Tower Water Use**	2	AHA		20% very high
1			D	Credit 4	**Water Metering**	1	AHA		

Yes ? No

8	9	16		Energy & Atmosphere		33 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
Yes			C	Prereq 1	**Fundamental Commissioning and Verification**	Required	CxA			
Yes			D	Prereq 2	**Minimum Energy Performance**	Required	AHA			
Yes			D	Prereq 3	**Building Level Energy Metering**	Required	AHA			
Yes			D	Prereq 4	**Fundamental Refrigerant Management**	Required	AHA			
4	2			Credit 1	**Enhanced Commissioning**	6	CxA		Envelope commissioning needed for all 6 points	
3	2	13	D	Credit 2	**Optimize Energy Performance**	up to 18	AHA		frosted or triple glazed glass on some façade? Explore option w NBBj	
		1		Credit 3	**Advanced Energy Metering**	1	AHA		Unlikely	
	2			Credit 4	**Demand Response**	2	AHA			
	1	2		Credit 5	**Renewable Energy Production**	3	AHA		building already going to be solar ready, energy model will spell out savings and payback	
1				Credit 6	**Enhanced Refrigerant Management**	1	AHA		do calculation early, new building should be no problem	
	2		C	Credit 7	**Green Power and Carbon Offsets**	2	Divco	AHA	use for backup points if needed	

Yes ? No

7	4	3	Phase	Materials & Resources		14 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
Yes			D	Prereq 1	**Storage & Collection of Recyclables**	Required	NBBJ			
Yes			C	Prereq 2	**Const and Demo Waste Mngmt Planning**	Required	CM		No demo	
	3	3	C	Credit 2	**Building lifecycle Impact Reduction**	up to 6	NBBJ		whole building life cycle assessment will get 3 points	
2			C	Credit 3	**Building Product Disclosure and Optimization:** Env. Prod. Declarations	2	CM		Ensure specs have EPD products	
1	1		C	Credit 4	**Building Product Disclosure and Optimization:** Source of Raw Materials	2	CM			
2			C	Credit 5	**Building Product Disclosure and Optimization:** Material Ingredients	2	CM			
2			C	Credit 6	**Construction Waste Management**: Divert 50%/75% from Disposal	2	CM		Waste must be sorted on site to be counted, multiple dumpsters will be necessary	

Yes ? No

LEED for Core and Shell v4

4	6	0	Phase	Indoor Environmental Quality		10 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
Yes			D	Prereq 1	**Minimum IAQ Performance**	Required	AHA			
Yes			D	Prereq 2	**Environmental Tobacco Smoke (ETS) Control**	Required	Divco	NBBJ		
1	1		D	Credit 1	**Enhanced Indoor Air Strategies**	2	AHA			
2	1		D	Credit 2	**Low-Emitting Materials**	3	NBBJ	CM		
1			C	Credit 3	**Construction IAQ Management Plan**	1	CM			
	3		D	Credit 7	**Daylight**	3	NBBJ		Large floorplan, might not be possible	
	1		D	Credit 8	**Quality Views**	1	NBBJ			

Yes ? No

3	3	0	Phase	Innovation		6 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
1			D or C	Credit 1	**Innovation in Design:** Green Housekeeping	1				
1			D or C	Credit 2	**Innovation in Design:** Green Education	1				
	1		C	Credit 3	**Innovation in Design:** Exceed transit,	1				
	1		D or C	Credit 4	**Innovation in Design:**	1				
	1		D or C	Credit 5	**Innovation in Design:**	1				
1			C	Credit 6	**LEED™ Accredited Professional**	1				

Yes ? No

1	3	0	Phase	Regional Priority		4 Points	Primary Responsibility	Secondary Responsibility	Notes	Status?
	1		D	Credit 1.1	**Regionally Defined Credit Achieved:** Renewable energy production, Optimize energy performace	1			exceed 5% renewable energy, exceed 17% optimized energy	
1			D or C	Credit 1.2	**Regionally Defined Credit Achieved:** High Priority site	1			Brownfield remediation?	
	1		C	Credit 1.3	**Regionally Defined Credit Achieved:** rainwater management	1			98th percentile of regional or local rainfall events using low-impact development (LID) and green infrastructure.	
	1		D	Credit 1.4	**Regionally Defined Credit Achieved:** Indoor water use reduction	1			exceed 40% indoor water use reduction	
									TOTAL:	

Yes ? No

42	42	26	Project Totals (Pre-Certification estimates)	110 Points

110

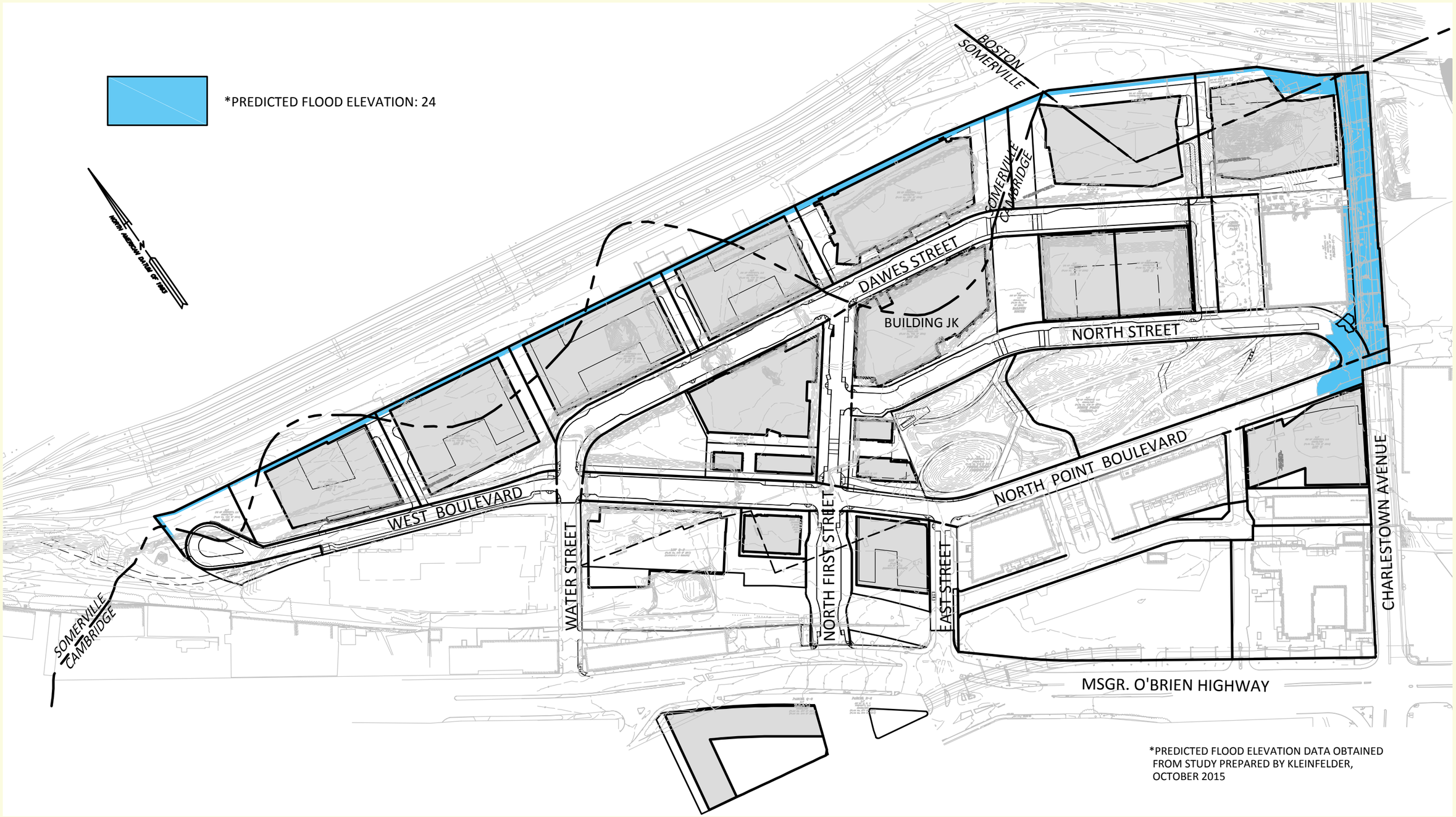
Well Enabled building, WiredScore, Solar Ready, narrative to prove almost net zero, want an energy model, check article 22 for applicability

Certified: 40-49 points
Silver: 50-59 points
Gold: 60-79 points
Platinum: 80+ points

Exhibit O Sea Level Rise and Flooding Exhibits

NorthPoint

Cambridge, Somerville and Boston, Massachusetts



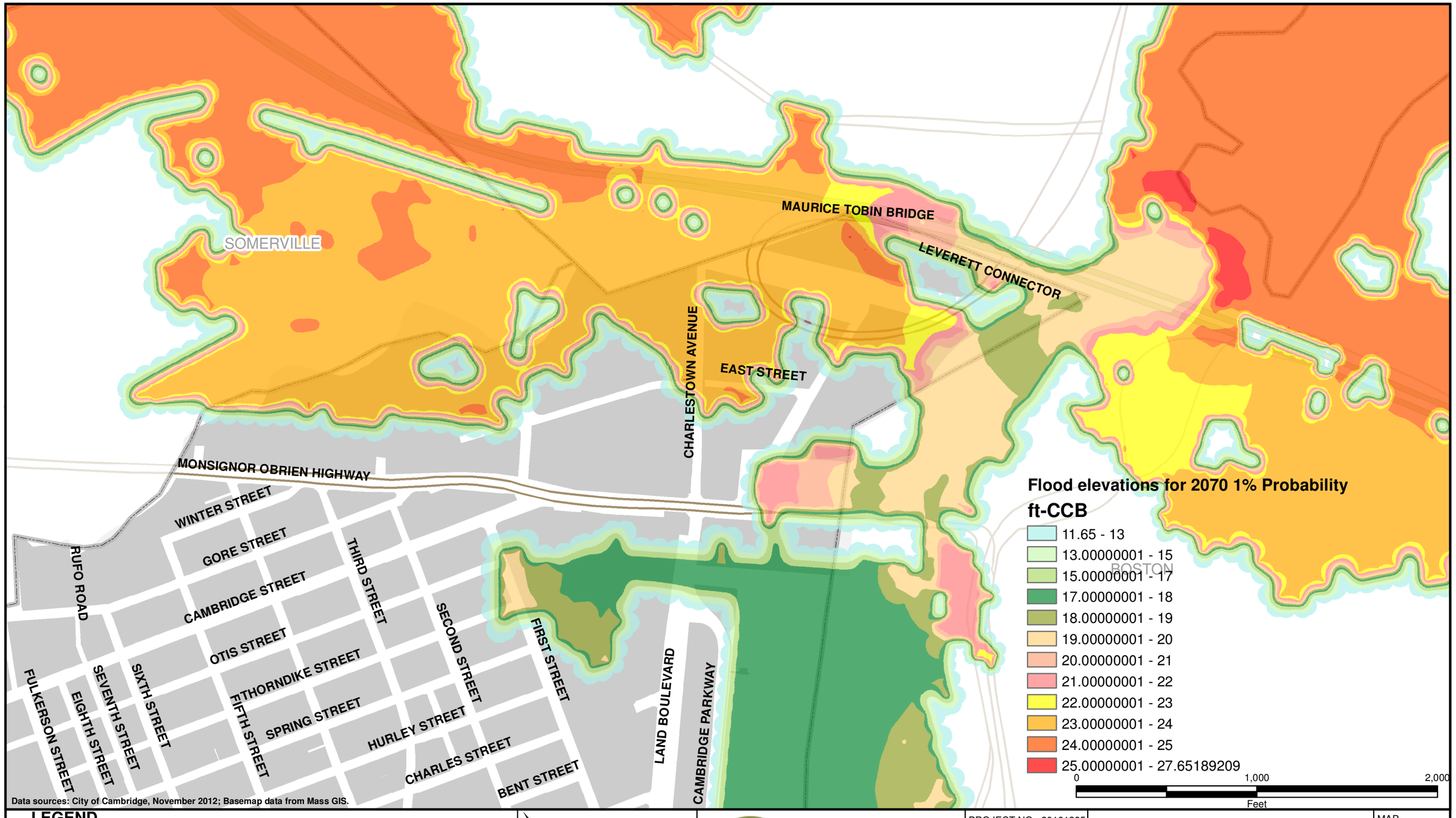
*PREDICTED FLOOD ELEVATION DATA OBTAINED FROM STUDY PREPARED BY KLEINFELDER, OCTOBER 2015

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

B+T Drawing No. 208437P298A-001 Date: 08/28/2017 Scale: 1" = 200'

METERS
0 20 50 100 150
0 100 200 400 600
FEET

Predicted Flood Elevations: 2070 Sea Level Rise/ Storm Surge



Data sources: City of Cambridge, November 2012; Basemap data from Mass GIS.

LEGEND

- Water Body
- City of Cambridge Boundary
- Neighborhood Boundary
- Interstate
- US Highway
- State Route

Locations are approximate

This information was developed specifically and for the exclusive use for the City of Cambridge's Climate Change Vulnerability Assessment.The materials are not intended to be suitable for re-use on extensions of the project or any other project. Any re-use, without the prior written verification or adaptation by Kleinfelder for the specific purpose intended will be at the user's sole risk without liability or legal exposure to Kleinfelder, ATMOS or the City of Cambridge.

KLEINFELDER
Bright People. Right Solutions.
www.kleinfelder.com

PROJECT NO.:	20161395
DRAWN:	OCT 2015
DRAWN BY:	IG
CHECKED BY:	
FILE NAME:	_from_PercentProbability_SLR_SS.mxd

FLOOD ELEVATIONS FROM 2070 SLR/SS 1% PERCENT PROBABILITY

Climate Change Vulnerability Assessment
Cambridge, Massachusetts

MAP

Appendices

Appendix A Air Quality Study
(To Be Submitted under Separate Cover)

Appendix B Pedestrian Wind Study
(To Be Submitted under Separate Cover)

Appendix C Daylighting Study
(To Be Submitted under Separate Cover)

Appendix D Solar Reflection Study
(To Be Submitted under Separate Cover)

Appendix E Shadow Study



CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

JUNE 21, 9:00AM



CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

JUNE 21, 12:00PM

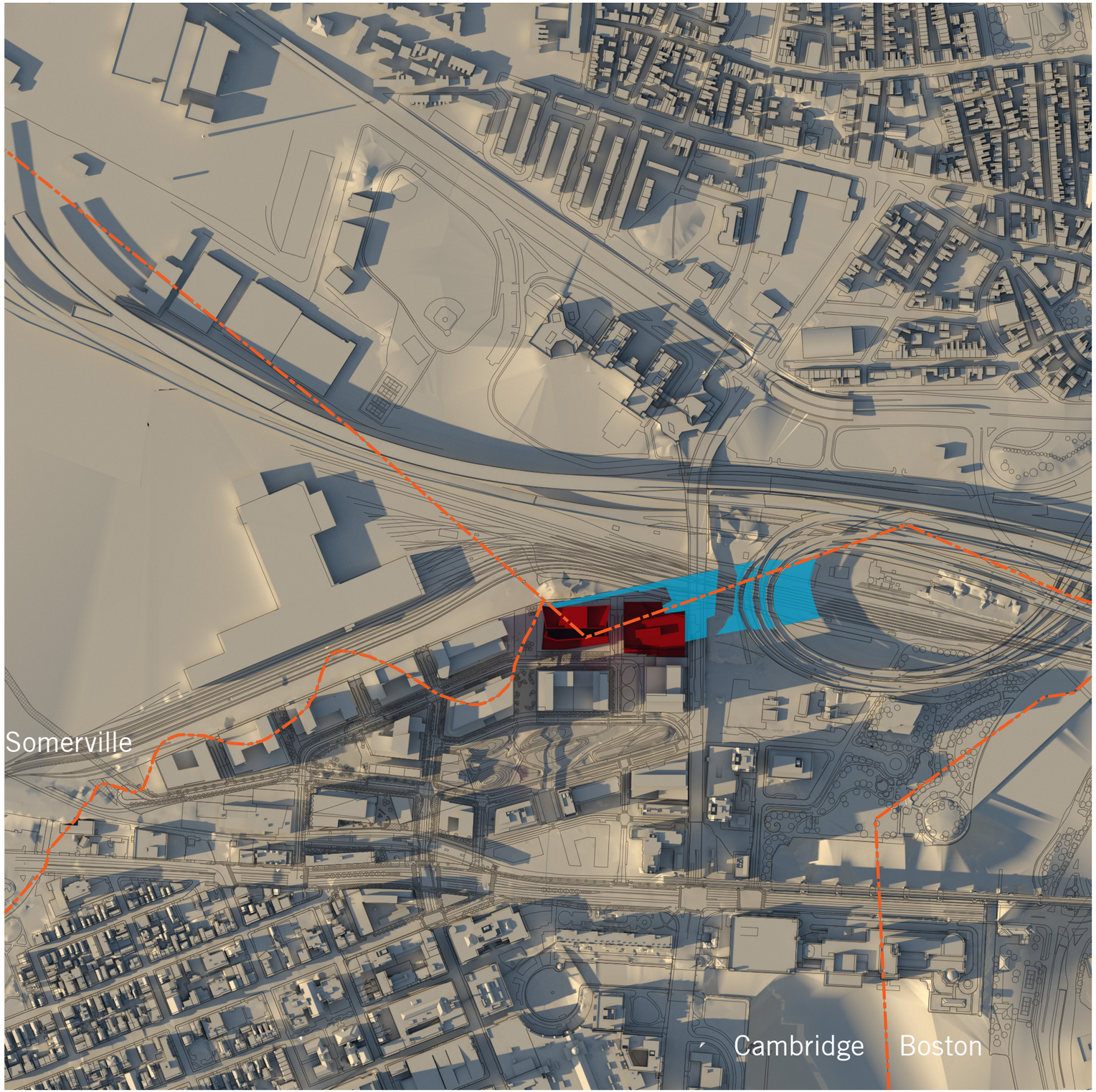


CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

JUNE 21, 3:00PM



CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

JUNE 21, 6:00PM



CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

SEPTEMBER 21, 9:00AM

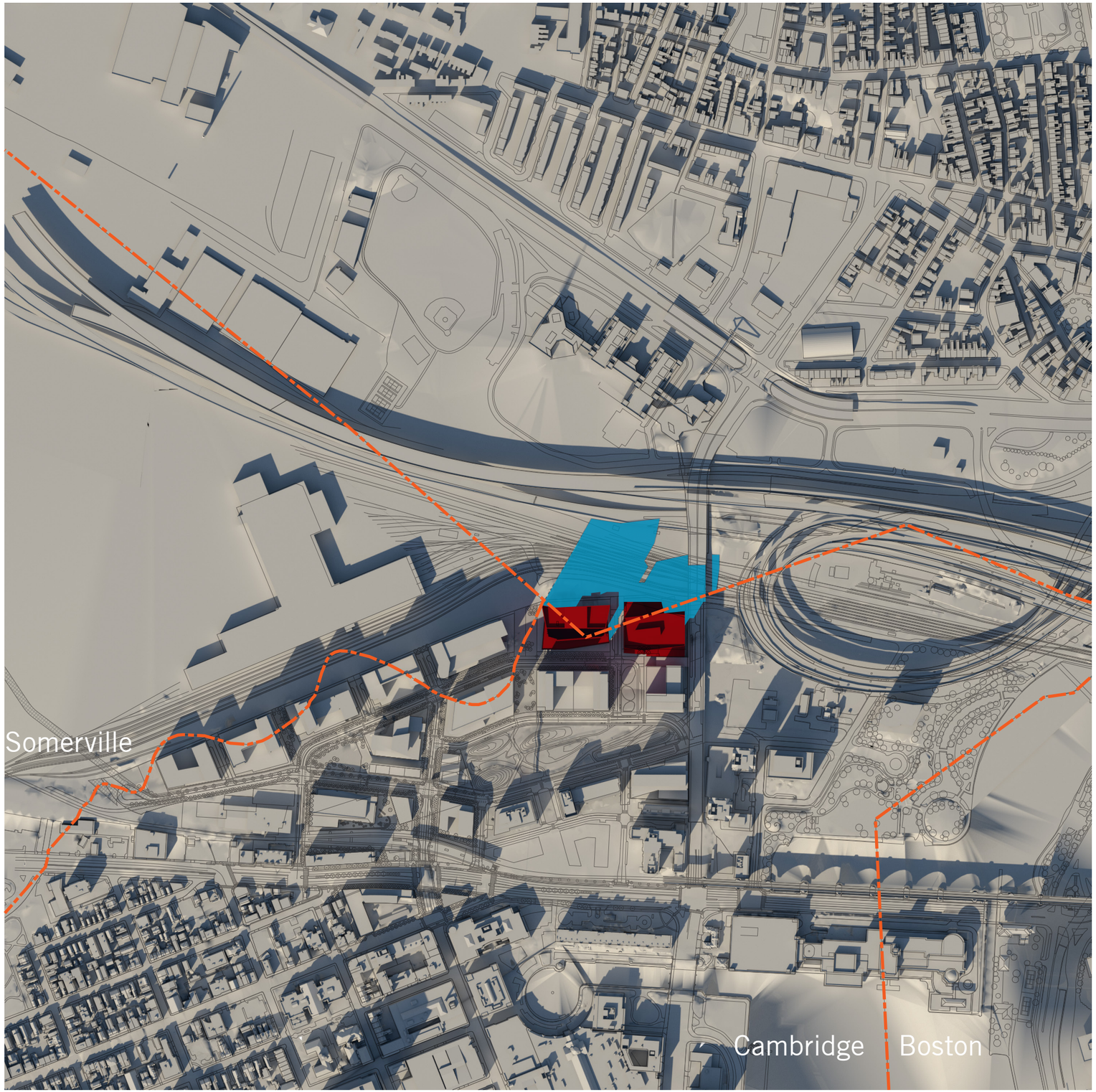


CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

SEPTEMBER 21, 12:00PM



CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

SEPTEMBER 21, 3:00PM

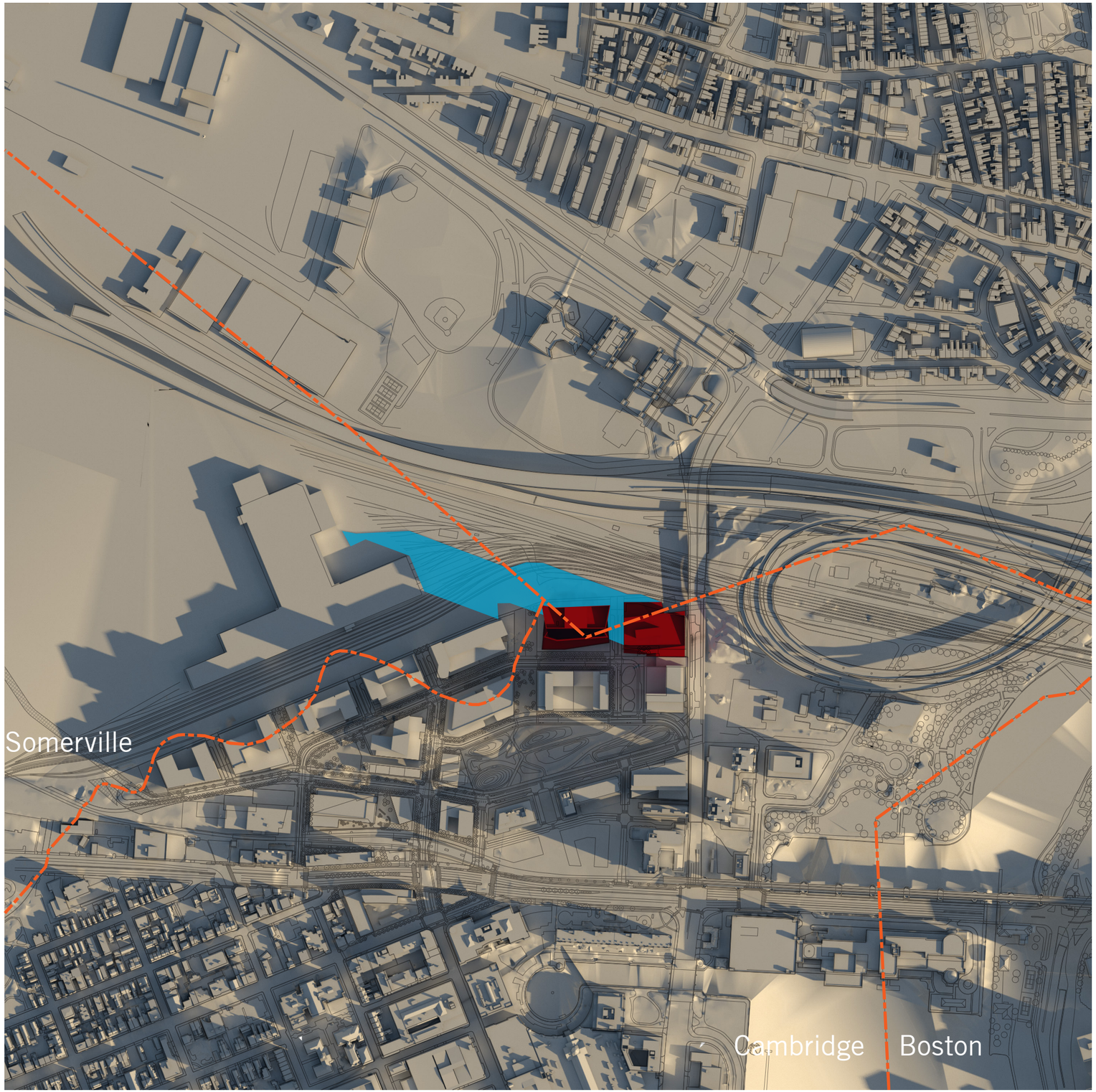


CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

SEPTEMBER 21, 6:00PM

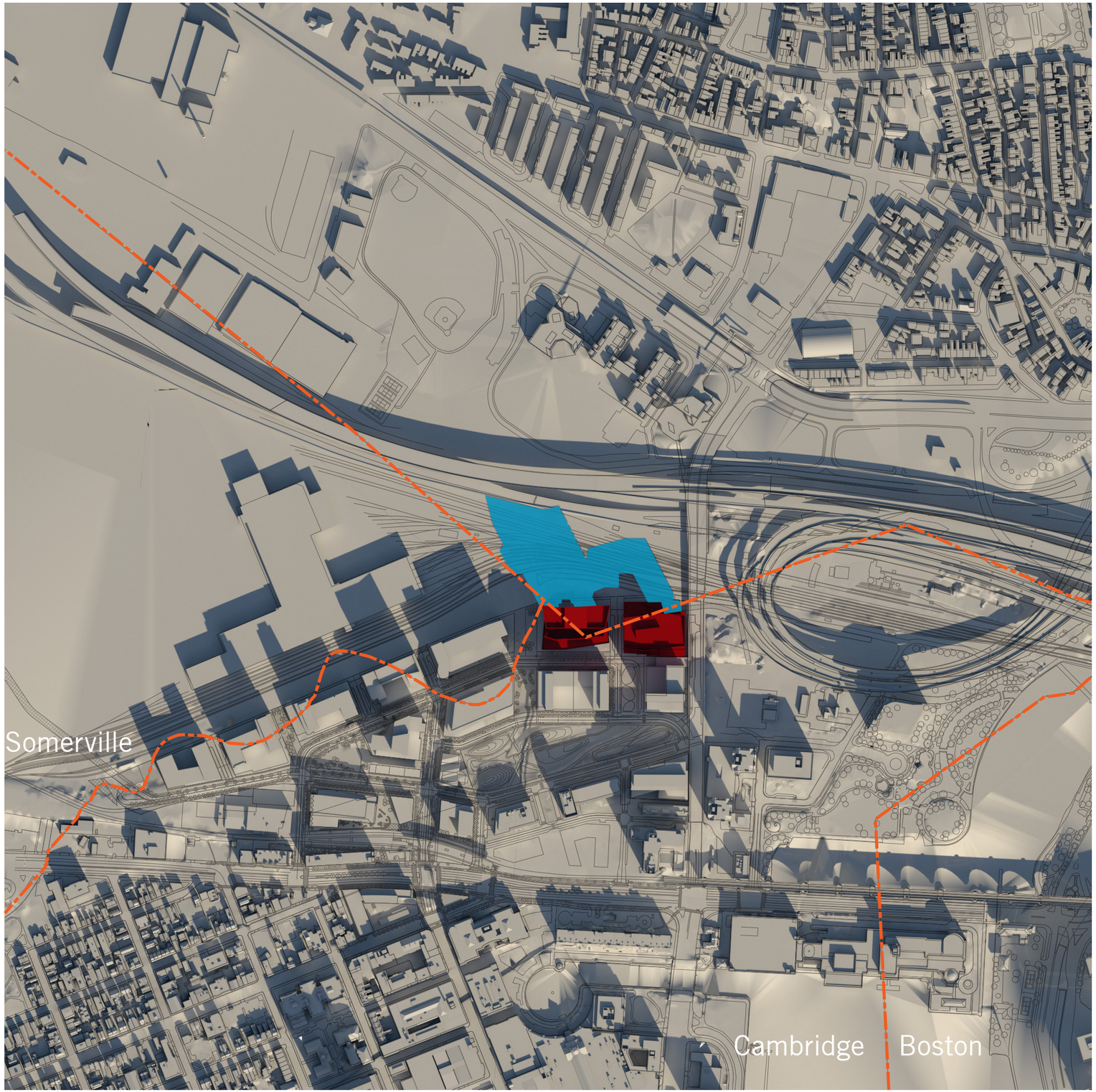


CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

DECEMBER 21, 9:00AM



CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

DECEMBER 21, 12:00PM

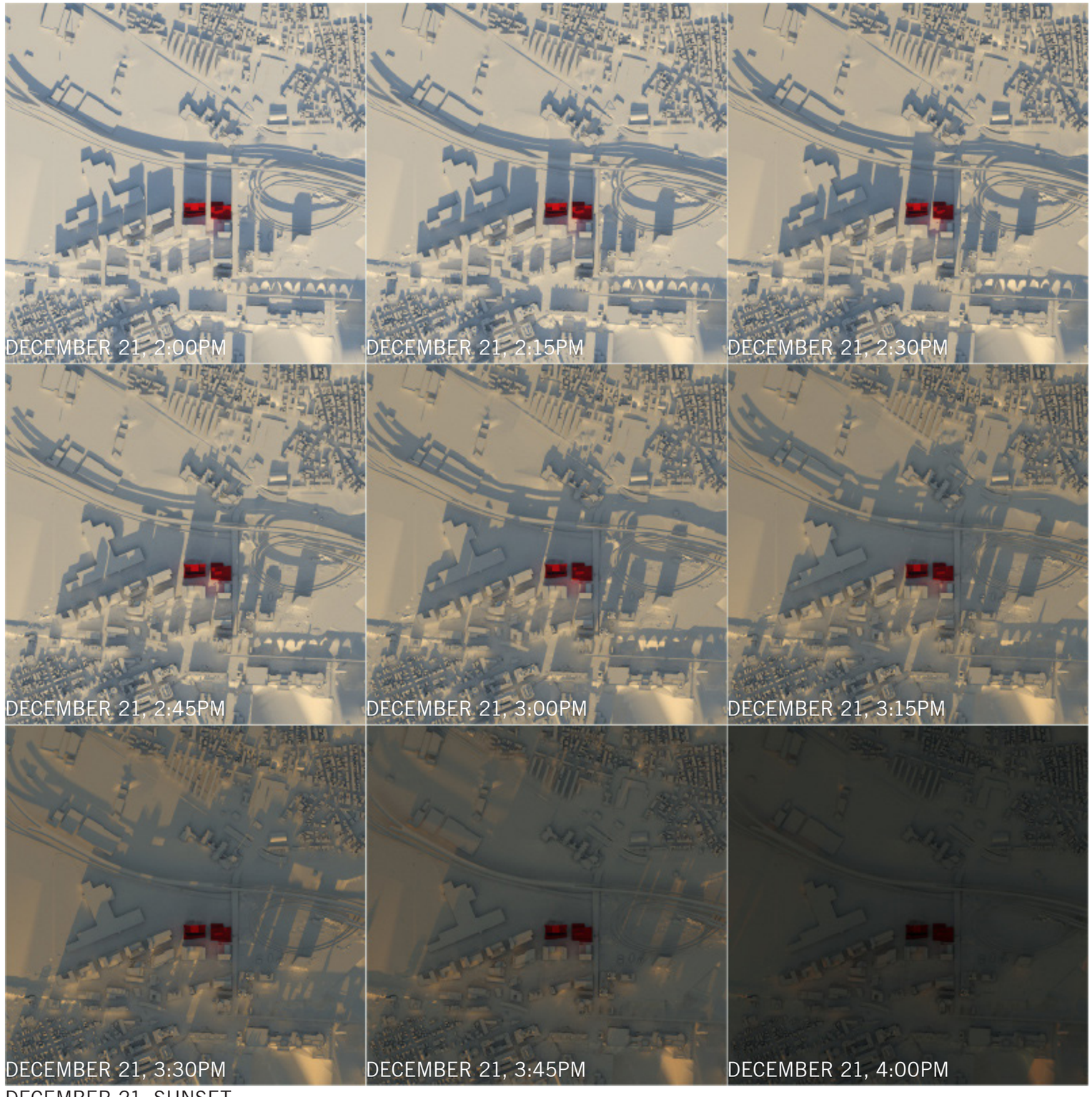


CITY LIMIT

PROPROSED BUIDING

ADDED SHADOW IMPACT

DECEMBER 21, 3:00PM



DECEMBER 21, SUNSET