



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## Correction

### NOTICE OF PRELIMINARY DETERMINATION FOR PLANNED UNIT DEVELOPMENT PROPOSAL

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
Date of Planning Board Public Hearing:	June 7, 2016
Date of Planning Board Determination:	June 7, 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.
Determination:	<b>APPROVED, with conditions and requests for modification.</b>

2016 JUL - 1 AM 10:40  
OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

Copies of this Preliminary Determination and 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 Preliminary Determination, please contact Liza Paden at 617-349-4647, or [lpaden@cambridgema.gov](mailto: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.

### Other Documents

2. Memo to the Planning Board from Community Development Department staff, dated May 31, 2016.
3. 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.
4. Letter to the Planning Board from Shawna Sullivan, Director of Public Affairs, EF Properties, dated June 2, 2016.
5. Letter to the Planning Board from Patrick Magee on behalf of the East Cambridge Business Association, dated June 7, 2016.
6. Letter to the Planning Board from Cambridge City Councillor Timothy J. Toomey, Jr., dated June 7, 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 a Development Proposal seeking a Preliminary Determination from the Planning Board in accordance with Sections 12.37 and 12.34 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.

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 criteria for preliminary approval of a Planned Unit Development Proposal as set forth in Article 12.000 of the Zoning Ordinance.

*(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, on the whole, 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 Development Proposal is not changed from the previously approved Final Development Plan in terms of overall parcel size, development density, mix of uses, and parking. 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 Development Proposal 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 will include more detail on the design principles that will apply to building and site designs, streets and open spaces.

*(3) The Development Proposal provides benefits to the city that outweigh its adverse effects.*

The Board finds that the Development Proposal 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 Development Proposal 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. Transportation impacts will be further considered at the final approval stage.

- (c) *Adequacy of utilities and other public works*

Utilities and public works will continue to be designed and constructed in accordance with City standards.

- (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.



## DETERMINATION

Section 12.35.2 of the Zoning Ordinance requires that the Planning Board make a preliminary determination with regard to a PUD application within twenty-one days after the first public hearing. The Planning Board may approve the Development Proposal, approve the Development Proposal with conditions, or deny the application for a special permit.

It is the Planning Board's Determination to **APPROVE** the Development Proposal for the requested Major Amendment, subject to the following requests and comments to be addressed in the preparation of a Final Development Plan.

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.
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.
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.
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.
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.

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.
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.
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.

Voting in the affirmative to approve the Development Proposal were Planning Board Members Louis Bacci, H Theodore Cohen, Steven Cohen, Catherine Preston Connolly, Mary Flynn and Hugh Russell, constituting at least two thirds of the members of the Board.

For the Planning Board,



H Theodore Cohen, Chair.

A copy of this Preliminary Determination #179 – Amendment #6 (Major) shall be filed with the Office of the City Clerk.





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CITY OF CAMBRIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT

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IRAM FAROOQ  
Assistant City Manager for  
Community Development

To: Planning Board  
From: Jeff Roberts, Land Use and Zoning Planner  
Suzannah Bigolin, Urban Design Planner  
Date: May 31, 2016  
Re: **HYM North Point Major Amendment – Second Hearing**

**Background**

On Tuesday, the Board will hold the first of two required public hearings on a proposed Major Amendment to the North Point Planned Unit Development (PUD) Special Permit, PB #179. North Point is the largest approved PUD in Cambridge, authorizing about 3 million square feet of residential development and 2 million square feet of commercial development over twenty building sites. The PUD special permit was granted in 2003 and has been amended five times, most recently in 2015. The most recent amendments were proposed by an ownership consortium led by the HYM Group, and the project is now controlled by DivcoWest in collaboration with HYM.

The amendment currently proposed would not change the aggregate development characteristics of the project, such as the total amount of development, mix of uses or amount of open space. However, the proposal makes some significant spatial changes to the master plan, including the following:

- Realignment of the proposed street grid, resulting in changes to the shape, size and orientation of several building sites.
- Some redistribution of the height and massing proposed on different building sites, as well as some adjustments in proposed uses and phasing of different sites.
- Creation of a grouping of smaller-scale retail buildings on First Street.
- Rearrangement of proposed open space, including the consolidation of some open space into a  $\frac{3}{4}$ -acre park west of the First Street retail grouping.

**Major Amendment Review**

Approval of a Major Amendment requires two public hearings and the issuance of a new special permit following the procedures applicable to a new PUD special permit application. However, instead of reviewing the project as a whole, the Planning Board applies the special permit criteria (summarized on the following page) only to the elements of the Final Development Plan that are proposed to be changed.

The first public hearing allows the Board to assess whether the proposal, in concept, conforms to the applicable PUD zoning requirements and guidelines for the area. The Board may then issue a Preliminary Determination authorizing the applicant to submit a Final Development Plan, which the Board would hear and decide at a second public hearing. The Preliminary Determination allows the Board to specify what modifications or additional information should be included in the Final Development Plan.

Requested Actions	Summarized Findings (see appendix for zoning text excerpts)
Major Amendment to PUD Special Permit (Section 12.37) – <i>Preliminary Determination Findings</i>	The proposed amendment to the PUD: <ul style="list-style-type: none"> <li>• Conforms with general PUD development controls and district development controls.</li> <li>• Conforms with adopted policy plans or development guidelines for that portion of the city.</li> <li>• Provides benefits to the city which outweigh its adverse effects, considering:                             <ul style="list-style-type: none"> <li>○ quality of site design</li> <li>○ traffic flow and safety</li> <li>○ adequacy of utilities and other public works</li> <li>○ impact on existing public facilities</li> <li>○ potential fiscal impact</li> </ul> </li> </ul>
Major Amendment to Project Review Special Permit (Section 19.20)  <i>Note: Findings required for Final Decision, not necessary for Preliminary Determination.</i>	<ul style="list-style-type: none"> <li>• Proposed amendment will not have substantial adverse impacts on traffic. (See <u>TPT Memo</u>)</li> <li>• Proposed amendment remains consistent with Citywide Urban Design Objectives. (See <u>Section 19.30</u>)</li> </ul>

**CDD Staff Comments**

The proposed changes continue to adhere to the limitations on FAR, mix of uses, heights of buildings, amount of parking, and amount of open space as they are set forth in the PUD zoning requirements and prior special permit approvals. The major changes relate to the arrangement of uses, building volumes, circulation patterns and open spaces within the PUD.

While the overall concept of the PUD remains very similar to what has been previously approved, there are a few areas where the proposed changes are more significant and warrant further attention. These issues may be addressed further in a Final Development Plan submission.

**Urban Design**

At this stage of review, the primary focus is on the master plan as a whole, and some of the key considerations include overall site layout, circulation, open space, and building massing. More detailed review of the design of the public realm and built form will occur at the second hearing. Given the proposal constitutes a major amendment, it is also important to revisit the goals established for North Point through the *Eastern Cambridge Planning Study, 2003*. These are:

1. Create a lively new mixed-use district with strong visual 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.



2. Create a new east-west main street through the center of North Point, connecting East Cambridge with the future MDC Park.
3. Extend First Street into North Point to connect existing and new neighborhoods.
4. Create a major new public park easily accessible from the relocated Lechmere T station, First Street, and O'Brien Highway.
5. Create a new retail edge at the relocated Lechmere T station and at the intersection of First Street, Cambridge Street, and O'Brien Highway that will complement, not compete with, existing retail on Cambridge Street.

As mentioned above, the proposed major amendment is generally consistent with earlier approvals. The revised layout maintains the structure of a contiguous public realm, which is well integrated with the neighborhoods. North Point Common, the green fingers, West Boulevard and the tight city block structure remain strong unifying elements of the master plan. In addition, several enhancements are proposed, which include:

- The strengthening of West Boulevard as the primary east-west connection through the site.
- Maintenance of block sizes that area reflective of the historic block pattern of East Cambridge and creating space between buildings along the northern edge of the site, which also moves access to parking and loading away from Dawes Street.
- The double-sided retail spine, along the extension of First St, is more legible in the new plan and has the potential to create a traditional main street experience, which might help to integrate North Point with the neighborhoods.
- Creation of a fine grain, pedestrian-scaled retail experience with high levels of permeability focused around the T-Station and First Street. It is hoped that the retail square becomes a thriving destination for local independent retailers and the heart of the North Point community.
- Enhanced opportunities for programming and differentiation of open space areas, as well as the integration of built form with open space in creative and new ways.

While staff understands that further details will be presented at the second hearing, the following is a summary of staff comments and questions relating to the proposed changes. It is noted that staff has met with the Applicant on several occasions to discuss these matters and is confident that these issues can be addressed in the Final Development Plan submission.

*Site layout*

- The modifications to the street layout create some irregularly-shaped parcels, which was not evident in earlier plans. This creates some interesting new spaces, view corridors and landmark opportunities, which require careful study.
- Lack of a street frontage and clear pedestrian access for Parcel A, and the cul-de-sac turnaround between the two parcels, compromises the urban structure, and direct and convenient pedestrian access.

- What is the character and nature of the open space at the end of Parcel A if there is no street access? Staff would prefer to see West Boulevard extended as a street to create better physical and visual connections, as well as opportunities for passive surveillance.
- Are different street treatments needed to reflect the opportunities created by new retail corridor on First Street?

*Open space and the public realm*

- There is a need to ensure that North Point Common does not feel fragmented from other open space areas, particularly the Parcel I space. Thus, the PUD should describe how the east-west connection across Parcels W and I can create a gracious and green link between the two open spaces.
- The experience of leaving the T-station, and welcoming visual and physical connections to North Point Common and the “retail square,” are important aspects of the master plan. It is unclear how the new retail approach and porosity of connections will carry forward this idea, so conceptual renderings and images of some kind would be helpful to determine this.
- What is the role of the courtyard spaces between buildings that will be primarily dedicated to access, and how can the notion of the “green finger” concept be maintained and celebrated?
- What is the role of Baldwin Park, between Parcels JK and LM, and is there a need to maintain a street connection, or is an off-street pedestrian / bicyclist connection sufficient?

*Built form*

At this stage, limited information has been submitted that describes proposed changes to the built form; however, it is anticipated that this will be part of the submittal at the second hearing. With this in mind, staff have the following comments.

- The proposed low-scale, fine-grain retail buildings and square concept introduces a new building typology and a variety of new interfaces that were not part of the original plan. As such, conceptual renderings and images are needed to help understand this change, as are guidelines to ensure the new retail creates positive interfaces with North Point Common, the community pathway, and the open space on Parcel I.
- Changes to building heights and footprints should be mapped out across the site so that an understanding of the final development outcome can be visualized. It will be important to ensure that the proposed cluster of 220-foot buildings does not overwhelm the small-scale retail, and that the dimensions of combined parcels do not negatively impact the public realm.
- Changes in building height and street alignment may affect wind impacts. Additional design and massing strategies may be needed to ensure that the public realm is a comfortable pedestrian environment.
- Buildings and open spaces that terminate the view corridors of First Street and Water Street will become important markers within the urban environment and therefore require further review.



*North Point Urban Design Guidelines*

It is anticipated that many of the issues described above can be refined and further addressed through an update of the *North Point Design Guidelines*, which were prepared for the PUD area in 2003. The design principles adopted in the guidelines emphasize a variety of scale and form to reflect a diversity of experience throughout the site. Each parcel is intended to relate to its immediate surroundings as well as the larger context. The larger context includes the overall image of North Point, legibility, cohesiveness, scale, character, connections and movement. Local context determinants include orientation, solar exposure, parking, views to the surroundings and North Point Common, definition of open spaces, public-private hierarchy, and the integration of multiple uses and interfaces with transit. Given the nature of the changes proposed and the age of the guidelines, staff and the Applicant recently began to review and update the document. A revised *North Point Design Guidelines* document will be presented to the Planning Board at the next hearing.

**Retail**

The original North Point PUD master plan envisioned up to 150,000 square feet of retail distributed throughout the ground floors of building across the site. Amendments to the PUD that were approved in the last several years allowed the retail component to be increased up to 300,000 square feet and established the concept of a “retail square” within the site along the future extension of First Street, providing a critical mass of retail in one central place in addition to distributing other ground floor retail spaces throughout the development.

The changes currently proposed maintain the same amount of retail as before, but take the “retail square” notion a step further by introducing a grouping of smaller-scale retail buildings, thus concentrating more retail frontage along First Street and linking North Point Common on the east to a proposed new ¾-acre open space on the west. The Board was previously supportive of the “retail square” concept and staff believes that the proposal continues to improve on that concept.

Looking to the Final Development Plan and ongoing review of the project, it would be helpful to understand more about the strategies for cultivating a thriving mix of businesses within this newly envisioned context. The original special permit for North Point included a retail report from Deborah Byrnes of Resource, Inc., giving an indication of the mix of retailers that would be sought. Given the changes in retail strategy over the past several years, it would be helpful for the current developer’s retail consultant to provide an updated report that addresses the following types of questions:

- What are the types of retailers or personal services that will be sought, both for the “retail square” and peripheral retail spaces? The 2013 intercept survey conducted by CDD’s Economic Development Division (EDD) identifies some businesses that are desired by the area community and should serve as a reference.
- What other types of programming (e.g., outdoor activities, “pop-up” spaces) might be envisioned to help activate the retail square? How might these be implemented?

- How will the marketing and activation of retail spaces be managed over time? Where might there be opportunities for the owner to collaborate with EDD staff in the marketing of spaces, or in providing services to support small businesses?
- How will the retail plan support and complement other nearby retail, including existing and planned new retail spaces in the area, such as on Cambridge Street, First Street and Monsignor O'Brien Highway? What will be the relationship between North Point retail and the East Cambridge Business Association?

**Traffic and Circulation**

Comments on the proposed changes to the roadway and circulation network, along with other transportation considerations, are included in the accompanying memo from the Traffic, Parking and Transportation Department (TP&T).



**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
344 Broadway  
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Joseph E. Barr, Director  
Brad Gerratt, Assistant Director for Parking Management  
Brooke McKenna, Assistant Director for Streets Management

Phone: 617-349-4700  
Fax: 617-349-4747

## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** May 31, 2016  
**Re:** NorthPoint Application for Special Permit Amendments to PUD Development Plan (PB#179)

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The Cambridge Traffic, Parking, and Transportation Department (TP&T) has reviewed the April 6, 2016 Request from DW NP Property, LLC (DivcoWest), in collaboration with the HYM Investment Group, LLC, for a Major Amendment to the NorthPoint Special Permit and Planned Unit Development (PUD) Plan (Planning Board #179).

The Major Amendment includes changes to the project phasing and schedule, advancing the first commercial building on Parcel J/K, and development of the first part of the Retail Square. The Major Amendment also includes modifications to the NorthPoint 40-scale roadway layout plan.

The proposed Major Amendment will not alter NorthPoint's total gross floor area (GFA), mix of uses, traffic generation, total open space, or number of total parking spaces. TP&T, in coordination with the Community Development Department (CDD), and Department of Public Works (DPW), has been working with DivcoWest and HYM on reviewing the application. TP&T offers the Planning Board the following comments on the proposed Special Permit and PUD Major Amendment.

### General Comments

- TP&T has been working on the NorthPoint project since its original Special Permit was issued in 2003 for approximately 5.2 million square feet (sf) of development (3.1 million sf Residential, 2.1 million sf Commercial, and 11 acres of Open space). NorthPoint is envisioned to create a vibrant, mixed-use, transit-oriented neighborhood for people to live, work, shop and play. The transportation plan calls for a multimodal approach, connections and circulations for vehicles, cyclists, and pedestrians within the site and surrounding neighborhoods, and connections to public transit and open space. TP&T believes the proposed Major Amendment remains consistent with the original transportation framework.
- The NorthPoint project will have a maximum of 3,907 parking spaces (not including 300 MBTA park and ride spaces). The parking ratios include, 0.9/1,000 sf for Office, 0.8/1000 sf for Lab/R&D, 0.5-1.0 /Unit for Residential, 0.5/1,000 sf for Retail, and 1 per 2 sleeping rooms for Hotel use. The project will



also share parking between uses that have peak parking demands at different times of day. The proposed Major Amendment does not change the approved parking ratios or number of permitted parking spaces.

- Overall, TP&T supports the Major Amendment. However, we continue to work with NorthPoint on details relating to the layout of some internal roadway segments. More information on the street layout plan is discussed below.

### Street Layout Plan

- As approved in 2003, a key parameter of NorthPoint's transportation plan is for vehicles' entering NorthPoint from the north to use Water Street, and for vehicles entering NorthPoint from the south to use Museum Way. This will minimize traffic impacts at the O'Brien/ First Street and O'Brien/Land Boulevard intersections. The proposed Major Amendment does not change this overall access plan.
- The Major Amendment proposes some adjustments to the internal roadway layouts; however, it should be noted that changes to the internal roadways was something that was expected to occur as the project advanced overtime. TP&T has been working with NorthPoint and believes the changes are generally positive, such as shifting NorthPoint Boulevard to align with the West Boulevard/Water Street intersection to be a standard 4-leg intersection rather than two separate and off-set intersections as shown in previous plans. TP&T will continue to work with NorthPoint to refine the internal roadway layout plan. A final 40-scale roadway plan is expected to be submitted to the Planning Board for the Major Amendment's second Planning Board hearing. Some of the details that TP&T and NorthPoint continue to work on include the following roadway segments:
  - 1) The elimination of Baldwin Street (between Parcels J/K and L) into open space has been one item that TP&T has been discussing with NorthPoint, especially regarding roadway circulation and connectivity, loading and deliveries for Parcels J/K, and L, and minimizing the creation of superblocks.
    - A technical memorandum by VHB dated April 6, 2016, NorthPoint Internal Roadway Layout Master Plan Revisions, found that the elimination of Baldwin Street will not result in traffic deficiencies or poor traffic operations for the internal roadways at Dawes Street at North First Street and Dawes Street at North Park. However, TP&T believes that pedestrian and bicycle connectivity between North Street and Dawes Street, and loading and delivery for Parcels J/K, and L, and the Retail Square to prevent vehicles from stopping in bicycle lanes still needs some work. TP&T will continue to work with NorthPoint on these issues.
  - 2) The 40-scale plan needs more work on adequate buffer space and pedestrian crossings between the Community path and the Retail Square at Parcels I and W.
  - 3) The cross-section for First Street between O'Brien Boulevard and Dawes Street needs additional work to best accommodate buses, drop-off/pick-up activity for the future Lechmere MBTA Station, and pedestrian and bicycle conditions and safety. TP&T will continue to work with NorthPoint on this segment.
  - 4) The Dawes Street approach to NorthPoint Boulevard needs further refinement on the road curvature, and pedestrian and bicycle crossings at the intersection. NorthPoint is working on developing options for addressing the issues that have been raised at this location.
  - 5) The West Boulevard turnaround located adjacent to Parcels A and B, and the Community path needs additional adjustments. However, it should also be noted that this roadway segment is expected to be one of the last areas developed and could also be impacted by a future circumferential transit connection to the Inner Belt area of Somerville.
  - 6) A comprehensive loading and delivery plan should be developed for NorthPoint, especially for the Retail Square.

TP&T will continue to work with NorthPoint, CDD, and DPW on the 40-scale roadway layout plan prior to the second Planning Board hearing on this Major Amendment.

**Traffic Generation**

- An analysis completed by Vanasse Hangen Brustlin, Inc. (VHB), dated April 6, 2016, for the NorthPoint Trip Generation 2016 Parcel Phasing Comparison, demonstrated that the Major Amendment will have no substantial changes to the daily, morning or evening peak hour vehicle trip generation compared to NorthPoint's 2014 Amended PUD Master Plan, and no changes in trip generation for the full PUD build-out.
  - The total gross square footage (GSF) of the Master Plan will not change.
  - The amount of Residential, Commercial, and Retail GSF will remain as approved.
  - The traffic volume resulting from the proposed Major Amendment will not exceed the original trip generation estimated for the peak hours in the 2002 NorthPoint TIS.
  - TP&T was comfortable with the level and quality of analysis completed by VHB, and recommends the Planning Board approve the memo as an update to the PUD Special Permit and TIS.

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