

# NORTHPOINT

Somerville, Massachusetts

## *Neighborhood Development Plan Submission*



*Prepared for:*  
**CJUF III NORTHPOINT LLC**

**c/o The HYM Investment Group, LLC**  
One Congress Street  
10<sup>th</sup> Floor, Suite 101  
Boston, MA 02114



**BEALS + THOMAS**

*Prepared by:*  
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*In collaboration with:*  
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**VHB/ Vanasse Hangen Brustlin, Inc.**  
**Copley Wolff Design Group**  
**DLA Piper LLP**  
**Galluccio & Watson, LLP**

*Submitted in Compliance with Article 5.7 and 6.6 of the City of Somerville Zoning Ordinance*

**September 11, 2014**



September 11, 2014

Mr. George Proakis, Director of Planning  
City of Somerville  
Office of Strategic Planning and Community Development  
City Hall  
93 Highland Avenue  
Somerville, MA 02143

Via: Hand Delivery

Subject: NorthPoint  
Application for Neighborhood Development Plan Approval  
Somerville, MA

Dear Mr. Proakis:

The HYM Investment Group, LLC, on behalf of CJUF III NORTHPOINT, LLC (“the Applicant”), is pleased to submit the enclosed Neighborhood Development Plan (NDP) application for the approval of that portion of the larger NorthPoint project located within the City of Somerville (the Site). The NorthPoint project is the redevelopment of a former 45-acre railyard into a vibrant new mixed-use neighborhood that will have residential, commercial and retail uses. Of the 45-acre site approximately 4.64 acres is located in Somerville. The remainder of the NorthPoint project is located in Cambridge and Boston. For the Somerville portions of the site, the NorthPoint Master Plan focuses primarily on commercial development, both office and lab, but also includes residential uses, particularly for NorthPoint parcels that are located both in Somerville and Cambridge.

The Somerville portions of NorthPoint are not contiguous to each other and are physically isolated from, the remainder of the City of Somerville by railroad tracks and the MBTA’s Commuter Rail Maintenance Facility (CRMF). All vehicular access is from Monsignor O’Brien Highway using Cambridge roadways. Without a broad-based development strategy that incorporates the isolated parcels within Somerville, it is unlikely that this area would ever be transformed into a cohesive neighborhood independent of the larger NorthPoint Project. Accordingly, the application proposes to incorporate the Somerville land, designated within the SomerVision Comprehensive Plan as part of the Inner Belt Transformative Area, into the overall NorthPoint Master Plan through the use of the recent amendments to the Somerville Zoning Ordinance, which created the North Point Special District (NPSD). The NPSD establishes regulations supporting the development of a comprehensively planned neighborhood of mixed-use, moderate-to-high-density development within easy walking distance to transit.

Please note that within this submission “NorthPoint” refers to the entire mixed-use development located in Cambridge, Boston and Somerville while “North Point” is used herein to denote the general area of Cambridge and Somerville.

Our submission provides a project narrative as well as the conceptual design documents and technical data required for the approval of the proposed development of the Somerville portion of NorthPoint as a NDP. Please find enclosed the following in compliance with the City of Somerville Neighborhood Development Plan Submittal Requirements:

- Three (3) physical copies of the of the application forms, narrative and supporting graphics and plans
- One (1) physical copy of the Appendix containing supplemental information
- One (1) electronic copy of the submission on CD with each physical copy
- A Certified Abutters List
- Three checks payable to the City of Somerville in the amount of \$2,995 for the appropriate filing fee calculated accordance with the NDP Plan Fee Schedule as follows:

Review/Final Submittal and Additional Fee (\$500 per acre times 4.64 acres)	\$2,620
Ad Fee	\$350
Abutters Fee	<u>\$25</u>
Total Fee	\$2,995

We understand that the Office of Strategic Planning and Community Development will notify the abutters and will prepare and provide the requisite legal notice of the public hearing to the newspaper.

We look forward to presenting our vision for the North Point Neighborhood Development Plan to the Office of Strategic Planning and Community Development, the Somerville Planning Board and the Somerville community at the next available meeting of the Planning Board.

Very truly yours,



Thomas N. O'Brien, Managing Director  
The HYM Investment Group, LLC  
On behalf of CJUF III NORTHPOINT, LLC

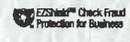
Enclosures

**CJUF III NORTHPOINT LLC**

One Congress Street, 10th Floor  
Boston, MA 02114



16-1606-1220



9/2/2014

PAY TO THE  
ORDER OF

City of Somerville

\$ \*\*350.00

Three Hundred Fifty and 00/100\*\*\*\*\*

DOLLARS

City of Somerville  
Office of the Tax Collector  
P.O. Box 197  
Somerville, MA 02143-0197



*[Handwritten Signature]*  
AUTHORIZED SIGNATURE

MEMO

Ad Fee

⑈001642⑈ ⑆122016066⑆ 123⑈255534⑈

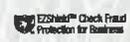
Security features. Details on back.

**CJUF III NORTHPOINT LLC**

One Congress Street, 10th Floor  
Boston, MA 02114



16-1606-1220



9/2/2014

PAY TO THE  
ORDER OF

City of Somerville

\$ \*\*25.00

Twenty-Five and 00/100\*\*\*\*\*

DOLLARS

City of Somerville  
Office of the Tax Collector  
P.O. Box 197  
Somerville, MA 02143-0197



*[Handwritten Signature]*  
AUTHORIZED SIGNATURE

MEMO

Abutters Fee

⑈001643⑈ ⑆122016066⑆ 123⑈255534⑈

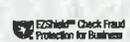
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**CJUF III NORTHPOINT LLC**

One Congress Street, 10th Floor  
Boston, MA 02114



16-1606-1220



9/2/2014

PAY TO THE  
ORDER OF

City of Somerville

\$ \*\*2,620.00

Two Thousand Six Hundred Twenty and 00/100\*\*\*\*\*

DOLLARS

City of Somerville  
Office of the Tax Collector  
P.O. Box 197  
Somerville, MA 02143-0197



*[Handwritten Signature]*  
AUTHORIZED SIGNATURE

MEMO

Sep-14c

⑈001644⑈ ⑆122016066⑆ 123⑈255534⑈

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(Submitted under Separate Cover)
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(Submitted under Separate Cover)
- Appendix E - Transportation Studies  
(Submitted under Separate Cover)

**Section 1.0**  
**Application Forms**

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Neighborhood Development Plan (NDP) Submittal Cover Page



# CITY OF SOMERVILLE MASSACHUSETTS

**Joseph A. Curtatone, Mayor**  
Office of Strategic Planning and Community Development (OSPCD)  
City Hall 3<sup>rd</sup> Floor, 93 Highland Avenue, Somerville, MA 02143  
(617) 625-6600 ext. 2500

## NEIGHBORHOOD DEVELOPMENT PLAN (NDP) SUBMITTAL • COVER PAGE

In accordance with Article 5 of the Somerville Zoning Ordinance, the undersigned hereby submits the attached neighborhood development plan for review according to applicable procedures and provisions of the Somerville Zoning Ordinance. Submittal materials required by this form are included as part of this submittal package.

Project NorthPoint  
Agent Name Thomas N. O'Brien Phone 617-248-8905 Email tobrien@hyminvestments.com

OWNER		APPLICANT	
Name	<u>CJUF III NorthPoint, LLC c/o The HYM Investment Group, LLC</u>	Name	<u>CJUF III NorthPoint, LLC c/o The HYM Investment Group, LLC</u>
Address	<u>One Congress Street 10th Floor</u> <u>Boston, MA 02114</u>	Address	<u>One Congress Street 10th Floor</u> <u>Boston, MA 02114</u>
Phone	<u>617-248-8905</u> Email <u>tobrien@hyminvestments.com</u>	Phone	<u>617-248-8905</u> Email <u>tobrien@hyminvestments.com</u>

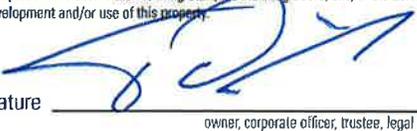
As Owner, I make the following representations:

1. I hereby certify that I am the owner of the property identified on this application form.
2. I hereby certify that the applicant named on this application form has been authorized by me to apply to develop and/or use the property listed above for the purposes indicated in this application.
3. I hereby certify that the agent, engineer and/or architect listed on this application form have been authorized to represent this application before the Planning Staff, the Planning Board, and/or the Zoning Board of Appeals.
4. I will permit Planning Staff to conduct site visits on my property.
5. Should the ownership of this parcel change before the board(s) have acted on this application, I will provide updated information and new copies of this signature page.

Signature   
owner, corporate officer, trustee

As Applicant, I make the following representations:

1. The information supplied on and with this application form is accurate to the best of my knowledge.
2. If the current use of the property is a nonconforming use, I will furnish proof to the satisfaction of the SPGA that the nonconforming use is legal.
3. I will make no changes to the approved project plans without the prior approval of the SPGA.
4. If the proposed project is subject to linkage (SZO Article 15), I will sign all documents required by the Planning Staff/SPGA governing the amount and the method of payment of the linkage fee.
5. I will return the notice sign or pay for its replacement.
6. I will pay the fees associated with this application, including but not limited to: advertising the case in the newspaper and mailing notices to abutters.
7. I hereby certify that the agent, engineer and/or architect listed in this submittal package has been authorized by me to represent me before the Planning Staff, the Planning Board, and/or the Zoning Board of Appeals as it relates to the development and/or use of this property.

Signature   
owner, corporate officer, trustee, legal representation

**CITY OF SOMERVILLE USE ONLY**

CASE NUMBER \_\_\_\_\_

ZONING DISTRICT(S) \_\_\_\_\_ WARD/ALDERMAN \_\_\_\_\_

SPECIAL PERMIT(S) REQUIRED?  YES  NO

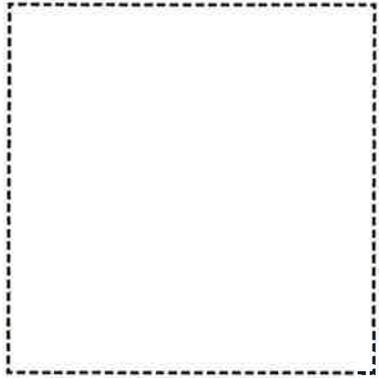
VARIANCE REQUIRED?  YES  NO

FILING FEE \_\_\_\_\_ ADD FEE \_\_\_\_\_

PLANNING MEETING DATE \_\_\_\_\_ ENGINEERING MEETING DATE \_\_\_\_\_

DESIGN REVIEW DATE \_\_\_\_\_

HEARING DATE \_\_\_\_\_



**CITY CLERK STAMP**

## Neighborhood Development Plan Fee Schedule

	<b>BASE FEE</b>	<b>ADDITIONAL FEE</b>	<b>MAX. FEE</b>	<b>AD FEE</b>	<b>ABUTTERS FEE</b>
Review/Final Submittal	\$300	\$500/acre	\$8,500	\$350	\$25
Revision, Major Amendment	\$225	\$250/acre	\$8,500	\$350	\$25
Revision, Minor Amendment	\$150	n/a	n/a	n/a	n/a

### OFFICE OF STRATEGIC PLANNING AND COMMUNITY DEVELOPMENT

City Hall 3rd Floor . 93 Highland Avenue . Somerville, MA 02143

617-625-6600 ext. 2500

M-W 8:30 AM - 4:30 PM, Th 8:30 AM - 7:30 PM, F 8:30 AM - 12:30 PM

# NEIGHBORHOOD DEVELOPMENT PLAN (NDP) SUBMITTAL REQUIREMENTS

Applicants shall meet with the Office of Strategic Planning and Community Development and the Engineering Department prior to the submission of any neighborhood development plan to ascertain applicable submittal requirements. A completed copy of this form shall be included with any neighborhood development plan submittal package.

## GENERAL DOCUMENT AND GRAPHIC STANDARDS

1. All required materials shall be submitted as follows:

	REVIEW SUBMITTAL	FINAL SUBMITTAL	FORMAT	WRITTEN AND GRAPHIC INFORMATION	PLAN DRAWINGS
Physical Copies:	3	8	printed bound booklet	8.5x11	foldable 11"x 17" (plans not to scale)
Electronic Copies:	1	1	.pdf	8.5x11	24"x 36" min.
	1	1	.dwg	n/a	24"x 36" min.

2. Review copies of neighborhood development plans shall be submitted to the City Clerk's office per §5.4.4.A of the Somerville Zoning Ordinance. Final copies of neighborhood development plans shall be submitted to the Planning Division for distribution to the Planning Board no less than 20 days prior to the scheduled Public Hearing.
3. All plan drawings shall include a title block with the project name, plan issue date, sheet number, sheet title, registrant stamp, registrant contact information, scale, revision number and date, assessor's map-block-lot number(s), and 2"x 2" City Clerk stamp block.
4. All thoroughfares and civic and recreation spaces shall be clearly labeled.
5. A north arrow and scale shall be provided on each map or plan.

## REQUIRED FOR ALL NEIGHBORHOOD DEVELOPMENT PLAN SUBMITTALS (in addition to Cover Page)

### Written/Graphic Information

	Required	Supplied	Received
1. Contact information (company name, business address, telephone number, designated contact, & email address) for each member or firm of the development team, including legal representation and all project consultants	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Legal description of property, including meets and bounds	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Property title report including current ownership and purchase options of all parcels in the development site	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Property deed	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Identification of any existing legal judgments, actions, covenants, conditions, and/or restrictions that may control development, if applicable	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. A locus map	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Project description including, but not limited to, the following:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Neighborhood vision and character narrative	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Zoning conformance review	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Identification of any requested special permits or variances, as required	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. City policy conformance review, or to other plans deemed appropriate by the Planning Board	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conceptual pedestrian level perspective drawings illustrating key locations within the development site.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. An axonometric drawing illustrating the conceptual build out of the development site	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. A numerical breakdown identifying the size (in square feet) of each proposed lot and the land area of any lot partially located within the City of Somerville	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Proposed development program and project phasing plan:			
i. Identification of the proposed building type(s) for each lot	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Summary of the proposed floor area (by use category) for the development site in total, estimated project phases, individual lots, and for portions of lots partially located within the City of Somerville	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Summary of estimated dwelling unit count for the development site in total, estimated project phases, individual lots, and for portions of floor area partially located within the City of Somerville	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. A statement of intent regarding the future selling or leasing of developable lots and the conveyance (or not) of thoroughfares and civic spaces to the City of Somerville	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Description of the civic space network, including identification of proposed locations, types, and a statistical summary of size (in acres and sq. ft) for each space	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Description of existing and any proposed improvements to major water, sanitary sewer, storm drainage, electrical, telephone, data, CATV, and natural gas utilities for the entire development site	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

10. Transportation analysis (scope of study area surrounding the development site to be determined by the Planning Director)

a. Identification of existing conditions:

- i. Pedestrian infrastructure including primary and secondary routes, important connections, sidewalk volumes and capacity, and delay at crosswalks
- ii. Cycling infrastructure including identification of type (routes/lanes/paths), location, volume, capacity, parking, and safety statistics
- iii. Public transportation including identification of type, location, frequency, capacity, and ridership statistics
- iv. Motor vehicle infrastructure including volume, capacity, and safety statistics

b. Proposed future conditions:

- i. Pedestrian, bicycle, and roadway improvements

c. A multi-modal transportation demand analysis of existing and proposed future conditions following procedures outlined in the 2010 Highway Capacity Manual. Analysis shall include study of demand, capacity, trip distribution, and circulation for sidewalks, bike facilities, public transportation, travel lanes, and intersections for appropriate modes. AM, PM, and daily trip generation rates and modal splits shall be based on regional comparables of similar principal uses provided by the Office of Strategic Planning and Community Development or other sources deemed appropriate by the Planning Board. In the absence of applicable comparables, ITE Trip Generation (latest edition) data may be substituted.

Plan Drawings

1. A two hundred (1" to 200') scale proposed block and lot plan, illustrating the following:

- a. Block outlines, labeled with the length of each block face and total perimeter of each block
- b. Lots, indicating size (in square feet) and width of each in total
- c. Thoroughfare rights-of-way, indicating width in total at various points along their run.

2. A two hundred (1" to 200') scale existing thoroughfare network plan

3. A two hundred (1" to 200') scale proposed thoroughfare network plan

4. A forty (1" to 40') scale proposed thoroughfare layout and geometry plan, including an index plan, if applicable, for all proposed thoroughfares within the DEVELOPMENT SITE

5. A two hundred (1" to 200') scale proposed cycling infrastructure plan, identifying all bike routes, paths, lanes, and related facilities for the entire development site

6. A two hundred (1" to 200') scale proposed civic space plan, identifying the location(s) and type(s) of all proposed civic spaces for the entire development site

7. A utility plan, identifying the existing and proposed layout of major water, sanitary sewer, storm drainage, electrical, telephone, data, CATV, and natural gas utilities for the entire development site

8. A two hundred (1" to 200') scale proposed retail frontage plan, including identification of primary pedestrian circulation routes for the entire development site

**Section 2.0**  
**Historical Background**

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## **2.0 HISTORICAL BACKGROUND**

### **2.1 Introduction**

The following summary of the NorthPoint Project relates to the overall Project. This information is included to provide historical background and context for the proposed Somerville portion of the larger Project.

Please note that within this submission “NorthPoint” refers to the entire mixed-use development located in Cambridge, Boston and Somerville while “North Point” is used herein to denote the proposed Project and the general area of Cambridge and Somerville.

The larger NorthPoint project consists of approximately 45 acres, with portions of the Site located in Cambridge, Somerville and Boston; however, the majority of the Site lies within Cambridge. The portion of the Site located in Somerville is approximately 4.64 acres in area; this land is not contiguous to and is physically isolated from the remainder of the City of Somerville by railroad tracks and the MBTA’s CRMF. A locus map of the site is included in Section 3.5

The original Master Plan for the Cambridge portion of the NorthPoint Project (the Site) was approved in 2003 and several residential buildings have been constructed. To date two residential condominium buildings, totaling 329 units, have been constructed at NorthPoint on parcels S and T shown on the Master Plan (refer to Exhibit A). In conjunction with these two buildings, NorthPoint Common (the on-site four-acre central park) and the following road segments were completed: East Street, Glassworks Avenue, Leighton Street and a major portion of North Point Boulevard. Also completed was the first segment of the on-site community path opening-up pedestrian and bicycle access under the Gilmore Bridge to North Point Park, the North Bank Bridge and the larger Charles River park system. This initial phase of construction is equivalent to over \$140 million of investment in the NorthPoint development.

In August 2010, CJUF III NorthPoint, LLC (the Applicant) acquired the NorthPoint property. Since then, the Applicant evaluated the approved Master Plan to identify ways in which the approved plan could be enhanced to provide new opportunities for the development as a whole as well as to the City of Somerville. A modification of the Master Plan was eventually submitted to and approved by the City of Cambridge.

A mixed-use residential tower of approximately 355 residential units (including 41 affordable units and 16 three bedroom units) along with 8,000 sf of commercial space is currently under construction on Parcel N; this activity is located adjacent to the Gilmore Bridge. The proposed publicly accessible park between Parcels M and N is being constructed as part of the construction of this building.

The extensive Charles River Park system, including the nine-acre North Point Park completed by the Department of Conservation and Recreation is located adjacent to the NorthPoint Site. The most recent improvement to open space in the area is the North Bank Bridge providing pedestrian and bicycle access from Cambridge to Charlestown.

The Site, including the Somerville portion, is uniquely well-served by mass transit facilities; specifically the MBTA's Green Line Lechmere Station. This station is located across Monsignor O'Brien Highway from the Site and will be relocated by the MBTA onto the NorthPoint Site; the Orange Line Community College Station is also located within the vicinity of the Site and is accessed via the Gilmore Bridge.

The next phase of construction will be the NorthPoint Boulevard Extension project which will provide streetscape and utility infrastructure surrounding the MBTA's new Lechmere Station and Green Line Extension Program.

# NORTHPOINT

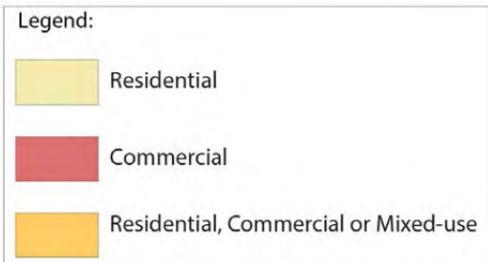
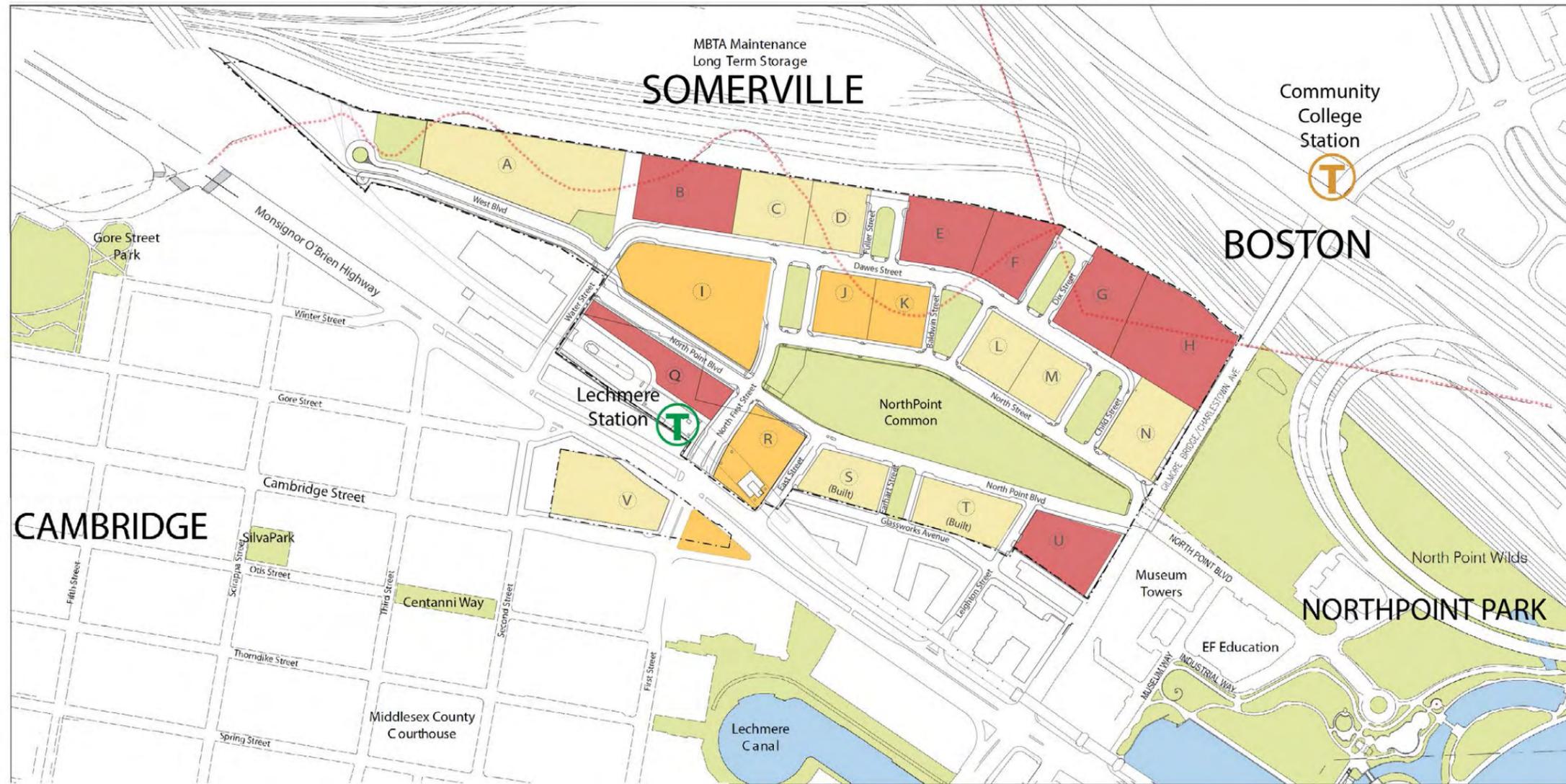


Table 1:  
Dimensional Limits By Block

	Residential	Commercial	Mixed Use
A	360,407 gsf		
B		120,000 gsf	
C	245,000 gsf		
D	245,000 gsf		
E		300,000 gsf	
F		240,000 gsf	
G		445,000 gsf	
H		300,000 gsf	
I			440,000 gsf
J			280,000 gsf
K			240,000 gsf
L	280,000 gsf		
M	205,000 gsf		
N	394,000 gsf		
Q		155,000 gsf	
R			140,000 gsf
S	112,398 gsf		
T	242,194 gsf		
U		320,000 gsf	
V	181,855 gsf		
	<b>2,265,854 gsf</b>	<b>1,880,000 gsf</b>	<b>1,100,000 gsf</b>
	<b>5,245,854 gsf</b>		

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

Maximum Non Residential:	2,185,062 gsf
Minimum Residential:	3,060,792 gsf
<b>Maximum Total:</b>	<b>5,245,854 gsf</b>

Notes

- A variation of 10% or less from the GFA enumerated (in table 1 above) for each block of the Master Plan is permitted.
- Actual Buildout is subject to the total approved GFA conditions shown in Table 2 above.

## 2.2 Status of Related Permits and Approvals

### Cambridge Planning Board

The following table summarizes the Special Permit history for Cambridge Planning Board case #PB-179.

Permit	Submittal Date	Approval Date	Scope
Master Plan Special Permit	07/25/2002	03/11/2003	Original filing
Master Plan Special Permit Amendment #1 (minor)	03/01/2007	03/06/2007	Land use, retail locations, phasing
Master Plan Special Permit Amendment #2 (minor)	11/14/2008	11/18/2008	Width of multi-use path
Master Plan Special Permit Amendment #3 (major)	09/07/2012	11/06/2012	Revised Master Plan
Master Plan Special Permit Amendment #4 (major) *	06/24/2014	Pending	Parking ratio, shared parking district
Zoning Amendment	09/02/2014 (est.)	Pending	Retail parking

\* Amendment #4 has been approved on a preliminary and conceptual level by the City of Cambridge Planning Board. Further action is deferred until a necessary zoning amendment is approved by Cambridge City Council to allow retail parking.

### MEPA

On December 16, 2002, MEPA issued a Certificate on the Final Environmental Impact Report for the NorthPoint project (EEA #12650). On August 20, 2010 MEPA also issued an Advisory Opinion regarding the need for a Notice of Project Change (NPC) or new Environmental Notification Form (ENF) due to the lapse of time in starting construction. MEPA determined that a NPC or new ENF was not required.

On May 18, 2011, in response to a request from CJUF III NorthPoint, LLC and The HYM Investment Group, LLC for a determination as to whether a Notice of Project Change would be required due to changes in the Project's timeframe and the reassignment of responsibility for the relocation of the Lechmere MBTA Station from the developer to the Commonwealth of Massachusetts (the Commonwealth) in exchange for other real estate and trackage rights from the developer (See MBTA section below for additional detail), MEPA concluded that a Notice of Project Change was not required.

On December 27, 2012, a further request for an Advisory Opinion was submitted to confirm that the Project did not require additional MEPA review due to changes to the Master Plan under the 2012 Cambridge Special Permit Amendment and on January 9, 2013, the Secretary of Energy and Environmental Affairs issued an Advisory Opinion confirming that no additional review under MEPA is required because of the Master Plan changes.

**MBTA**

The Commonwealth has assumed the responsibility for the design and construction of the new Lechmere Station. In return, the Applicant and its partner, Pan Am Railways, have conveyed various land parcels, real estate rights, and track usage rights to the MBTA which have a value equivalent to the developer's original commitment to build the new Lechmere Station. Approximately one acre of land at the extreme north-westerly end of the site has been conveyed by Applicant to the MBTA for the construction of the cross-over where the Green Line extension crosses over the MBTA commuter rail tracks and for construction of the pedestrian and bicycle multi use path. All of the development rights associated with this land have been reserved by the Applicant. The conveyance of the so-called "cross-over parcel" to the MBTA enables the Green Line Extension to Union Square in Somerville.

**MassDOT**

The Applicant is continuing to work with MassDOT, the City of Cambridge and Cambridge residents and stakeholders regarding improvements to Monsignor O'Brien Highway between Third Street and Museum Way in Cambridge. The Applicant will be conducting a formal design process involving MassDOT and all interested stakeholders over the next year.

**Sewer Connection**

Massachusetts Department of Environmental Protection (MADEP) issued a sewer extension and connection permit (#W039205) for parcels S, T, U, L, M and N of the NorthPoint project on July 8, 2004 in conjunction with an extension and connection permit for the Archstone NorthPoint project. This permit for the NorthPoint Project was extended on December 27, 2011 (#X238084) and is valid until December 27, 2016. Earlier this year, DEP discontinued the DEP Sewer Extension/Connection Program. No further DEP involvement is anticipated.

**Stormwater**

The connection of the NorthPoint stormwater management system to the Lechmere Canal outfall was constructed in 2007 subject to a Superseding Order of Conditions (SOOC) issued by the MADEP. MADEP issued a Certificate of Compliance for the work on December 22, 2011. The connection of the NorthPoint stormwater management system to the Lechmere Canal outfall was also subject to obtaining a Chapter 91 license (#11343) which was issued by the MADEP on February 24, 2006. MADEP issued a Certificate of Compliance for the Chapter 91 license on December 7, 2012.

**Section 3.0**  
**Proposed Neighborhood Development Plan**  
**Written/Graphic Information**

### 3.0 WRITTEN/GRAPHIC INFORMATION

The following information is provided as required by the City of Somerville for the approval of Neighborhood Development Plans.

#### 3.1 Contact Information

**Owner:**

CJUF III NorthPoint, LLC  
c/o The HYM Investment Group, LLC  
One Congress Street  
10<sup>th</sup> Floor, Suite 101  
Boston, MA 02114  
Thomas N. O'Brien, Managing Director  
617-248-8905  
[tobrien@hyminvestments.com](mailto:tobrien@hyminvestments.com)

**Architect:**

CBT / Childs Bertman Tseckares, Inc.  
110 Canal Street  
Boston, MA 02214  
David Nagahiro, Principal  
617-646-5315  
[nagahiro@cbtarchitects.com](mailto:nagahiro@cbtarchitects.com)

**Traffic Engineer:**

Vanasse Hangen Brustlin, Inc.  
99 High Street, 10<sup>th</sup> Floor  
Boston, MA 02110  
Susan P. Sloan-Rossiter, Principal  
617-607-2930  
[ssloanrossiter@vhb.com](mailto:ssloanrossiter@vhb.com)

**Landscape Architect:**

Copley Wolff Design Group  
160 Boylston Street, 3<sup>rd</sup> Floor  
Boston, MA 02116  
John Copley, Principal  
617-654-9000  
[jcopley@copley-wolff.com](mailto:jcopley@copley-wolff.com)

**Civil Engineer:**

Beals and Thomas, Inc.  
144 Turnpike Road  
Southborough, MA 01772  
Richard Kosian, Executive Vice President  
508-366-0560  
[rkosian@bealsandthomas.com](mailto:rkosian@bealsandthomas.com)

**Legal Counsel:**

DLA Piper, LLP  
33 Arch Street, 26<sup>th</sup> Floor  
Boston, MA 02110  
Richard Rudman, Esquire  
617-406-6027  
[richard.rudman@dlapiper.com](mailto:richard.rudman@dlapiper.com)

**Legal Counsel:**

Galluccio & Watson, LLP  
1498 Cambridge Street  
Cambridge, MA 02139  
Anthony D. Galluccio, Partner and Founder  
617-945-2577  
[anthony@gwwlawfirm.com](mailto:anthony@gwwlawfirm.com)

### 3.2 Legal Description of Property

#### NORTHPOINT NEIGHBORHOOD DEVELOPMENT PLAN SOMERVILLE, MASSACHUSETTS

Three certain parcels of land in the Commonwealth of Massachusetts, County of Middlesex, City of Somerville, situated on the southeasterly boundary of the City of Somerville common with the City of Cambridge and shown in part on a plan recorded at the Middlesex County Registry of Deeds as plan 937 of 2012. More particularly bounded and described as follows:

##### **First Parcel**

Beginning at a point at the most northeasterly corner of the parcel herein described, thence running;

Westerly                      1026 feet more or less by the city boundary between the City of Somerville and City of Cambridge, said course being by the centerline of the former Millers River channel, to a point, thence turning and running;

S 81° 14' 38" E              488 feet more or less to a point, thence turning and running;

S 77° 22' 25" E              264 feet more or less to the point of beginning, said last two courses being by land now or formerly of MBTA.

Containing 3.46 acres, more or less.

##### **Second Parcel**

Beginning at a point at the most northeasterly corner of the parcel herein described, said point being N 81° 14' 38" W 327 feet more or less from the most westerly corner of the first parcel, thence running;

Westerly                      579 feet more or less by the city boundary between the City of Somerville and City of Cambridge, said course being by the centerline of the former Millers River channel, to a point, thence turning and running;

S 81° 14' 38" E            521 feet more or less to the point of beginning, said last course being by land now or formerly of MBTA.

Containing 0.87 acres, more or less.

**Third Parcel**

Beginning at a point at the most northeasterly corner of the parcel herein described, said point being N 81° 14' 38" W 258 feet more or less from the most westerly corner of the second parcel, thence running;

Westerly                    317 feet more or less by the city boundary between the City of Somerville and City of Cambridge, said course being by the centerline of the former Millers River channel, to a point, thence turning and running;

N 02° 23' 37" W            28 feet more or less to a point, thence turning and running;

S 67° 40' 27" E            42.82 feet to a point, thence turning and running;

S 81° 14' 38" E            203 feet more or less to the point of beginning, said last three courses being by land now or formerly of MBTA.

Containing 0.37 acres, more or less.

### **3.3 Property Title Report**



**COMMITMENT FOR TITLE INSURANCE  
SCHEDULE B - SECTION 2**

**EXCEPTIONS FROM COVERAGE**

The following are title matters affecting the North Point site. Many of these matters do not affect the portion of the site located in Somerville.

6. Right of others legally entitled thereto to use the "private" portion of Water Street as shown on the Plan referred to in Exhibit A above (affects PARCEL ONE).
7. Electric Utility Easement from Ogden Realty Limited Partnership to Cambridge Electric Light Company dated June 22, 1989 and recorded with Middlesex in [Book 19905, Page 539](#).

This Policy insures that this Easement is located as shown on the Survey and affects only East Street and a portion of the property adjacent thereto, as shown on the Exhibit A sketch attached to the easement set forth above [TO BE CONFIRMED BY SURVEY]

8. Report and Findings of the Superior Court Commission on the Abolition of Grade Crossing recorded August 4, 1900 with Suffolk in [Book 2700, Page 243](#), affecting the location of Austin Street and the draw bridge over the Millers River at the Prison Point Bridge and Report and Findings of the Special Commission on the Alterations of the Grade Crossing of Prison Point Street in Cambridge dated March 29, 1899 and recorded May 2, 1900 with Middlesex in [Book 2815, Page 145](#), establishing the layout of Prison Point Street in Cambridge to Austin Street in Boston over a viaduct 50 feet wide.

This Policy insures that the documents referred to in this Item affect only the land as shown on the Survey and only affect the land located under the "Prison Point Bridge" a/k/a Gilmore Bridge [TO BE CONFIRMED BY SURVEY]

9. Prison Point Bridge Taking dated September 25, 1972 by the Commonwealth of Massachusetts, Metropolitan District Commission, and recorded with Suffolk in Book 8540, Page 651 and recorded with Middlesex in [Book 12222, Page 250](#).

This Commitment is invalid unless the Insuring Provisions and Schedules A and B are attached.

This Policy insures that this Taking affects only the land as shown on the Survey and only affects the land located under the "Prison Point Bridge" a/k/a Gilmore Bridge and a strip of land adjacent thereto [TO BE CONFIRMED BY SURVEY]

10. Provisions of Release Deed and Grant of Easement between the Boston and Maine Corporation and the Massachusetts Bay Transportation Authority dated July 1, 1992 and recorded with Suffolk in [Book 17577, Page 179](#) and with Middlesex in [Book 22186, Page 479](#), as affected by Confirmatory Release Deed and Grant of Easement dated July 20, 1993 and recorded with Suffolk in [Book 19013, Page 1](#) and with Middlesex in [Book 24467, Page 562](#)

11. Rights, covenants, reservations, and terms and provisions of a Deed from the Boston and Maine Railroad to Keith Fulton & Sons, Inc. dated September 14, 1961 and recorded with Middlesex in [Book 9891, Page 128](#), as affected by the City of Cambridge Taking for public parking and transportation dated November 10, 1980 and recorded with Middlesex in [Book 14151, Page 141](#).

This Policy insures that the rights and easements referred to in this Item affect East Street only and are located as shown on the Survey [TO BE CONFIRMED BY SURVEY]

12. Rights, covenants, reservations and terms and provisions of a Deed from the Boston and Maine Railroad to Leo Pistorino dated December 24, 1964 and recorded with Middlesex in [Book 10721, Page 201](#), conveying the area shown on the plan recorded with Middlesex in [Book 10699, Page End](#), as is affected by rights granted by Leo M. Pistorino, et al, Trustees to P.W. Rounsevell, Inc. by deed dated August 22, 1966 and recorded with Middlesex in [Book 11193, Page 436](#), as further affected by rights granted by Leo M. Pistorino et al, Trustees to Pappas industrial Properties, Inc. by deed dated October 13, 1977 and recorded with Middlesex in [Book 13309, Page 047](#), as further affected by rights granted by Leo M. Pistorino, et al, Trustees to Bornstein & Fisher, Inc. by deed dated January 16, 1978 and recorded with Middlesex in [Book 13375, Page 339](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]

13. Taking of Utility Easement by the Commonwealth of Massachusetts by its Division of Capital Planning and Operations dated March 27, 1987 and recorded with Middlesex in [Book 17987, Page 054](#), as affected by Assignment dated March 27, 1987 to Cambridge Electric Light Company recorded with Middlesex in [Book 17987, Page 057](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]

14. Terms and provisions of M.G.L. Chapter 40, Section 54A.

15. Ownership of Prison Point (Gilmore) Bridge by the Commonwealth of Massachusetts.

16. Easement for utility purposes from Boston and Maine Corporation et al to Verizon New England Inc. dated December 29, 2006 and recorded with Middlesex in [Book 49883, Page 423](#), as affected by Consent and Joinder recorded with Middlesex in [Book 49883, Page 433](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]

17. Easement for utility purposes from Boston and Maine Corporation et al to NStar Gas Company dated December 29, 2006 and recorded with Middlesex in [Book 49883, Page 437](#), as affected by Consent and Joinder recorded in [Book 49883, Page 445](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]

18. Easement for utility purposes from Boston and Maine Corporation et al to Comcast of Massachusetts I, LLC dated December 29, 2006 and recorded with Middlesex in [Book 49883, Page 447](#), as affected by Consent and Joinder recorded with Middlesex in [Book 49883, Page 454](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]

19. Easement for utility purposes from Boston and Maine Corporation et al to Cambridge Electric Light Company dated December 29, 2006 and recorded with Middlesex in [Book 49883, Page 474](#), as affected by Consent and Joinder recorded in [Book 49883, Page 485](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]

20. Terms and provisions of Indenture between the Trustees of the Boston and Maine Corporation, and the Massachusetts Bay Transportation Authority dated December 24, 1976 and recorded with Suffolk in [Book 8923, Page 22](#) and recorded with Middlesex in [Book 13177, Page 113](#), as affected by Affidavit by Lawrence B. Boyd, Environmental Engineer for the Boston and Maine Corporation dated December 13, 1983 and recorded with Suffolk in [Book 10737, Page 326](#) and as further affected by Agreement between Massachusetts Bay Transportation Authority and the Boston and Maine Corporation dated July 1, 1992 and recorded with Suffolk in [Book 17577, Page 185](#) and with Middlesex in [Book 22186, Page 485](#).
21. Rights of billboard operators relative to the Billboard located on PARCEL ONE, and any and all claims arising thereunder.
22. Easements reserved in deed from Sierra Plus Tango LLC to Boston and Maine Corporation dated June 9, 2008 and recorded in [Book 51285, Page 329](#).
23. Matters shown on a plan entitled "North Point, Subdivision Plan of Land, Boston, Cambridge and Somerville, Massachusetts, Suffolk and Middlesex Counties, Scale 1" = 100', dated March 14, 2008 prepared by Gunther Engineering", which plan is recorded with the Middlesex South District Registry of Deeds as [Plan 597 of 2010](#) (Middlesex) and in [Plan Book 2010, Page 270](#) and [Plan Book 2010, Page 271](#) (Suffolk).
24. Easements, conditions and restrictions set forth in a deed from Boston and Maine Corporation to CJUF III NORTHPOINT LLC, dated as of August 19, 2010 and recorded in [Book 55212, Page 330](#) (Middlesex) and [Book 46807, Page 256](#) (Suffolk), as affected by merger of title in CJUF III NORTHPOINT LLC by deed recorded in Middlesex County in [Book 63899, Page 200](#)
25. Easements, covenants, conditions and restrictions, including but not limited to common area assessments and charges set forth in Agreement of Covenants, Easements and Restrictions by and between CJUF III Northpoint LLC, Sierra Plus Tango LLC and Boston and Maine Corporation, dated April 1, 2011 and recorded in [Book 56683, Page 375](#) (Middlesex) and Book 47761, Page 232 (Suffolk), as affected by First Amendment dated December 12, 2012 and recorded with Middlesex in [Book 60764, Page 220](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]
26. Easements, covenants, conditions and restrictions, including but not limited to common area assessments and charges due after June 1, 2015, set forth in Northpoint Agreement of Covenants, Easements and Restrictions by and between CJUF III Northpoint LLC, NP Parcel N Owner LLC and the Boston and Maine Corporation, dated April 12, 2013 and recorded with Middlesex in [Book 61625, Page 397](#), as shown on the Survey [TO BE CONFIRMED BY SURVEY]
27. Notice of Activity and Use Limitation by Boston and Maine Corporation dated June 13, 2013 and recorded in [Book 62072, Page 281](#) (affects Parcel Two of PARCEL TWO), as shown on the Survey [TO BE CONFIRMED BY SURVEY]
28. Notice of Activity and Use Limitation by Boston and Maine Corporation dated June 13, 2013 and recorded with Middlesex in [Book 62072, Page 314](#) (affects Parcel One of PARCEL TWO), as shown on the Survey [TO BE CONFIRMED BY SURVEY]
29. Rights of others to use a private way delineated as the "50' Wide Access Drive (formerly East Street) on the Subdivision Plan of Land recorded as [Plan 597 of 2010](#)) for all purposes for which streets or ways are used in the City of Cambridge, however, said rights of others do not extend to any portion of the land located within the bounds of Central Park Parcel, as shown on the Survey [TO BE CONFIRMED BY SURVEY]
30. Easement for Electric Service by and between NP Parcel Owner LLC, CJUF III Northpoint LLC and Boston and Maine Corporation to NStar Electric Company, dated December 11, 2013 and recorded in

[Book 63310, Page 347](#) (affects Parcel One), as shown on the Survey [TO BE CONFIRMED BY SURVEY]

31. Sewer and Drainage Taking dated July 10, 1975 by the Commonwealth of Massachusetts, Metropolitan District Commission, and recorded with Suffolk in [Book 8801, Page 515](#) and recorded with Middlesex in [Book 12828, Page 392](#).
32. Easements, covenants, conditions and restrictions, including but not limited to common area assessments and charges set forth in Agreement of Covenants, Easements and Restrictions by and between CJUF III Northpoint LLC, NP Parcel N Owner LLC and the Boston and Maine Corporation, dated April 12, 2013 and recorded with Middlesex in [Book 61625, Page 397](#) and recorded with Suffolk in [Book 51306, Page 54](#), as affected by Northpoint Parcel N Deed Covenants by and between CJUF III Northpoint LLC and NP Parcel N Owner LLC dated April 11, 2013 and recorded with Middlesex in [Book 61625, Page 496](#).
33. Development Regulatory Agreement between Boston Redevelopment Authority and CJUF III Northpoint LLC dated July 29, 2014 and recorded with Suffolk in [Book 53319, Page 90](#).
34. Terms and provisions of a Lease by and CJUF III Northpoint LLC (Landlord) and Sierra Plus Tango LLC (Tenant) dated April 1, 2012, a Notice of which is recorded with Middlesex in [Book 60222, Page 132](#).
35. Terms and provisions of Parking Easement Agreement by and between JCUF III Northpoint LLC and NP Parcel N Owner dated as of April 12, 2013 and recorded with Middlesex in [Book 61625, Page 464](#) and with Suffolk in Book 51306, Page 121.
36. Notice of Activity and Use Limitations recorded with Middlesex in [Book 62072, Page 351](#).
37. Reservations and conditions set forth in a deed from CJUF III Northpoint LLC to Massachusetts Bay Transportation Authority, dated as of November 20, 2013 and recorded with Middlesex in [Book 62977, Page 343](#), as affected by Affidavit recorded with Middlesex in [Book 63061, Page 369](#).

NOTE: Although specifically excluded from the coverage of this policy, the following matters, which are recorded with the Middlesex South District Registry of Deeds, are provided for informational purposes only:

- a. Zoning Decision (Variance), Notice of which is dated April 12, 1962 and recorded with Middlesex in [Book 10033, Page 558](#).
- b. Order of Conditions dated June 29, 1992 issued by the Somerville Conservation Commission in favor of Massachusetts Bay Transportation Authority and Boston and Maine Railroad and recorded November 4, 1992 in Book 22580, Page 215.
- c. Zoning Decision, City of Cambridge Planning Board Case No. 179, Notice of which is recorded with Middlesex in [Book 44824, Page 370](#), as affected by Minor Amendment No. 1, recorded in [Book 62918, Page 289](#), as further affected by Minor Amendment No. 2, recorded in [Book 62918, Page 306](#), as further affected by Amendment No. 3 (Major), recorded in [Book 62918, Page 308](#).
- d. MA DEP Permit for Sewer System Extension recorded with Middlesex in [Book 58497, Page 1](#).

### **3.4 Property Deed**



2010 00142026

Bk: 55212 Pg: 330 Doc: DEED  
Page: 1 of 4 08/20/2010 03:46 PM

QUITCLAIM DEED

54

BOSTON AND MAINE CORPORATION, a Delaware corporation ("Grantor"), for consideration paid and in full consideration of Ten and 00/100 Dollars (\$10.00) (the "Purchase Price"), grants to CJUF III NORTHPOINT LLC, a Delaware limited liability company ("Grantee"), having an address c/o Canyon Capital Realty Advisors LLC, 2000 Avenue of the Stars, 11<sup>th</sup> Floor, Los Angeles, California 90067, with QUITCLAIM COVENANTS, the parcel of land (the "Parcel") located in Boston (Suffolk County) and Cambridge and Somerville (Middlesex County), Massachusetts, described in Exhibit A attached hereto and made a part hereof, together with all buildings, structures and other improvements on the Parcel (the Parcel and such buildings, structures and other improvements being herein collectively referred to as the "Real Property").

North Point Blvd - Camb + Som

This conveyance is made for nominal consideration in order to vest title in a single purpose entity in which Grantor is a member.

The Real Property is conveyed together with and subject to all recorded easements, restrictions, reservations and other matters of record pertaining to the Real Property or any part thereof, insofar as the same are now in force and applicable. The Real Property is conveyed together with all right, title and interest of Grantor in and to any land lying in the bed of any street adjacent to or abutting or adjoining the Parcel or any of them, all lines, wires, cables, pipes and other facilities and equipment for utility services located in or on the Parcel or any of them, all other rights, privileges, rights of way and easements appurtenant to the Parcel or any of them, including, without limitation, all minerals, oil or gas on or under the Parcel or any of them, development rights, land use entitlements, air rights and water rights, and all right, title and interest of Grantor in and to the private street known as Water Street.

The Real Property is also conveyed together with the non-exclusive rights and easements, as appurtenant to the Real Property to use the 'Central Park' Parcel" and the "Lot FP," both as shown on the 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 and recorded herewith (the "Plan"), for all purposes for which parks (public or private) are now or hereafter commonly used, as well as for the provision of underground utilities, including the installation, maintenance, repair and replacement thereof, and for use by pedestrians.

Contemporaneously with the execution hereof, Grantor has granted to Grantee an option to purchase the "Central Park" Parcel as shown on the Plan, copies of which option are in the respective offices of Grantor and Grantee.

Grantor, as releasor, on behalf of itself and all those Persons (as hereinafter defined) claiming by, through or under Grantor, as releasors, together with their successors and assigns (collectively referred herein to as the "Releasors"), for good and valuable consideration as set forth herein and for the benefit of Grantee, its past and present officers, directors, shareholders, employees, agents, attorneys, parent corporations, subsidiaries, affiliates, members, managers, successors, and assigns, and the heirs, executors, trustees, administrators, successors, and assigns

Plan # 597 2010

LIBD/2345526.2

PLEASE RETURN TO:  
LAWYERS TITLE/COMMONWEALTH LAND TITLE  
COMMERCIAL SERVICES OFFICE  
265 FRANKLIN STREET, 8TH FLOOR  
BOSTON, MA 02110  
ATTN: SS FILE NO. 9118

of any such Persons, as releasees (collectively referred to as the "Releasees"), does hereby unconditionally remise, release, and forever discharge all of its rights, easements, licenses, and other benefits, verbal or written, however derived and whenever derived, from the beginning of the world to the date of execution of this Quitclaim Deed, to use or occupy, temporarily or perpetually, the Real Property for any purpose whatsoever, including, without limitation, for any railroad or transit uses or purposes or for any uses related thereto (collectively referred to as the "Released Uses"). As used herein, the word "Person" shall mean any individual, partnership, limited liability company, trust, firm, association, corporation, and any other form of business or governmental organization or entity. Grantor hereby agrees to indemnify and hold the Releasees harmless from and against any and all liabilities, losses, damages, costs and expenses (including reasonable attorneys' fees) that may be incurred by the Releasees or any of them on account of or as a result of any claims made by any Releasors with respect to any of the Released Uses. Grantor hereby acknowledges and agrees that this release has been executed by Grantor knowingly, voluntarily, and intelligently, after consideration and review with counsel. Grantor shall pay on demand the expenses, including reasonable attorneys' fees, incurred by the Releasees or any of them in enforcing the obligations of Grantor under this release.

The Real Property does not constitute all or substantially all of the assets of Grantor in The Commonwealth of Massachusetts.

For Grantor's title to Parcel One described on Exhibit A attached hereto see:

Certificate of Title No. 105409 (see Notice of Withdrawal recorded with the Middlesex South District Registry of Deeds (the "Middlesex Registry") in Book 50394, Page 183 and filed with the Middlesex South Registry District of the Land Court as Document No. 1459602) and Deeds recorded with the Middlesex Registry in Book 372, Page 32; Book 1097, Page 625; Book 1532, Page 419; Book 1559, Page 136, Book 1843, Page 184; Book 2395, Page 169; Book 3510, Page 279; Book 3550, Page 242; Book 3684, Page 384; Book 3855, Page 27; Book 4434, Page 442; Book 4887, Page 295; Book 4943, Page 563; Book 4953, Page 256; and Book 9668, Page 380. See also Discontinuance recorded in Book 5033, Page 42 and Consolidations recorded with the Middlesex Registry in Book 4315, Pages 1 and 3. See also Consolidation Agreement dated November 26, 1918 between the Boston & Lowell Railroad Corporation and the Boston and Maine Railroad recorded with the Suffolk County Registry of Deeds (the "Suffolk Registry") in Book 4186, Page 001; Consolidation Agreement dated November 26, 1918 between the Fitchburg Railroad Company and the Boston and Maine Railroad recorded with the Suffolk Registry in Book 4186, Page 003; and Certificate of Merger between the Boston and Maine Railroad and Boston and Maine Corporation recorded June 30, 1964 with the Suffolk Registry in Book 7859, Page 471 and recorded July 2, 1964 with the Middlesex Registry in Book 10572, Page 095 and Consummation Order in the Matter of the Boston and Maine Corporation, Debtor dated June 17, 1983 and recorded with the Suffolk Registry in Book 10509, Page 001 and with the Middlesex Registry in Book 15192, Page 192, and deeds from East Street Inc., d.b.a Water Street Company, dated April 14, 2003 and recorded with the Middlesex Registry in Book 39214, Page 589 and in Book 39214, Page 586. [See also Release Deed from Archstone dated February 6, 2008 and recorded with the Middlesex Registry in Book 50705, Page 211 (as to Parcel A-a) and Release Deed from ASN Maple Leaf (Office) LLC dated February 6, 2008 and recorded with the Middlesex Registry in Book 50705, Page 207 (as to Parcels 5.a and 5.c)]



EXHIBIT A

Description of Real Property

The Parcel is that parcel of land in the cities of Somerville, Cambridge and Boston, Massachusetts being shown as Parcel I on the plan entitled "North Point Subdivision Plan of Land in Boston, Cambridge and Somerville, Massachusetts, Suffolk and Middlesex Counties", dated August 16, 2010, prepared by Gunther Engineering, recorded herewith.

### **3.5 Identification of Legal Judgments**

There are no known legal judgments associated with the Site.

### **3.6 Locus Map**

The property is currently zoned "North Point Special District" (NPSD) and lies in the Inner Belt Transformative Area designated within SomerVision, Somerville's Comprehensive Plan. Refer to Exhibit B for the specific location of the proposed NorthPoint neighborhood, the subject of this NDP application.



**Exhibit B**  
**Locus Map**  
Somerville Neighborhood Development Plan

Scale: 1" = 600' ±      Date: 09/11/2014  
B+T Drawing No. 208402P142A-001

**NorthPoint**  
Cambridge, Somerville and Boston,  
Massachusetts

**CJUF III NorthPoint LLC**  
One Congress Street, 10th. Floor, Suite 101  
Boston, Massachusetts

North Arrow

NORTH

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ALL RIGHTS RESERVED

### 3.7 Project Description

The overall NorthPoint project is a large, long-term development that has evolved over time in response to changing social and economic conditions. It is the intent of this submission to establish a comprehensive Master Plan for the Somerville portion of NorthPoint consistent with the larger NorthPoint Master Plan and return to the Planning Board for design and Site Plan review with specific and detailed designs for each parcel as they are advanced for construction in accordance with Section 5.7.2 of the Zoning Ordinance. This approach is consistent with the permitting process and approvals used for the Cambridge portion of the overall NorthPoint Project.

#### a. Neighborhood Vision and Character

As required by Section 6.6.3.A.3.a of the Zoning Ordinance, the proposed NDP conforms to the existing plans and policies of the City of Somerville, is consistent with the purposes of the North Point Special District and the Zoning Ordinance, complies with the standards set forth in Sections 6.6.4 and 6.6.5 of the Zoning Ordinance for Urban Design and Thoroughfares.

When completed, the proposed NorthPoint project will 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. These uses will be balanced with an appropriate amount of ground-level retail as well as a combination of for sale and rental units located throughout the project site, including the Somerville portion.

#### b. Zoning Conformance Review

As a master-planned neighborhood, detailed plans and designs will be submitted to the City of Somerville for design and zoning review as the individual parcels within the City are advanced. All parcels will be designed and constructed in accordance with the applicable criteria of the Somerville Zoning Ordinance Section 6.6 (North Point Special District). Except as described in Section 3.7.c below, the design will demonstrate:

- 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;

- Consistency with the purpose of the Northpoint Special District and of the Ordinance in general; and
- Compliance with the standards set forth in §6.6.4 Urban Design and §6.6.5 Thoroughfares.

**c. Special Permits and Variances Waiver Requests**

The Applicant requests a waiver from the requirements of Section 6.6.4.B.1, pursuant to the provisions of 6.6.4.B.2 of the Ordinance.

*6.6.4.B.1 – The Thoroughfare network shall be structured to define individual blocks with a total perimeter no greater than 1,400 feet and individual block faces no greater than 500 feet.*

The Proposed Block and Lot Plan is included in Section 4 and outlines the proposed block configuration for the lots within Somerville. The lots that are located either partially or wholly in Somerville include Lots A, B, C, D, E F, J and K. Some block faces of these block exceed the allowable block face dimension of 500 feet, however the portion of the block face that is in Somerville does not exceed 500 feet.

Block A has a block face dimension on West Street of 850 feet. However, this block face is entirely in Cambridge.

Block B-C-D has a block face dimension on Dawes Street of 671 feet. However, only 60 feet of this block face is located in Somerville.

**d. City Policy Review**

All Parcels will be designed in accordance with the requirements of the Somerville Zoning Ordinance and in a manner consistent with the applicable criteria of *SomerVision*, the *East Cambridge Design Guidelines: NorthPoint*, the *Cambridge PUD Development Plan Submittal* and the community participation process. Based on the principles contained within these documents, NorthPoint will be developed as a dynamic, walkable, mixed-use and transit-oriented neighborhood. The Project will also incorporate the elements of the Complete Streets Ordinance to provide for flow of motorized vehicles but also provide for appropriate accommodations for bicyclists, pedestrians, transit users and persons of all abilities. This will promote safe operation for all users in a comprehensive and connected network supportive of the surrounding community.

**e. Conceptual Pedestrian Level Perspective – Exhibit C**

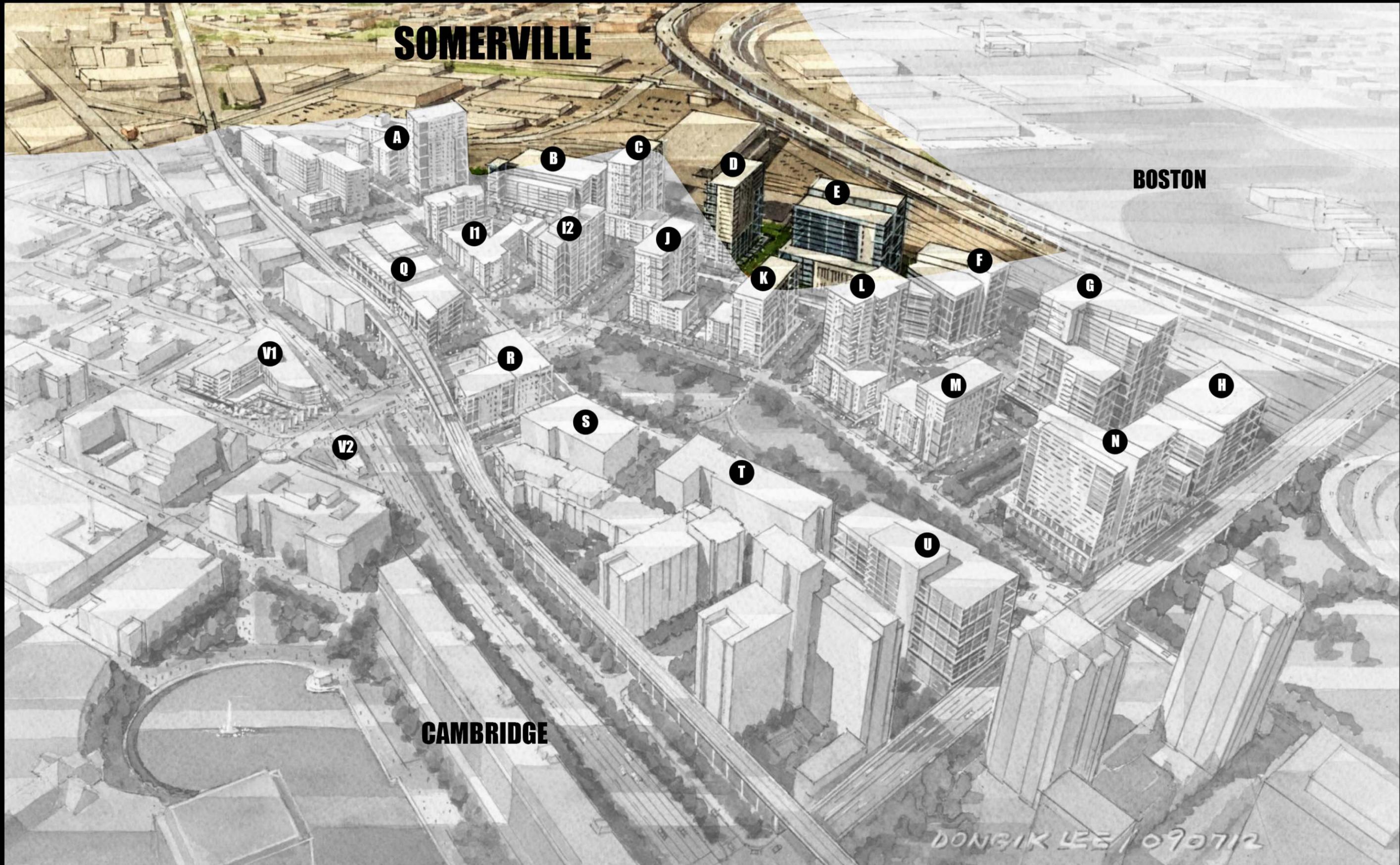


**EXHIBIT C**

**f. Axonometric Drawing – Exhibit D and Exhibit D1**



**EXHIBIT D**



**EXHIBIT D1**

**g. Lot Size**

Table 1 provides a breakdown of the area (in square feet) for the one (1) parcel (Parcel E) located entirely within the City of Somerville and for each of the proposed parcels located partially within the City.

**Table 1.**

<b>Lot</b>	<b>Total Area (sf)</b>	<b>Area in Somerville (sf)</b>	<b>Percent in Somerville</b>
A	109,119	26,295	24%
B	54,829	7,215	13%
C	39,643	487	1%
D	31,041	22,204	72%
E	43,777	43,777	100%
F	39,067	20,776	53%
J	28,994	1,295	4%
K	28,998	11,915	41%

**h. Proposed Development Program Phasing Plan**

As shown in Table 1, eight (8) lots are located either entirely or partially within Somerville. Below is a statistical summary of the currently proposed elements of the development program. These elements are subject to change during the course of the Project as permitted under the Zoning Ordinance.

i. Proposed Building Types by Lot

Per Section 6.6.9 of the North Point Special District Zoning, three (3) proposed building types are identified. For the Lots entirely or partially within Somerville, two (2) are Commercial High-Rises (Lots E and F), one (1) will be a Commercial Building (Lot B) and five (5) are Residential High-Rises (Lots A, C, D, J and K).

ii. Floor Area Summary

The NorthPoint master plan is comprised of approximately 5.2 million gross square feet of building floor area excluding parking levels. This total includes approximately 2.2 million square feet of residential floor area, 1.9 million square feet of commercial floor area and an additional 1.1 million square feet of mixed-use floor area. Table 2 defines the approximate floor area allocations within Somerville for each lot, summarized by residential vs. non-residential uses.

**Table 2.**

Lot	Use Type	Total Estimated Floor Area (sf)	Estimated Floor Area in Somerville (sf)	
			Residential	Non-Residential
A	Residential	360,407	0	0
B	Commercial	120,000	0	15,000
C	Residential	245,000	2,500	0
D	Residential	245,000	88,500	0
E	Commercial	300,000	0	300,000
F	Commercial	240,000	0	110,000
J	Mixed	280,000	2,500	0
K	Mixed	240,000	135,000	0
<b>Total Residential vs Non Residential (sf)</b>			<b>228,500</b>	<b>425,000</b>
<b>Total Est. Floor Area in Somerville (sf)</b>			<b>653,500</b>	
<b>Total Residential vs Non Residential (%)</b>			<b>35%</b>	<b>65%</b>

iii. Summary of Dwelling Counts

The NorthPoint master plan is comprised of approximately 3,236 dwelling units. 329 units have already been constructed on Lots S and T. An additional 355 units are currently under construction on Lot N. Approximately 2,552 units remain, 227 of which will be in Somerville. Table 3 defines the dwelling unit allocations for each lot.

**Table 3.**

Lot	Total Dwelling Units	Dwelling Units in Somerville
A	355	0
B	0	0
C	241	2
D	241	89
E	0	0
F	0	0
J	276	2
K	236	133
<b>TOTAL</b>	<b>1,349</b>	<b>226</b>

i. **Statement of Intent**

The Applicant is actively engaged in identifying potential users of the proposed commercial space for build-to-suit construction. It is difficult to predict the

timing and nature of these future transactions given the scale of the Site and the Project. However, it is the general intent of the applicant to lease or sell the space devoted to commercial use in the NDP based on the requirements of commercial end users.

The residential units will be developed as a mix of rental and for-sale units.

It is the intent of the Applicant to convey the thoroughfares to the City of Somerville and maintain ownership of civic spaces.

### 3.8 Civic Space Network Description

A diverse mix of civic space will be distributed within the larger NorthPoint Project including both Somerville and Cambridge. The proposed areas to be devoted to civic spaces are designated on the *Proposed Civic Space Plan*. Three pocket parks will be located entirely or partially in Somerville. Specific designs consistent with the NPSD requirements, the previously noted design guidelines and the Comprehensive Plan will be submitted for review for each of the proposed spaces during the development of the final building designs. The designs will provide open space areas that are welcoming and accessible for public use. Table 4 provides a summary of the civic spaces proposed within the North Point community including the identification of the proposed locations, type and size of each space.

**Table 4.**

	<b>Fuller Park</b>	<b>Baldwin Park</b>	<b>West Street Green Space</b>
<b>Location</b>	Between Lots D and E	Between Lots K and L	West of Lot A
<b>Type</b>	Pocket Park	Pocket Park	Pocket Park
<b>Total Size (ac)</b>	0.19	0.45	0.48
<b>Size in Somerville (ac)</b>	0.19	0.06	0.32
<b>Size in Somerville (sf)</b>	8,300 +/-	2,600 +/-	14,145 +/-

### 3.9 Utility Network Description

Active utilities currently do not exist in the Somerville portion of the Site. Proposed utilities will be installed within Dawes Street as it passes through Somerville for a length of approximately 400 feet.

Water and sewer services will be provided by and integrated into Cambridge's respective distribution and collection networks. Approval by the Cambridge Engineering Department will be required for these extensions. The utilities to be installed include approximately:

- 370 lf of water main
- 345 lf of sewer main
- 400 lf of drainage infrastructure
- 375 lf of gas line
- Electric, telephone and cable lines

Water, sewer and storm drainage within Somerville will be designed and constructed in accordance with the City of Somerville standards. Electric, telephone/data and natural gas corridors will be established within the Dawes Street right-of-way and will be designed and constructed in coordination with the respective private utility providers.

Detailed information for review regarding utility connections to the proposed buildings will be addressed during the site design phase for the individual parcels located within Somerville. Utility connections will be designed in accordance with applicable requirements and in coordination with applicable City of Somerville Departments and the City of Cambridge.

A schematic design of the utility infrastructure is presented on the *Proposed Utility Plan* in Section 4.

### **3.10 Transportation Analysis**

Traffic impacts were fully studied when the original Master Plan was developed. A Transportation Impact Study (TIS) was submitted to the City of Cambridge and MEPA as part of the Special Permit process which was certified by the City in 2002. Since then, changes in mode shares have reduced traffic projections generated by the program. The revised trip generation was studied and approved as part of NorthPoint PUD Development Plan amendment in 2012. Copies of all of the prior traffic study documents are being submitted to the City of Somerville for the Administrative Record in the Appendix attached to this application. A memorandum specifically addressing traffic generation in Somerville is attached to this application in Appendix B. It should be noted that all site access within Somerville will occur from roadways connecting with Monsignor O'Brien Highway within the City of Cambridge.

### **3.11 Community Benefits Summary – Proposed North Point Neighborhood**

The Proposed North Point Neighborhood Development Plan, and the Project-wide Master Plan of which it is a part, will provide significant benefits for Somerville as well as the general North Point neighborhood including:

- At least 630,000 sf of commercial development on the Somerville portion of the site.
- Transit oriented development with improved access to MBTA stations.
- Mixed-use development consistent with goals of SomerVision.
- Development of underutilized land and an increase in tax revenue.
- 0.6 ± acres of new park area in Somerville.
- New bicycle paths and sidewalks designed to provide connectivity with the larger NorthPoint project and adjacent destination points.
- Innovative stormwater management system.
- Compliance with inclusionary housing requirements.

**Section 4.0**

**Neighborhood Development Plan Drawings**

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NDP-1 - Proposed Block and Lot Plan

NDP-2 - Existing Thoroughfare Network Plan

NDP-3 - Proposed Thoroughfare Network Plan

NDP-4 - Proposed Thoroughfare Enlarged Detail

NDP-5 - Proposed Cycling Infrastructure Plan

NDP-6 - Proposed Civic Space Plan

NDP-7 - Existing Utilities Plan

NDP-8 - Proposed Utilities Plan

NDP-9 - Proposed Retail Frontage Plan

PREPARED FOR:

**CJUF III  
NORTHPOINT  
LLC**

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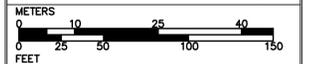


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PROJECT:  
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(SUFFOLK COUNTY)**

SCALE: AS NOTED DATE: SEPTEMBER 11, 2014

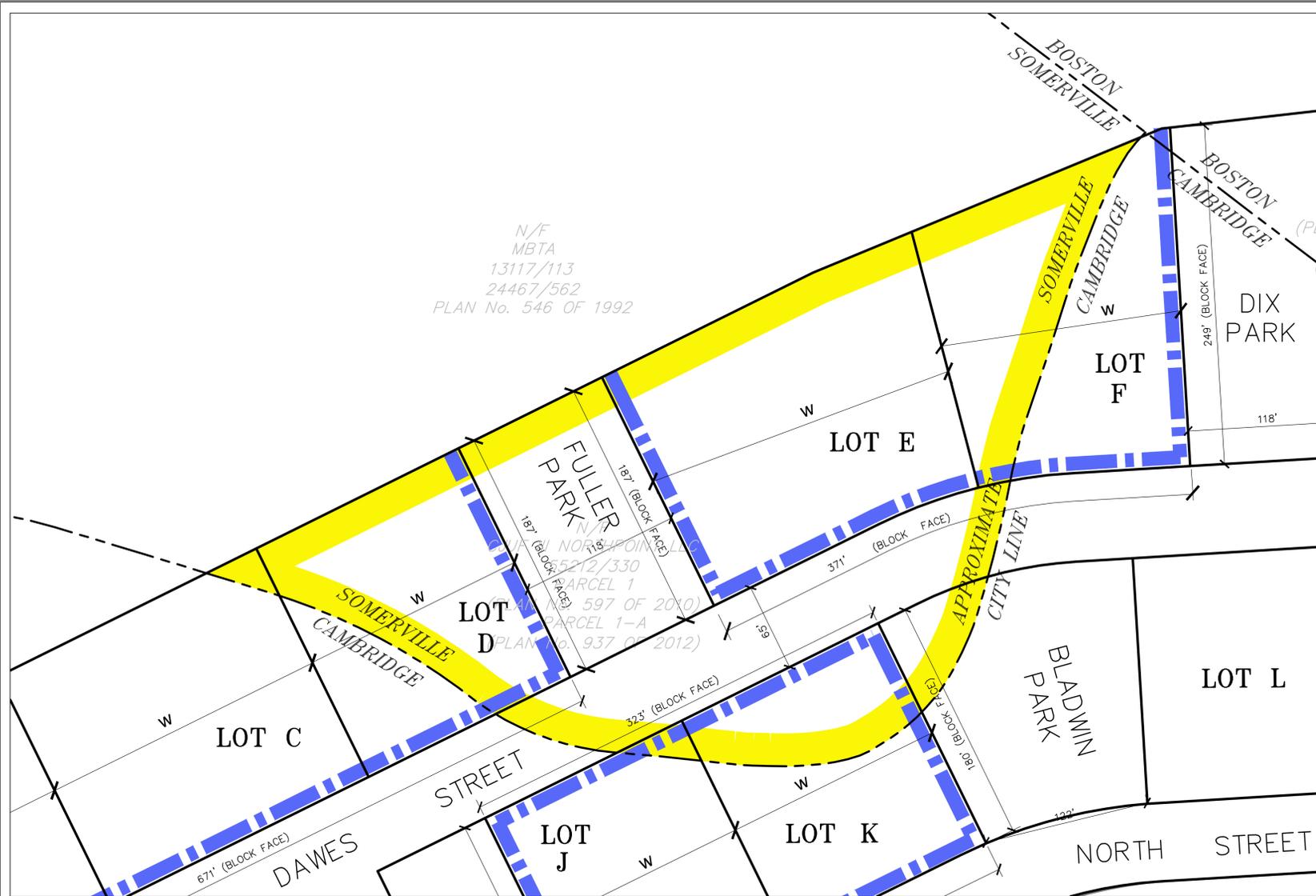


**PROPOSED BLOCK  
AND LOT PLAN**

B+T JOB NO. 2084.02

B+T PLAN NO.  
208402P143A-001

**NDP-1**



**ENLARGEMENT**  
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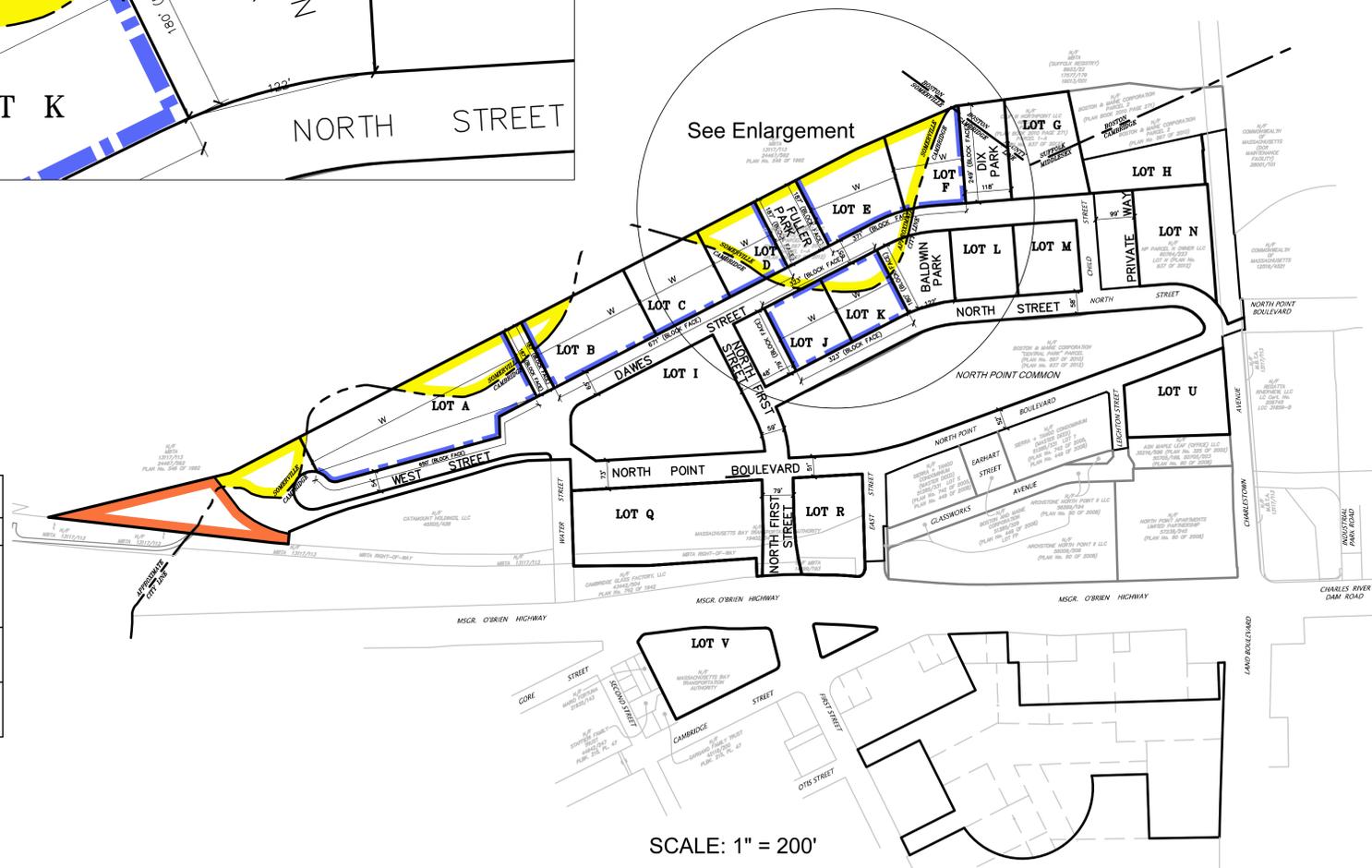
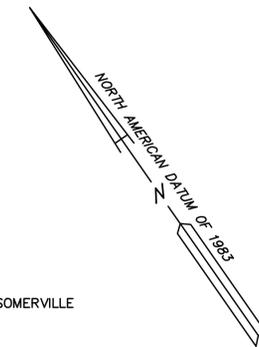
**PROPOSED BLOCK AND LOT  
DIMENSION TABLE**

LOT	AREA (S.F.)	W* (WIDTH, FT)	BLOCK PERIMETER (FT)	BLOCK FACE (FT)
A	109,119± S.F.	586	1017	850
B	54,829± S.F.	293	1045	671
C	39,643± S.F.	212		
D	31,041± S.F.	166	807	371
E	43,777± S.F.	232		
F	39,067± S.F.	178	1010	323
J	28,994± S.F.	162		
K	28,998± S.F.	162		

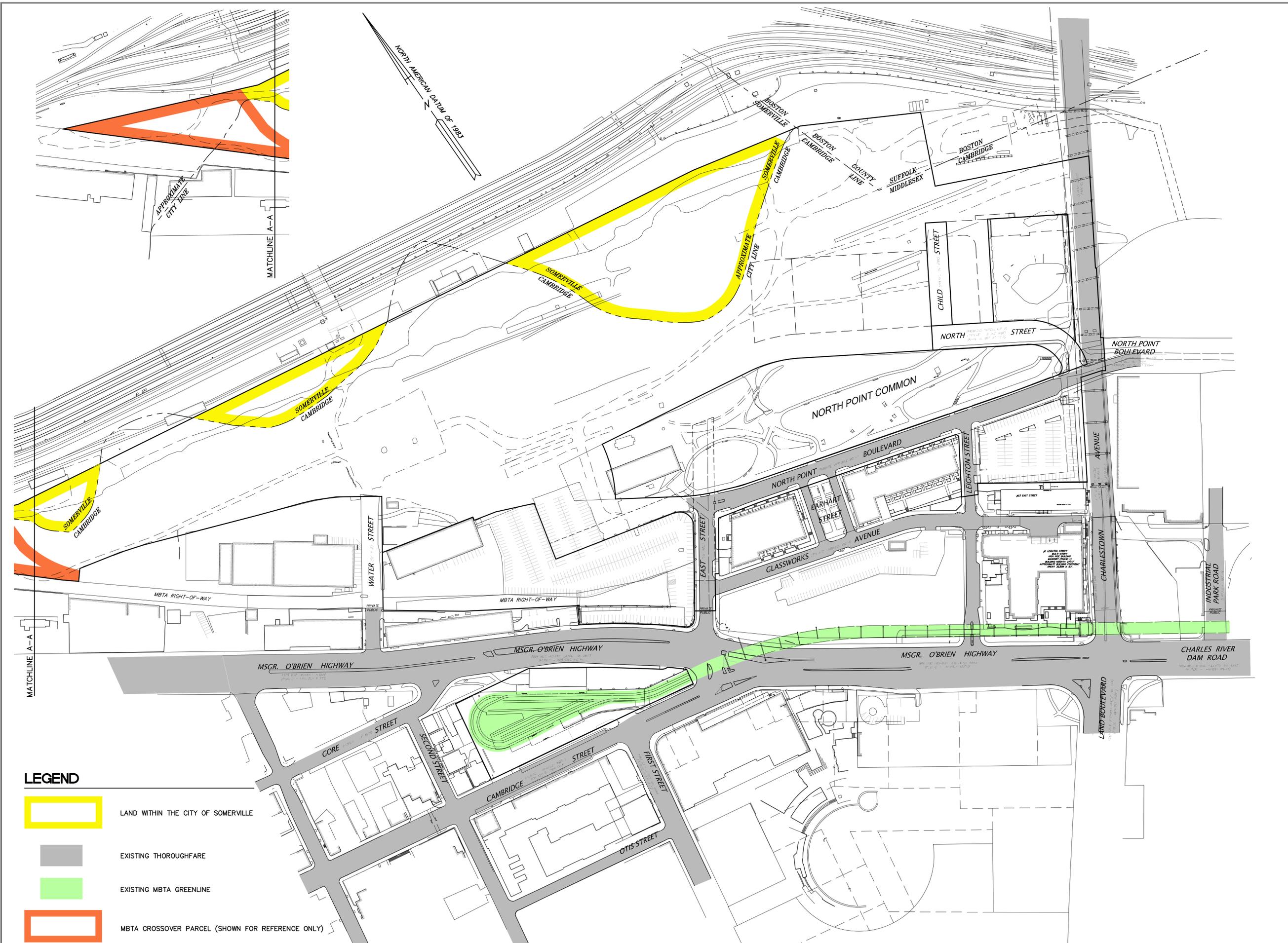
\* LOT WIDTH DETERMINED BY MEASURING FROM THE MIDPOINT OF THE DEPTH LINE, PERPENDICULAR TO THE SIDELINE.  
LOT DEPTH MEASURED FROM THE MIDPOINT OF THE FRONT LOT LINE TO THE MIDPOINT OF THE BACK LOT LINE.

**LEGEND**

- LAND WITHIN THE CITY OF SOMERVILLE
- BLOCK PERIMETER
- LOT WIDTH
- MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)



SCALE: 1" = 200'



**LEGEND**

- LAND WITHIN THE CITY OF SOMERVILLE
- EXISTING THOROUGHFARE
- EXISTING MBTA GREENLINE
- MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)

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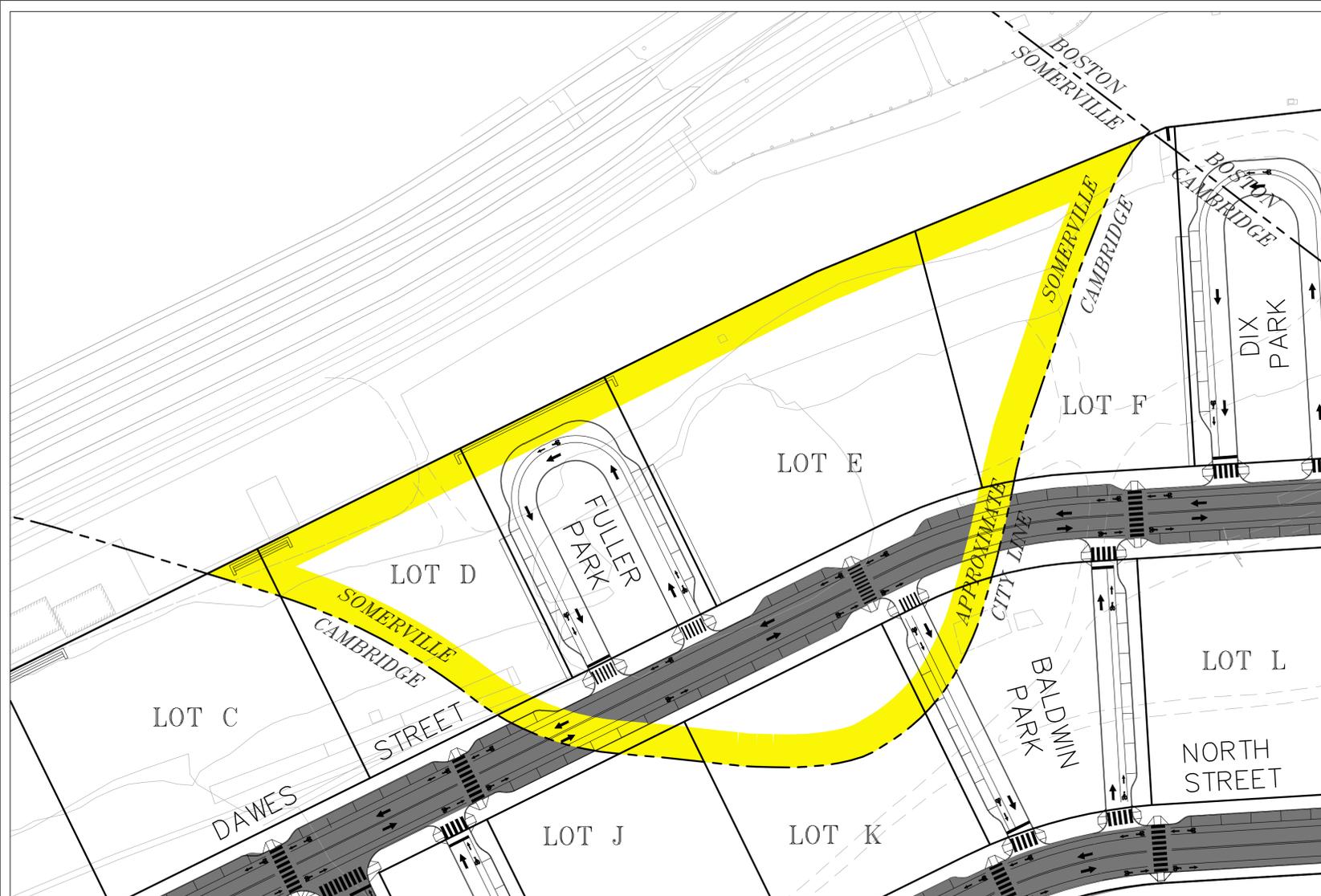
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**EXISTING  
THOROUGHFARE  
NETWORK PLAN**

B+T JOB NO. 2084.02

B+T PLAN NO.  
208402P145A-001

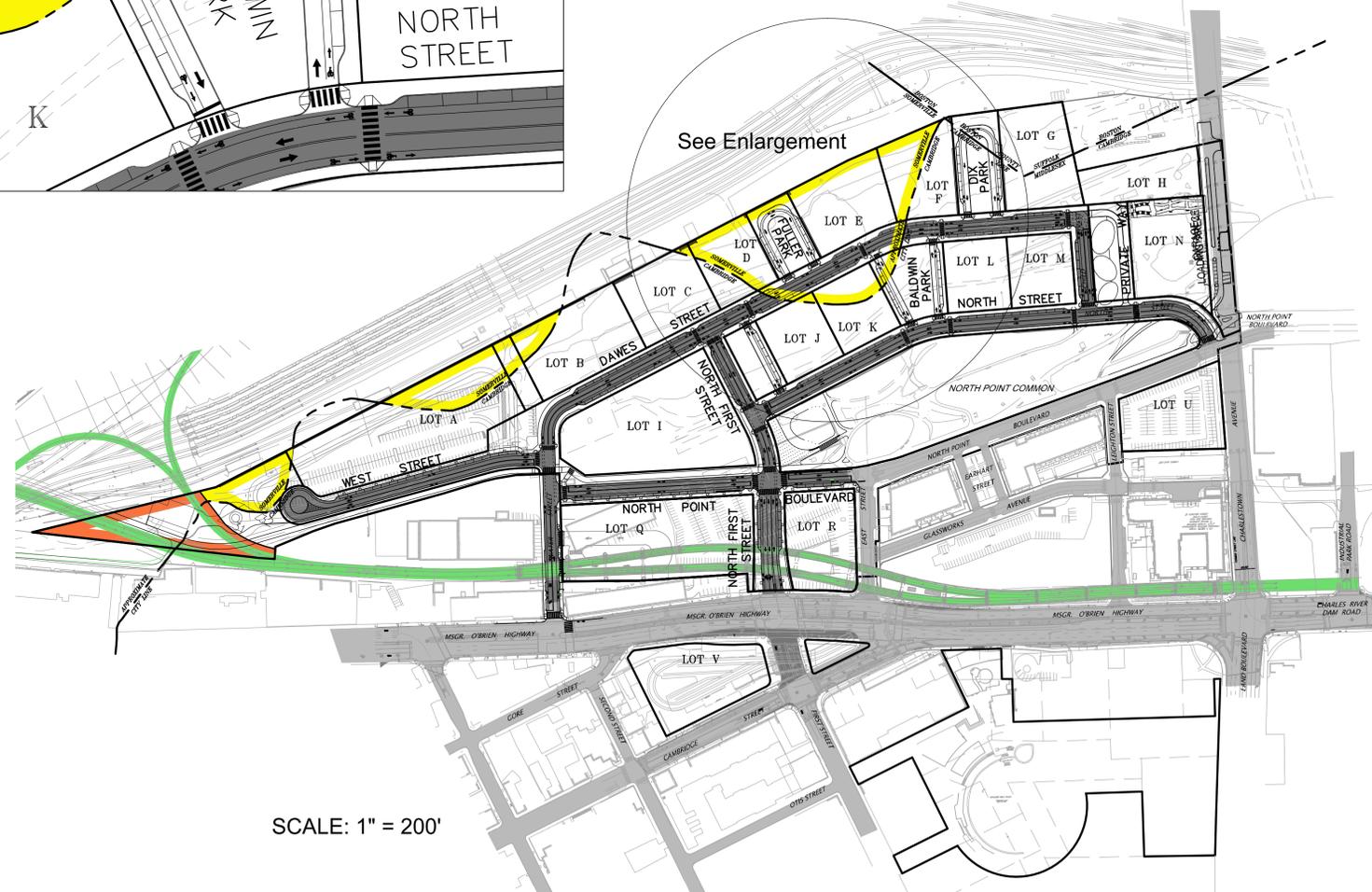
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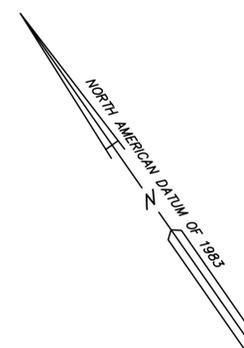
ENLARGEMENT  
SCALE: 1" = 50'

**LEGEND**

- LAND WITHIN THE CITY OF SOMERVILLE
- PROPOSED THOROUGHFARE
- EXISTING THOROUGHFARE
- PROPOSED MBTA GREENLINE
- MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)



SCALE: 1" = 200'



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**PROPOSED  
THOROUGHFARE  
NETWORK PLAN**

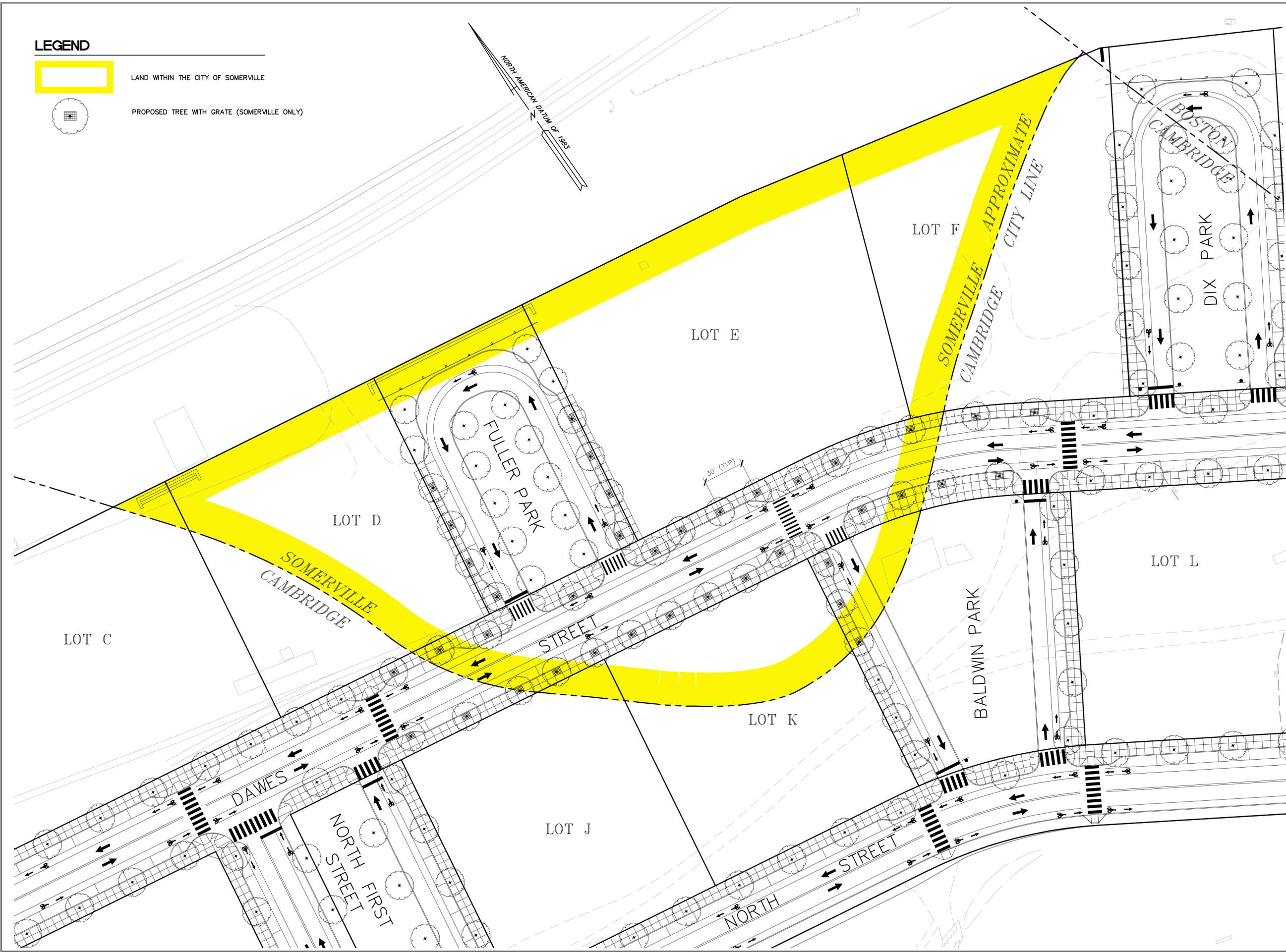
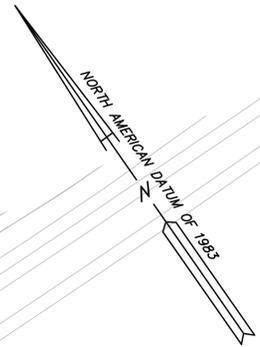
B+T JOB NO. 2084.02

B+T PLAN NO.  
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**NDP-3**

**LEGEND**

-  LAND WITHIN THE CITY OF SOMERVILLE
-  PROPOSED TREE WITH GRATE (SOMERVILLE ONLY)



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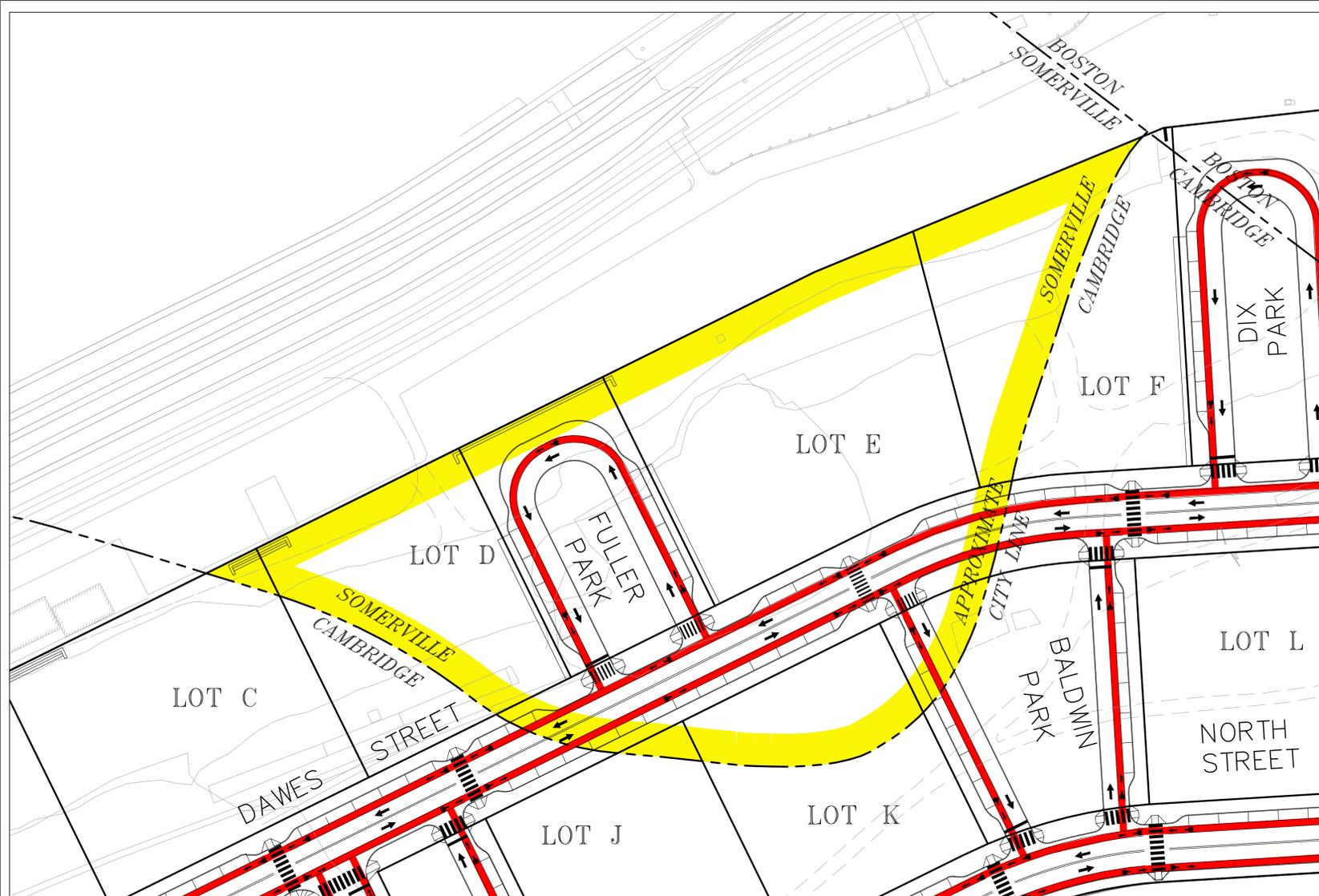
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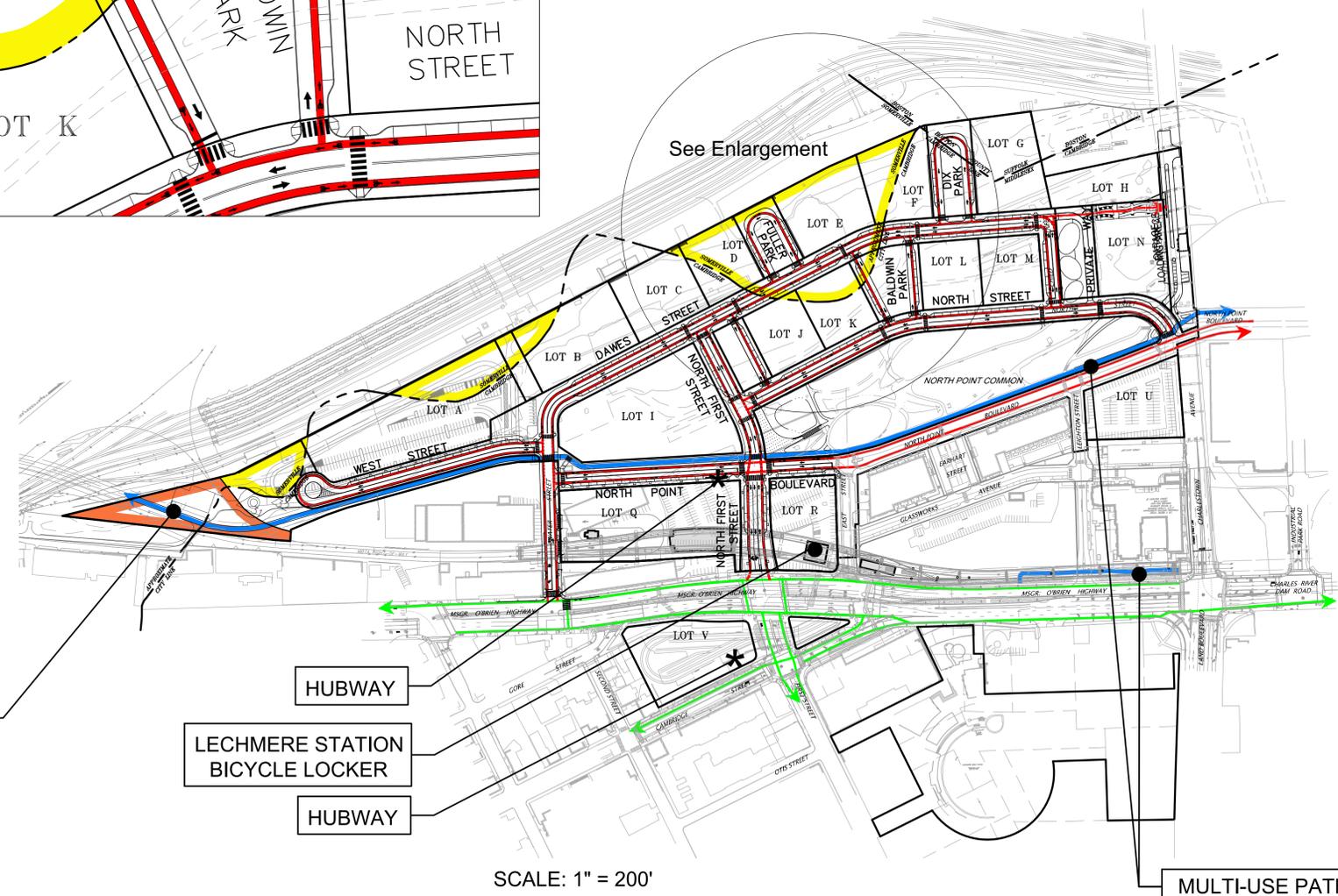
**PROPOSED  
THOROUGHFARE  
ENLARGED DETAIL**

B+T JOB NO. 2084.02  
B+T PLAN NO. 208402P143A-007

**NDP-4**



ENLARGEMENT  
SCALE: 1" = 50'



SCALE: 1" = 200'

**LEGEND**

-  LAND WITHIN THE CITY OF SOMERVILLE
-  NORTHPOINT BIKE LANE
-  MONSIGNOR O'BRIEN HIGHWAY BIKE LANE
-  MULTI-USE PATH
-  MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)

MULTI-USE PATH

HUBWAY  
LECHMERE STATION  
BICYCLE LOCKER  
HUBWAY

MULTI-USE PATH

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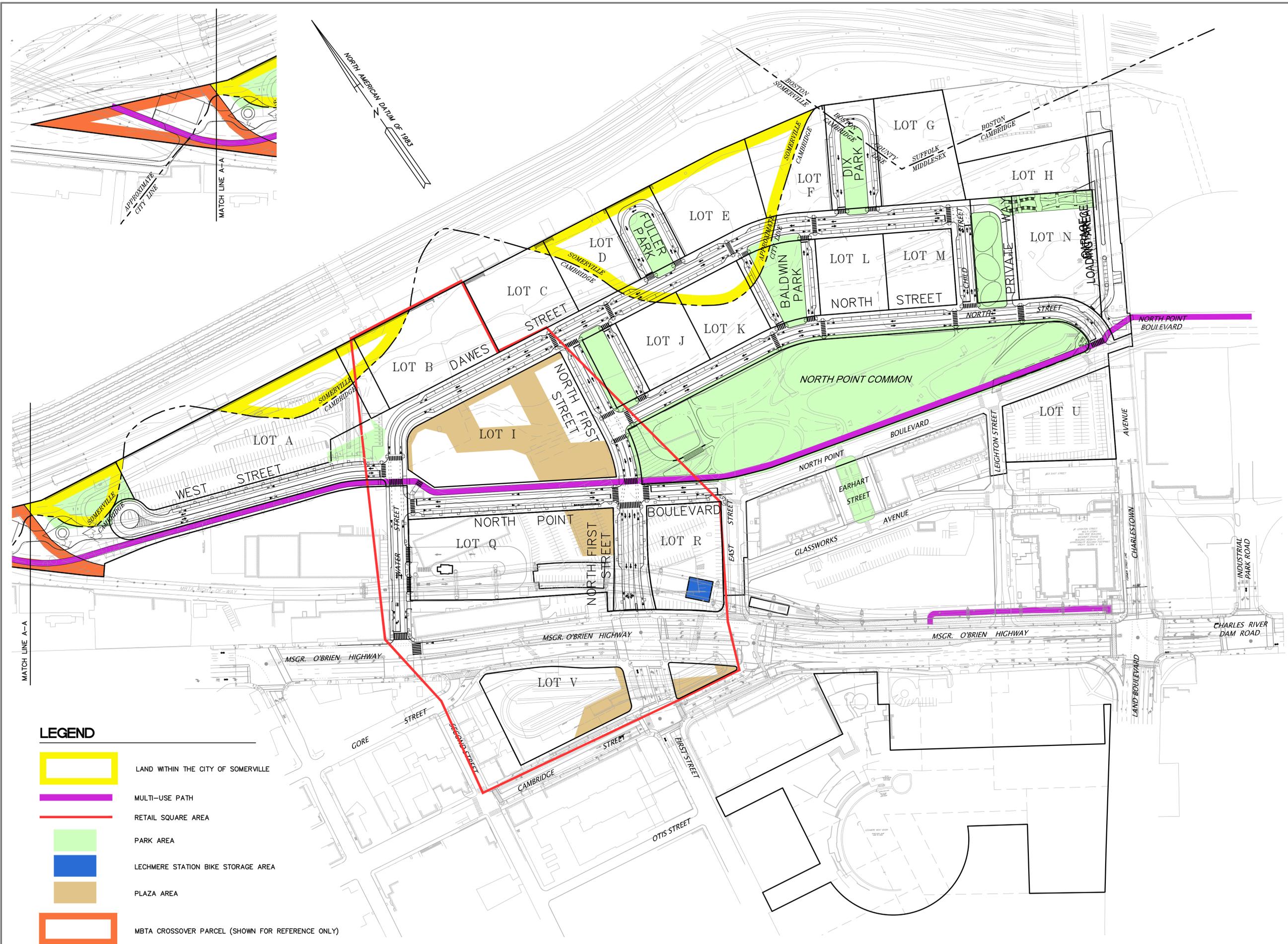
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**PROPOSED CYCLING  
INFRASTRUCTURE  
PLAN**

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B+T PLAN NO.  
208402P143A-005

**NDP-5**



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**PROPOSED CIMC  
SPACE PLAN**

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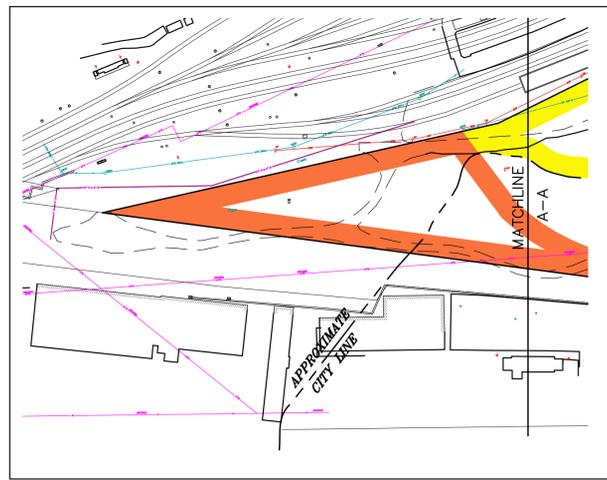
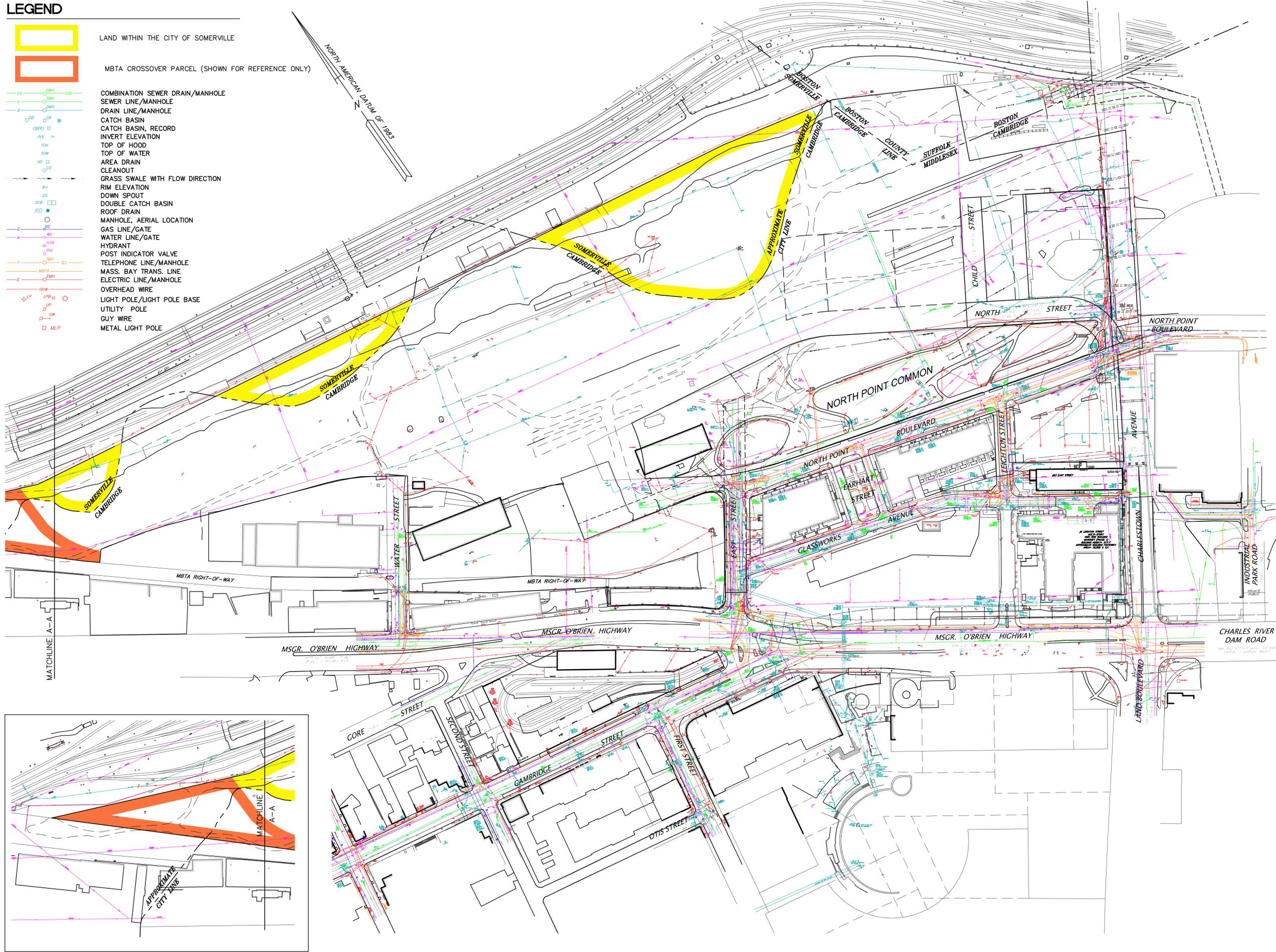
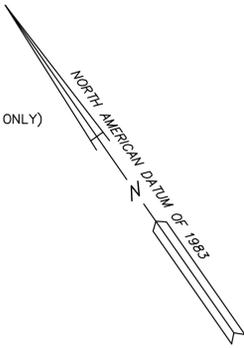
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**NDP-6**

- LEGEND**
- LAND WITHIN THE CITY OF SOMERVILLE
  - MULTI-USE PATH
  - RETAIL SQUARE AREA
  - PARK AREA
  - LECHMERE STATION BIKE STORAGE AREA
  - PLAZA AREA
  - MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)

**LEGEND**

-  LAND WITHIN THE CITY OF SOMERVILLE
-  MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)
-  COMBINATION SEWER DRAIN/MANHOLE
-  SEWER LINE/MANHOLE
-  DRAIN LINE/MANHOLE
-  CATCH BASIN
-  CATCH BASIN, RECORD
-  INVERT ELEVATION
-  TOP OF HOOD
-  TOP OF WATER
-  AREA DRAIN
-  CLEANOUT
-  GRASS SWALE WITH FLOW DIRECTION
-  RIM ELEVATION
-  DOWN SPOUT
-  DOUBLE CATCH BASIN
-  ROOF DRAIN
-  MANHOLE, AERIAL LOCATION
-  GAS LINE/GATE
-  WATER LINE/GATE
-  HYDRANT
-  POST INDICATOR VALVE
-  TELEPHONE LINE/MANHOLE
-  MASS. BAY TRANS. LINE
-  ELECTRIC LINE/MANHOLE
-  OVERHEAD WIRE
-  LIGHT POLE/LIGHT POLE BASE
-  UTILITY POLE
-  GUY WIRE
-  METAL LIGHT POLE



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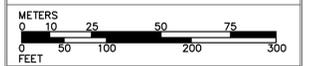


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SCALE: 1" = 100' DATE: SEPTEMBER 11, 2014

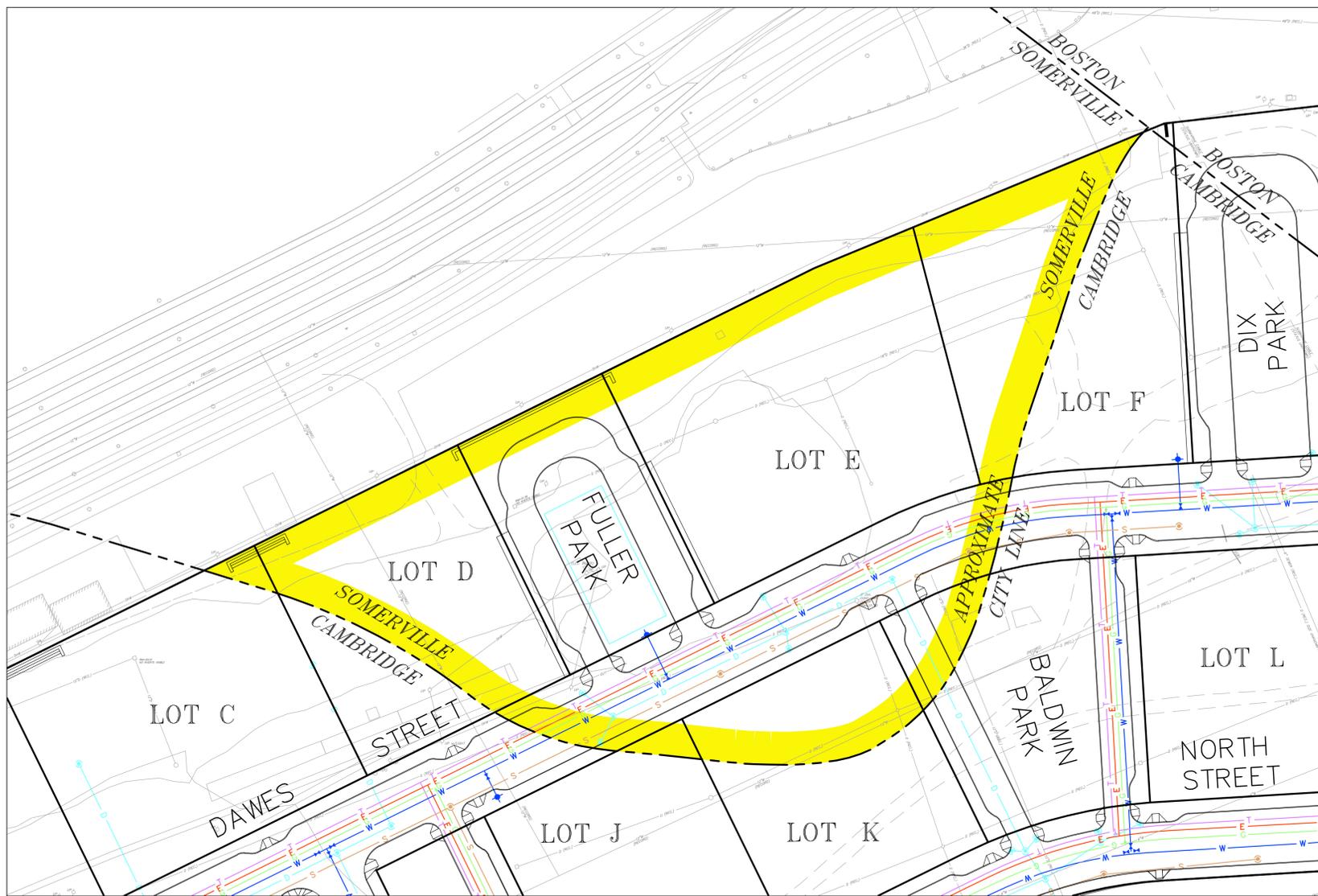


**EXISTING UTILITIES  
PLAN**

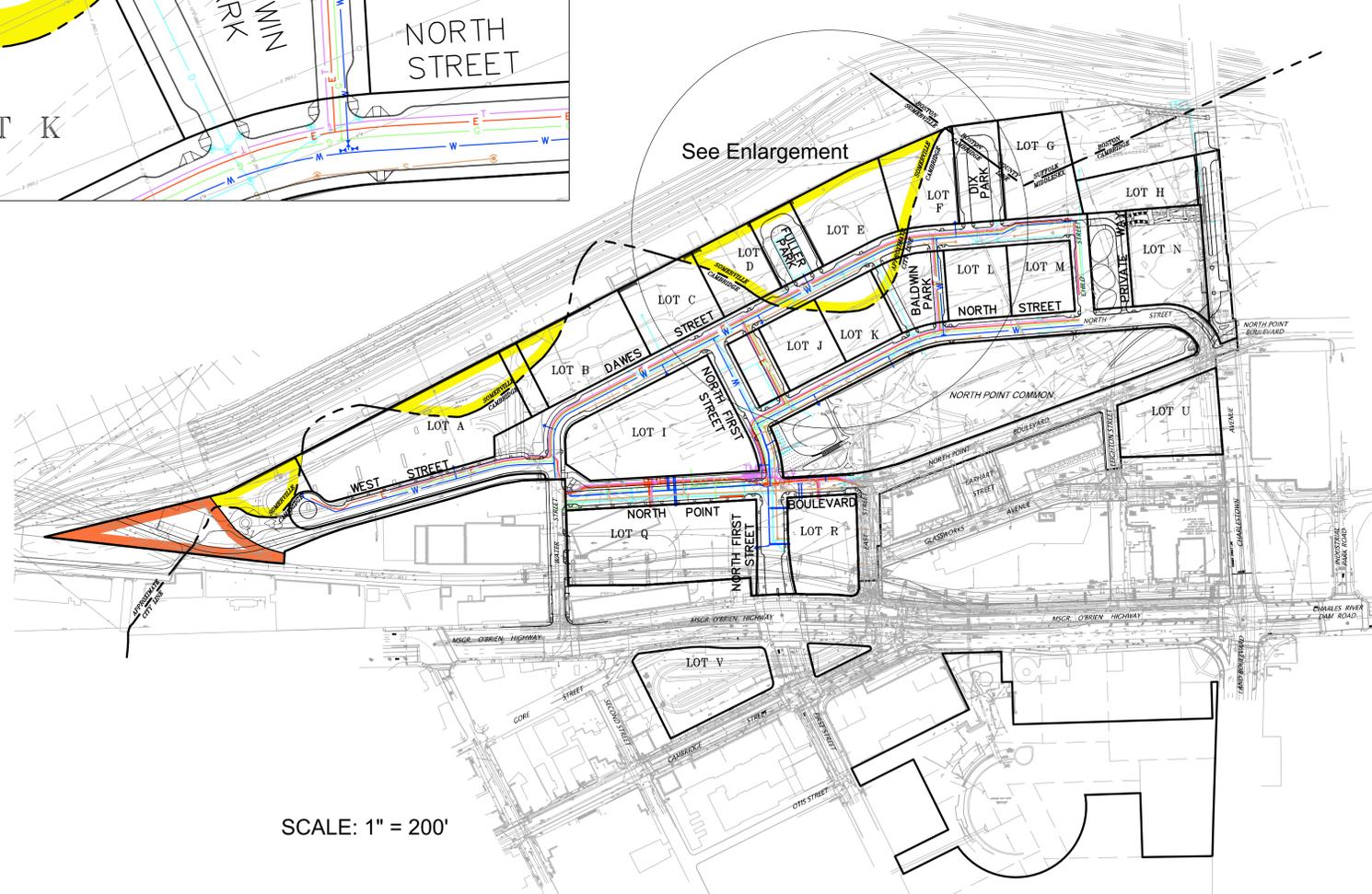
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**NDP-7**



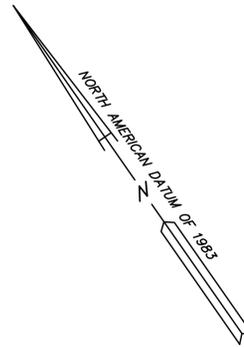
**ENLARGEMENT**  
SCALE: 1" = 50'



SCALE: 1" = 200'

**LEGEND**

- LAND WITHIN THE CITY OF SOMERVILLE
- SEWER LINE/MANHOLE
- DRAIN LINE/MANHOLE
- GAS LINE/GATE
- WATER LINE/GATE
- TELEPHONE LINE/MANHOLE
- ELECTRIC LINE/MANHOLE
- MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)



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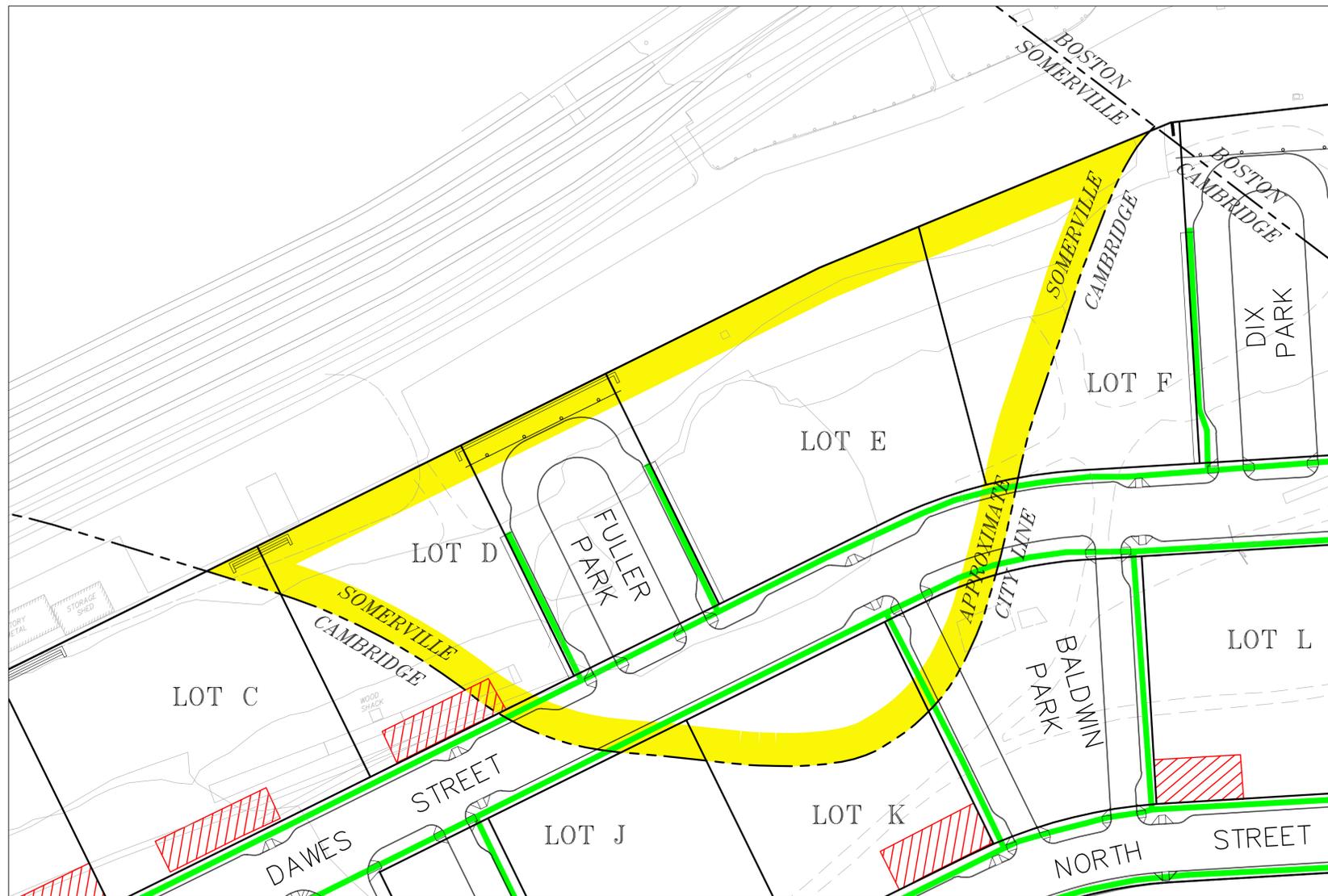
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**PROPOSED UTILITIES  
PLAN**

B+T JOB NO.2084.02

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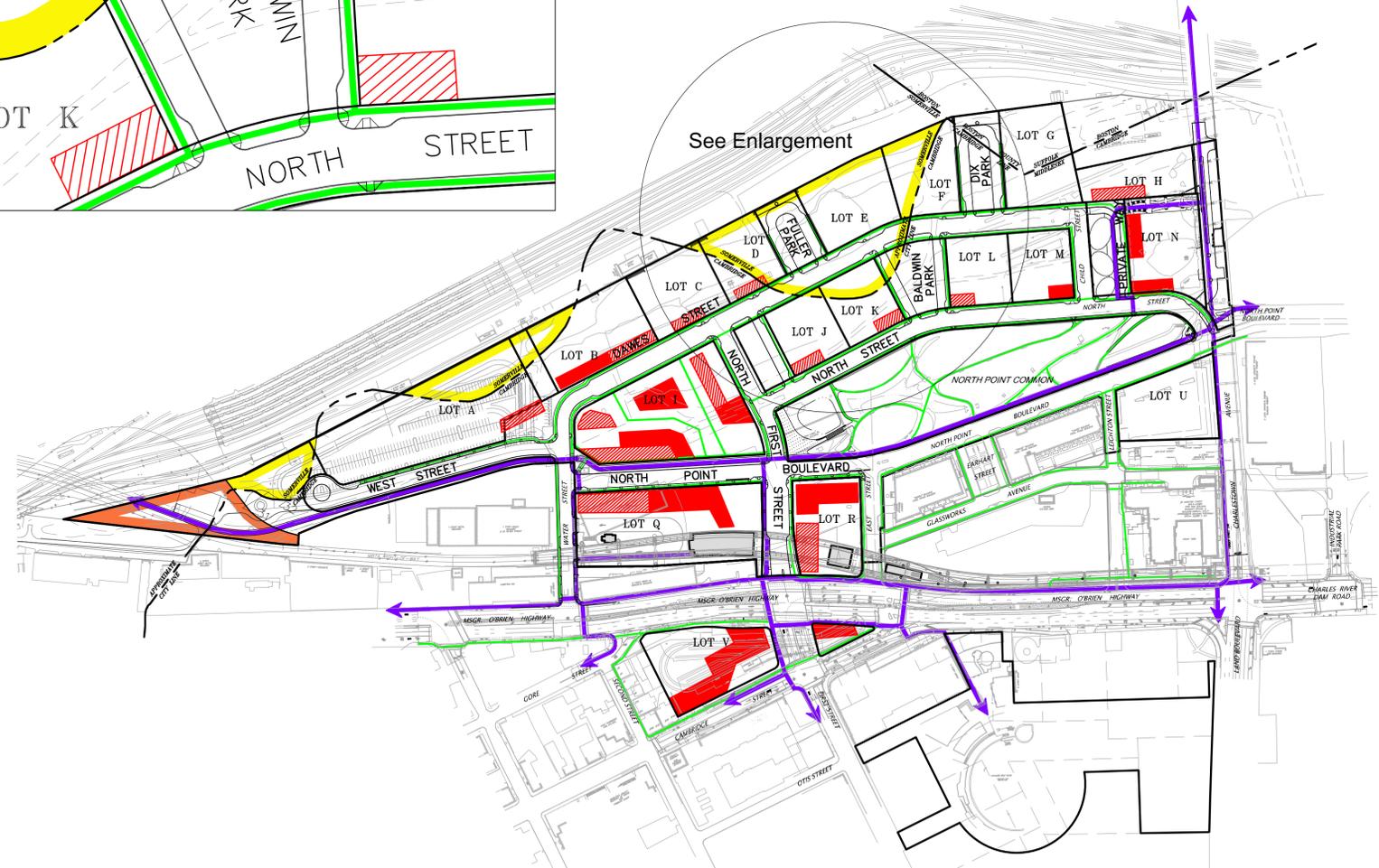
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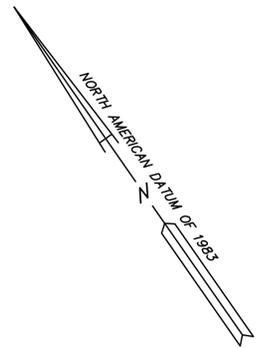
**ENLARGEMENT**  
SCALE: 1" = 50'

**LEGEND**

- LAND WITHIN THE CITY OF SOMERVILLE
- PROPOSED RETAIL FRONTAGE
- POTENTIAL RETAIL FRONTAGE
- MAJOR PEDESTRIAN THOROUGHFARE
- MINOR PEDESTRIAN THOROUGHFARE
- MBTA CROSSOVER PARCEL (SHOWN FOR REFERENCE ONLY)



SCALE: 1" = 200'



PREPARED FOR:

**CJUF III  
NORTHPOINT  
LLC**

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THE  
**HYM**  
INVESTMENT GROUP, LLC

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PROJECT:

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

SCALE: AS NOTED DATE: SEPTEMBER 11, 2014

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FEET  
0 25 50 100 150

**PROPOSED RETAIL  
FRONTAGE PLAN**

B+T JOB NO. 2084.02

B+T PLAN NO. 208402P143A-006

**NDP-9**

## **Appendices**

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### **Appendix A - Street Layout and Geometry Plans**

- 10a - Index Plan
- 10b - Quad 1
- 10c - Quad 2
- 10d - Quad 3
- 10e - Quad 4

### **Appendix B – Transportation Memorandum**

North Point – Somerville Neighborhood Development Plan Transportation  
September 5, 2014

### **Appendix C - Master Plan Special Permit Amendment #3 (Major) (Submitted under Separate Cover)**

City of Cambridge Planning Board – Notice of Decision – Amendment to Planned Unit  
Development – 179 Amendment #3 (Major) – October 16, 2012

NorthPoint – Application for Amendments to PUD Development Plan and Project  
Review Special Permits – PB# 179 – September 7, 2012

### **Appendix D - Master Plan Special Permit Amendment #4 (Major) (Submitted under Separate Cover)**

NorthPoint – Application for Amendments to PUD Development Plan and Project  
Review Special Permits – PB# 179 – June 24, 2014

### **Appendix E - Transportation Studies (Submitted under Separate Cover)**

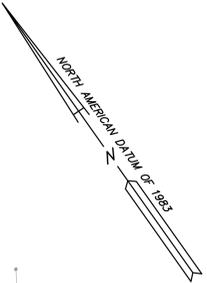
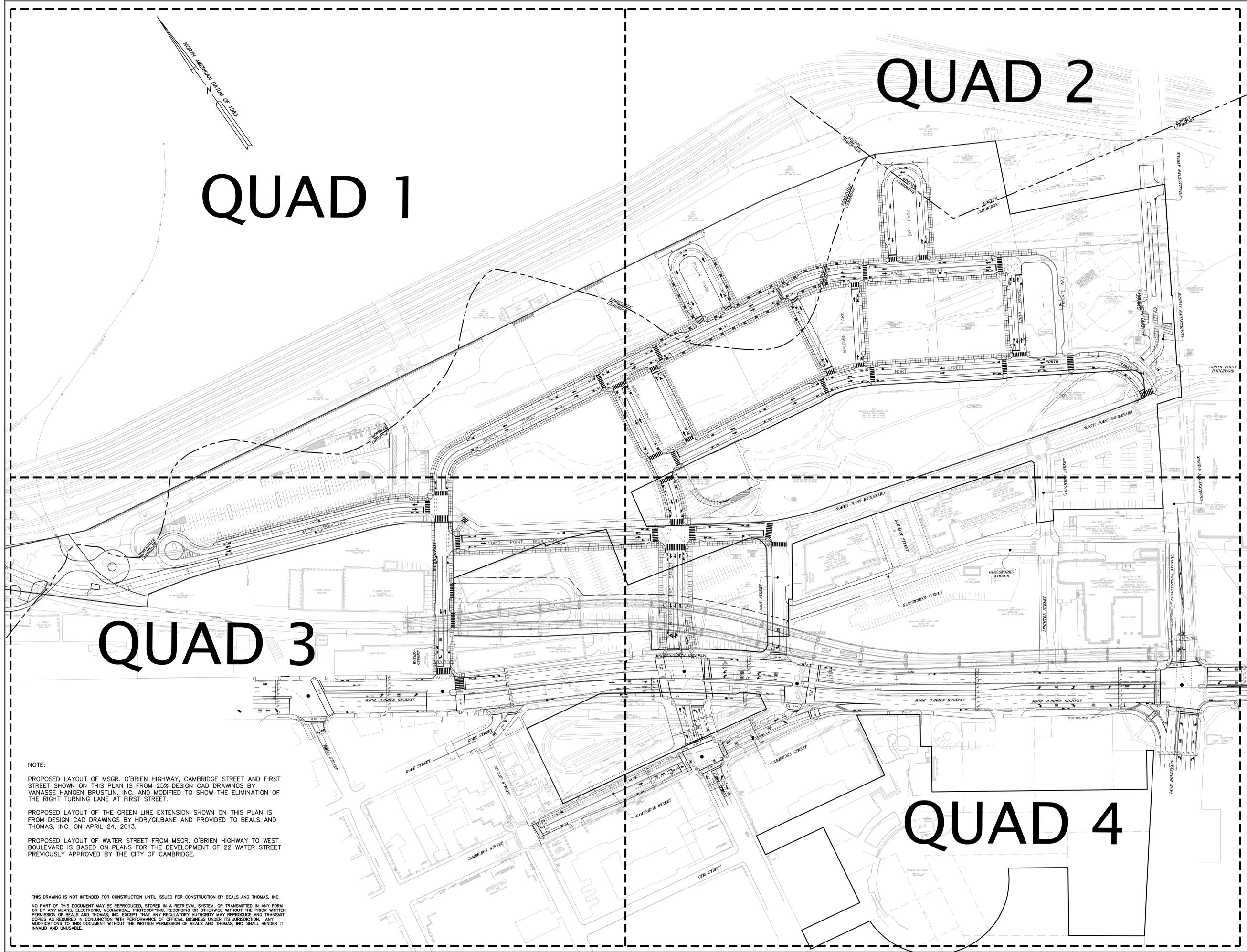
Transportation Impact Study – Special Permit Criteria Analysis NorthPoint  
October 29, 2002

NorthPoint Revised Master Plan Consistency with Certified NorthPoint Transpiration  
Impact Study (TIS) – September 7, 2012

Trip Generation Analysis and Shared Parking Study – March 24, 2014

**Appendix A**  
**Street Layout and Geometry Plans**

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QUAD 1

QUAD 2

QUAD 3

QUAD 4

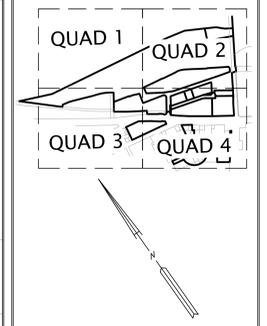
NOTE:  
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 PROPOSED LAYOUT OF THE GREEN LINE EXTENSION SHOWN ON THIS PLAN IS FROM DESIGN CAD DRAWINGS BY HDR/GILBANE AND PROVIDED TO BEALS AND THOMAS, INC. ON APRIL 24, 2013.  
 PROPOSED LAYOUT OF WATER STREET FROM MSGR. O'BRIEN HIGHWAY TO WEST BOULEVARD IS BASED ON PLANS FOR THE DEVELOPMENT OF 22 WATER STREET PREVIOUSLY APPROVED BY THE CITY OF CAMBRIDGE.

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LOCUS MAP  
 SCALE: 1" = 1000'



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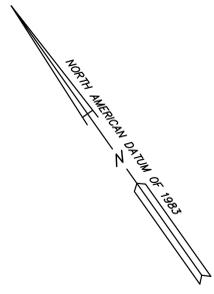


**INDEX PLAN AND  
 OVERALL STREET  
 LAYOUT PLAN**

B+T JOB NO. 2084-02  
 B+T PLAN NO.  
 208402P144A-001

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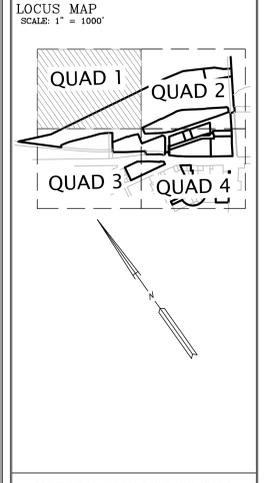
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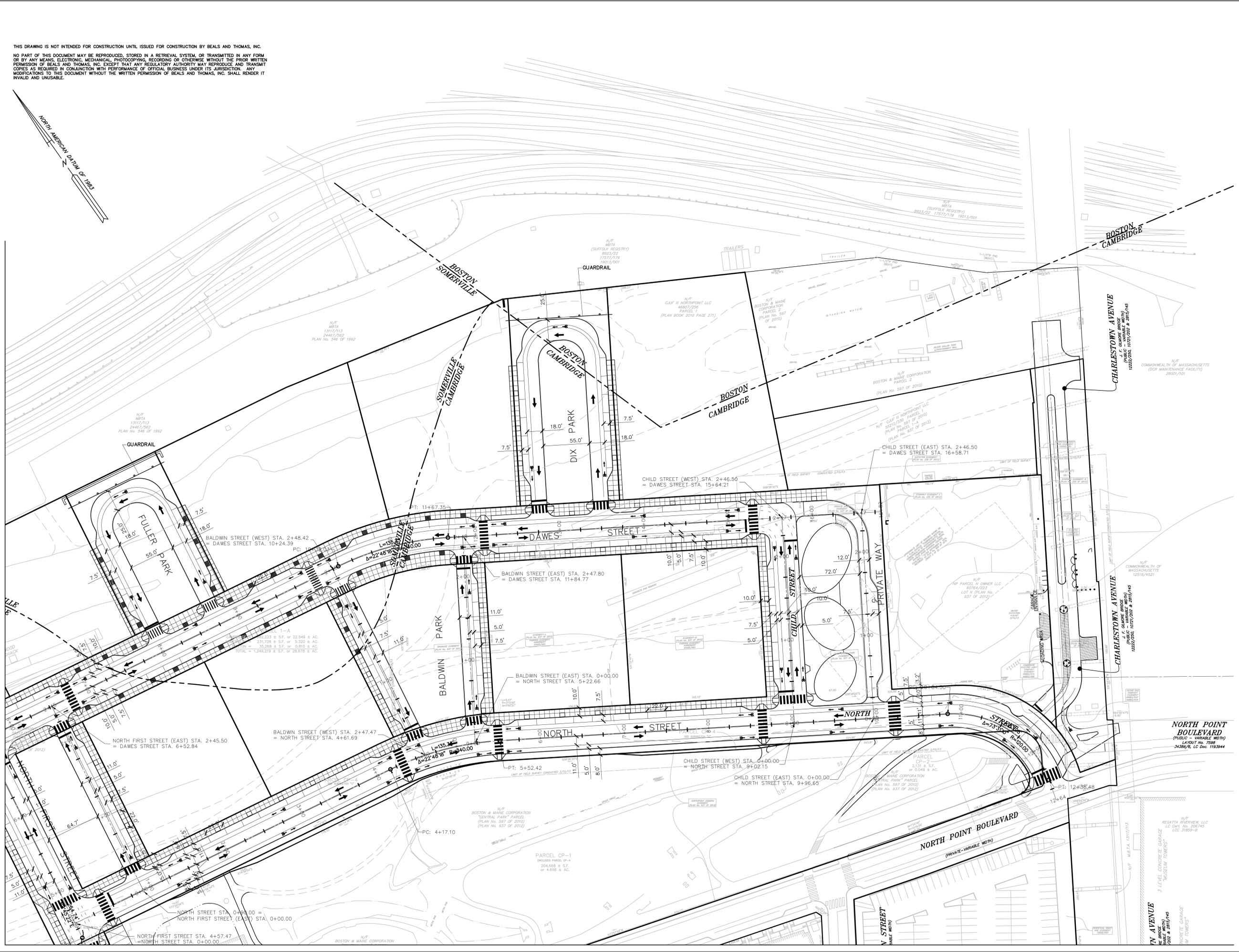
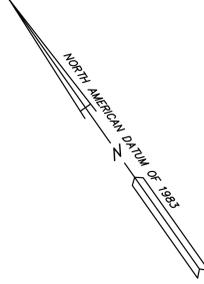
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**QUAD 1  
 STREET LAYOUT AND  
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 208402P144A-002

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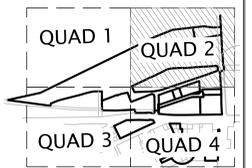


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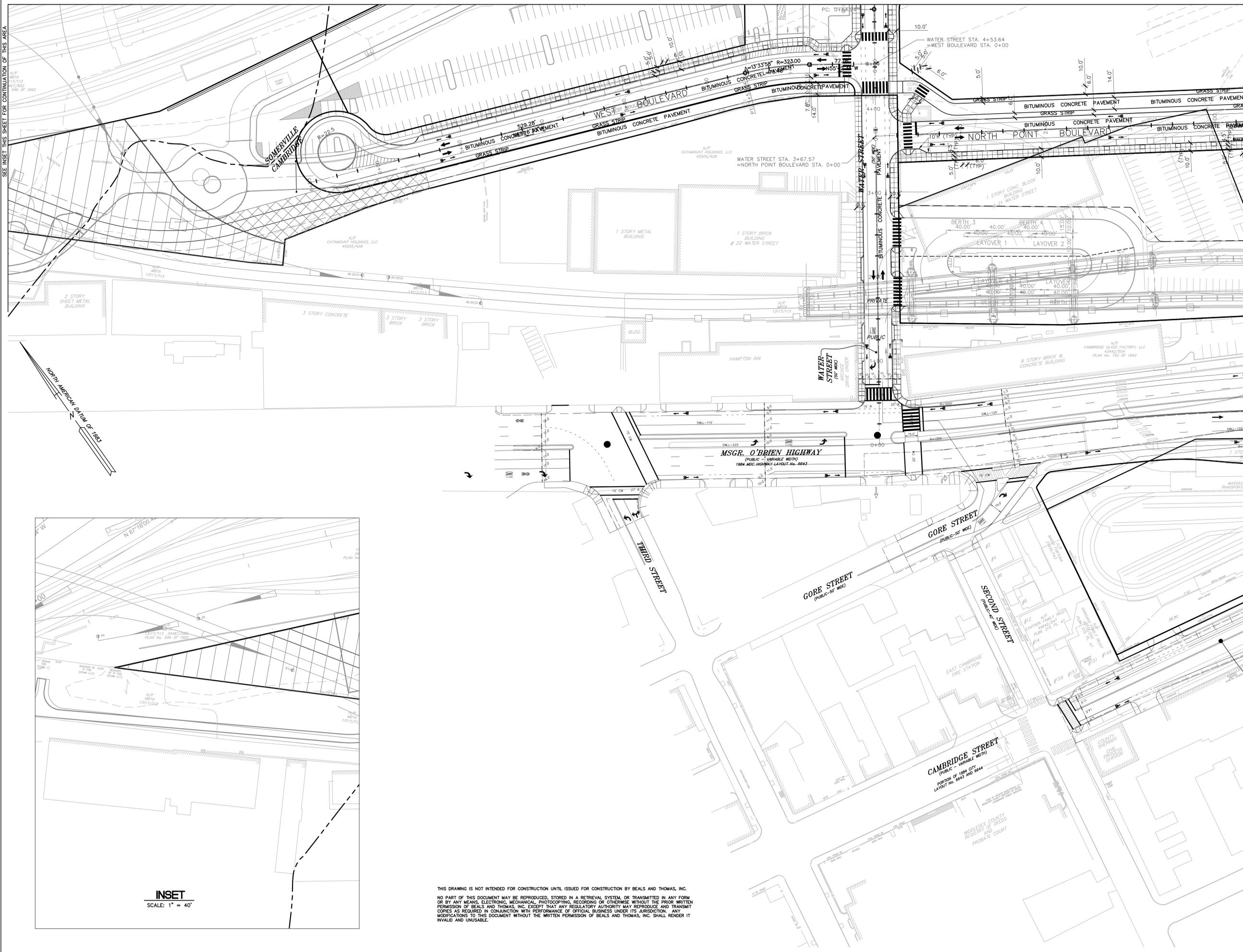
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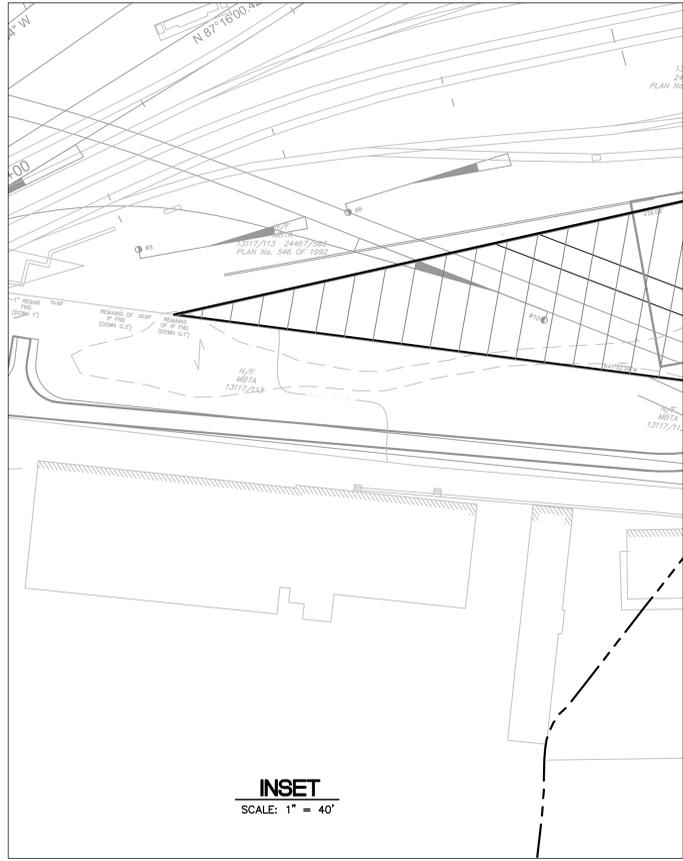
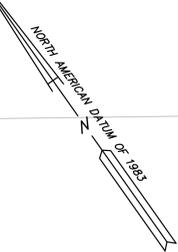
**QUAD 2  
 STREET LAYOUT AND  
 GEOMETRY PLAN**

B+T JOB NO. 2084.02  
 B+T PLAN NO.  
 208402P144A-003

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SEE INSET THIS SHEET FOR CONTINUATION OF THIS AREA



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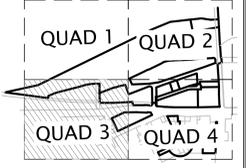
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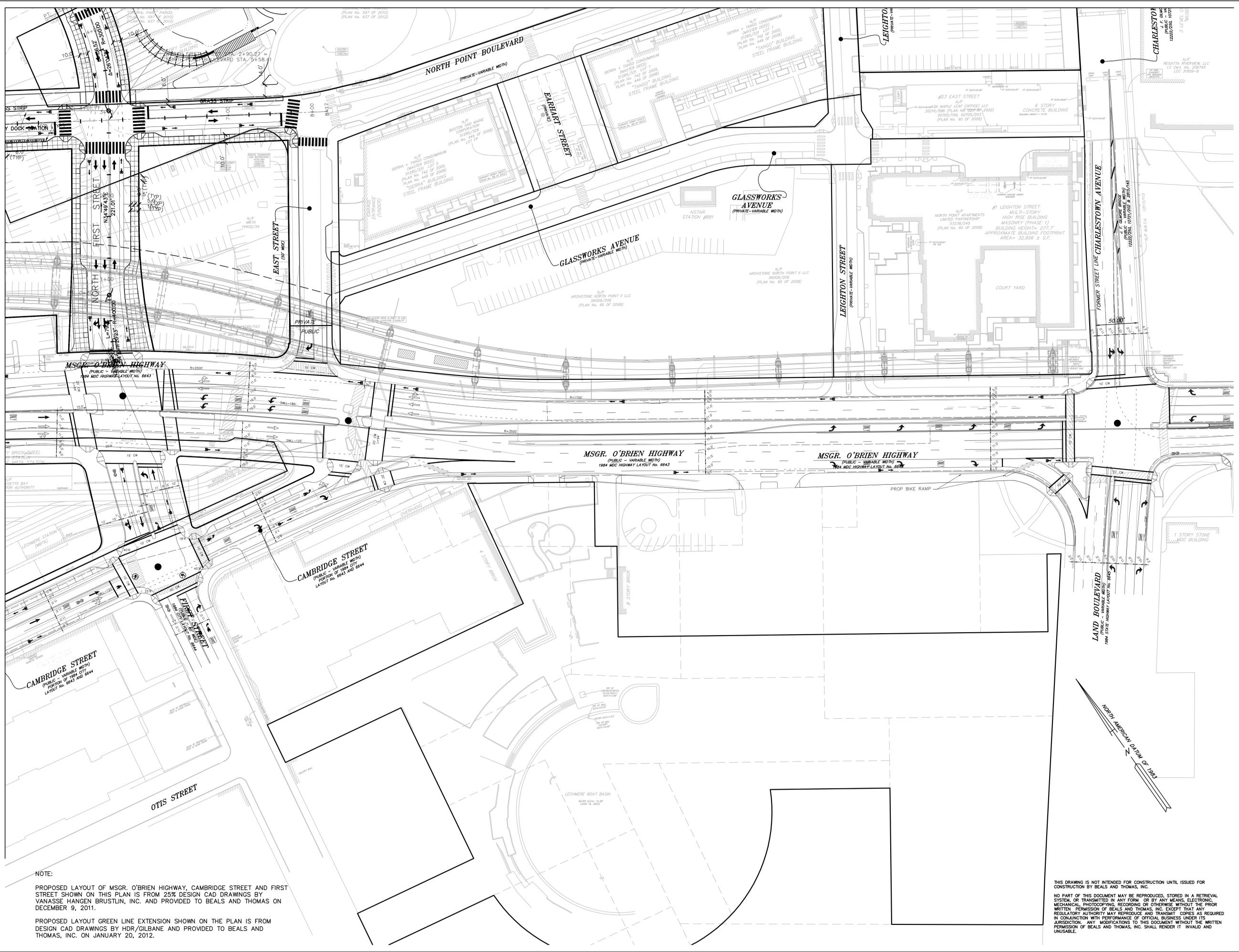


**QUAD 3  
STREET LAYOUT AND  
GEOMETRY PLAN**

B+T JOB NO. 2084.02

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**QUAD 4  
 STREET LAYOUT AND  
 GEOMETRY PLAN**

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 B+T PLAN NO.  
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**Appendix B**  
**Transportation Memorandum**

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*Vanasse Hangen Brustlin, Inc.*

99 High Street  
10<sup>th</sup> Floor  
Boston, MA 02110-2354  
617 728-7777  
FAX 617 728-7782

**Memorandum**      To: Dan Bartman, Senior Planner      Date: September 10, 2014  
City of Somerville Office of  
Strategic Planning & Community  
Development

From: Susan Sloan-Rossiter, LEED AP      Project No.: 11554  
Meghan Houdlette, P.E.      Re: North Point – Somerville Neighborhood  
Vanasse Hangen Brustlin, Inc.      Development Plan Transportation  
Memorandum

---

### **Introduction**

This transportation memorandum has been prepared to support the submission of the NorthPoint Somerville Neighborhood Development Plan (NDP) on behalf of CJUF III Northpoint LLC c/o HYM Investment Group, LLC (HYM). The NorthPoint Development, located in Somerville, Cambridge, and Boston Massachusetts along the northeast side of O'Brien Highway has a long history of transportation planning and engineering with permitting documents spanning back to 2002.

A Transportation Impact Study (TIS) was submitted to the City of Cambridge as part of the Special Permit process which was certified by the City in 2002 and is being submitted to you with this memo. In the fall of 2012, HYM applied for an Amendment to the PUD Development Plan and Project Review Special Permit (Case No. PB#179). VHB prepared a technical memorandum entitled "NorthPoint Revised Master Plan Consistency with the Certified NorthPoint Transportation Impact Study (TIS)" which was submitted (revised version) as part of the application to the Traffic, Parking and Transportation Department on September 7, 2012. This amendment to the NorthPoint PUD Development Plan was approved by the City of Cambridge Planning Board on October 16, 2012. The September 7, 2012 memorandum is attached. The Master Plan for the NorthPoint Project that was approved by the Cambridge Planning Board is referred to herein as the "2012 Master Plan" and is the basis for the Somerville NPD.

The transportation analysis described in this memo demonstrates that the trip generation for the Master Plan is under the trip generation threshold for the peak hours established in the certified NorthPoint TIS. As discussed below, the results of the trip generation analysis demonstrate that the 2012 Master Plan development program does not exceed the trip generation threshold of 16,013 daily vehicle trips, 1,695 AM peak hour vehicle trips and 1,841 PM peak hour vehicle trips as presented in the NorthPoint TIS certified by the City of Cambridge Traffic and Parking Department dated November 14, 2002. The 2012 approved Master Plan development program is expected to generate approximately 15,411 daily vehicle trips, 1,604 total morning peak hour vehicle trips and 1,761 total evening peak hour vehicle trips.

### **NorthPoint Site Access Overview**

Although the NorthPoint site is located within Somerville, Boston and Cambridge, all site access will occur from roadways connecting with Monsignor O'Brien Highway within the City of Cambridge. NorthPoint connects to Monsignor O'Brien Highway within Cambridge through four existing on-site streets (Water Street, East Street, Leighton Street & Museum Way) and a fifth (First Street Extension) which will be constructed upon completion of the MBTA Green Line Extension Project. These five roadways that intersect O'Brien Highway are also connected on-site by NorthPoint Boulevard which allows vehicular traffic to circulate through the site efficiently. NorthPoint Boulevard provides site access from Museum Way using a connection under the Gilmore Bridge enabling vehicles to access the project site from the south without travelling through the constrained Land Boulevard/Gilmore Bridge/O'Brien Highway intersection.

### **NorthPoint Transportation Services Overview**

The site is well connected to existing and future proposed public transit, pedestrian and bicycle amenities, car share services and will provide its tenants and residents with a diverse mix of multi-modal services. NorthPoint is a transit-oriented development within close walking distance to the MBTA Green Line, Orange line and several MBTA bus routes. In the near future, the Green Line Lechmere transit and bus station will be relocated from its current location on the south side of O'Brien Highway to NorthPoint. Twenty-twenty, a NorthPoint project residential building currently under construction will provide direct pedestrian and bicyclist access to the Gilmore Bridge, greatly reducing the walking distance to the Orange Line station at Bunker Hill Community College. NorthPoint is, and will continue to be, a member of the Charles River TMA which provides a shuttle bus service called the EZRide through the site with a stop located on North Point Boulevard. EZRide provides shuttle services to both the Red Line in Kendall Square and the MBTA commuter rail station at North Station. The multi-use community path which runs through NorthPoint and in the future will connect to Somerville will connect bicyclists and walkers to destinations within and beyond the NorthPoint Development. There are four zipcars currently located within a five minute walk of the development that provide car-sharing service to the site, and the number of zipcars will expand as demand grows. The NorthPoint project is assisting in the installation of an additional Hubway bicycle sharing station along the south side of NorthPoint Boulevard west of North First Street within the NorthPoint development. There are currently 19 Hubway bicycles available for use at the existing Lechmere Station.

### **Development Program Comparison**

Table 1 compares the original NorthPoint development program studied as part of the certified TIS to the 2012 approved NorthPoint Master Plan. Note that the development program analyzed in the TIS is approximately 294,146 gsf larger (239,146 gsf of residential program and 55,000 gsf of commercial program) than the current development program.

**Table 1 - NorthPoint Program Comparison**

<b>Full Build Program</b>	<b>2002 TIS (GSF)</b>	<b>Special Permit Amendment September 2012 (GSF)</b>
Residential	3,325,000	3,085,854
Commercial	<u>2,215,000</u>	<u>2,160,000</u>
Total	5,540,000	5,245,854

**Trip Generation Analysis**

The development program assumed for the trip generation analysis of the 2012 Master Plan program is summarized and compared to the development program studied in the certified TIS in Table 2.

**Table 2 – Potential Revised Master Plan Program for Analysis**

<b>Full Build Program</b>	<b>2002 TIS (GSF)</b>	<b>Special Permit Amendment September 2012 (GSF)</b>
Office	1,500,000	1,407,000
Lab	640,000	603,000
Ancillary Retail	75,000	150,000
Retail	-	-
Grocery	-	-
Hotel	90,000 (90 keys)	90,000 (90 keys)
<u>Residential</u>	<u>3,235,000 (2,790 units)</u>	<u>2,995,854 (2,589 units)</u>
<b>Total</b>	<b>5,540,000</b>	<b>5,245,854</b>

In order to confirm that the trip generation for the 2012 Master Plan development program is less than or equal to the initial trip generation calculated for the TIS, a trip generation analysis was conducted for comparison purposes. The same ITE Land Use Codes, fitted equations and Vehicle Occupancy Rates (VOR) that were included in the TIS analysis were also utilized in this calculation. Using the approved mode share percentages shown in Table 3 for the North Point TIS for the approved Master Plan Full Build program, the daily, morning peak hour and evening peak hour vehicle trip generation was developed. A comparison of the TIS and approved Master Plan Vehicle Trip generation is shown in Table 4. Daily, morning and evening peak hour vehicle trips generated for the approved Master Plan are less than generated for the development program studied as part of the TIS.

**Table 3 –NorthPoint TIS Mode Shares**

	<b>North Point TIS</b>			
	<b>Full Build</b>			
	<b><u>Drive</u></b>	<b><u>Transit</u></b>	<b><u>Walk</u></b>	<b><u>Bike</u></b>
Office/Lab	40%	43%	15%	2%
Residential	52%	23%	20%	5%
Hotel	75%	20%	4%	1%
Retail	10%	15%	73%	2%

**Table 4 - Comparison of TIS and Approved Master Plan Vehicle Trip Generation**

	<b>Daily</b>	<b>Total Vehicle-Trips</b>					
		<b>AM</b>			<b>PM</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Full Build</b>							
2002 TIS	16,013	944	751	1,695	736	1,105	1,841
September 2012 Master Plan	15,411	900	704	1,604	704	1,057	1,761

It should be noted that the TIS was undertaken in 2002 and was based on 1990 Journey-to-Work census data, which are not reflective of current mode shares more commonly found in Cambridge, particularly in Kendall Square. Recent studies, including Parking and Transportation Demand Management (PTDM) monitoring reports and the planning study recently completed for Kendall Square have noted a substantial shift in current commuting and travel behavior in the City of Cambridge. As shown in Table 5, recent study recommendations for the Kendall Square area are for significantly less vehicle commuting by Cambridge residents than assumed in the North Point TIS. Again, the analysis/comparison is conservative in this regard.

**Table 5 - TDM Mitigated Mode Share Comparison**

	<b>North Point TIS</b>				<b>Full Build Kendall Square Study</b>		
	<b>Drive</b>	<b>Transit</b>	<b>Walk</b>	<b>Bike</b>	<b>Drive</b>	<b>Transit</b>	<b>Walk/Bike</b>
	Office/Lab	40%	43%	15%	2%	41%	42%
Residential	52%	23%	20%	5%	32%	30%	38%
Hotel	75%	20%	4%	1%	75%	20%	5%
Retail	10%	15%	73%	2%	31%	30%	39%

An extensive level of service capacity analysis was conducted for the TIS as presented in *Chapter 4 Traffic Analysis* of the TIS. The shift in the land use and slight reduction of the development program is not anticipated to degrade or negatively impact the capacity analysis presented in Chapter 4 of the TIS based on the trip generation results. It is important to note that the design of the off-site mitigation along O'Brien Highway has evolved and slightly changed due to ongoing discussion with the City of Cambridge and MassDOT. VHB is currently working on a Functional Design Report (FDR) for the improvements along O'Brien Highway/Cambridge Street and 25 percent design plans are near submission. An updated level of service capacity analysis will be presented as part of the FDR.

**Trip Distribution Analysis**

In addition to vehicle trip generation, VHB analyzed the trip distribution assumptions used in the certified North Point TIS. The North Point TIS used the 1990 U.S. Census Journey-to-Work data for the City of Cambridge modified per direction of the Traffic Parking and Transportation Department (TP&TD). Table 6 shows a comparison of the North Point area vehicle trip distribution used in the TIS from the 1990 census data to several more recent data sources including the 2000 U.S. Census Journey-to-Work and PTDM monitoring data provided by the City of Cambridge. Table 6 shows that the trip distribution used in the certified North Point TIS

is very consistent with more recent data sources and it can be assumed that the vehicle trip distribution generated from the approved Master Plan will be similar.

**Table 6 - Comparison of North Point Area Vehicle-Trip Distribution**

<u>Street/Roadway</u>	<u>Direction</u>	<u>NP TIS 1990 j-t-w (%)<sup>1</sup></u>	<u>2000 j-t-w (%)<sup>2</sup></u>	<u>F-15 2010 PTDM (%)<sup>3</sup></u>	<u>F2 2010 PTDM (%)<sup>4</sup></u>
Route 28 (O'Brien Highway)	To/From the North	24 %	23 %	24 %	28 %
Route 28 (O'Brien Highway)	To/From the South	29 %	30 %	33 %	40 %
Charlestown Avenue (Gilmore Bridge)	To/From the East	9 %	8 %	9 %	4 %
<u>Cambridge Street, First Street or Land Boulevard</u>	<u>To/From the West</u>	<u>38 %</u>	<u>39 %</u>	<u>34 %</u>	<u>28 %</u>
Total		100 %	100 %	100 %	100 %

1 1990 U.S. Census Journey-to-Work data for the City of Cambridge and City review and comment.

2 2000 U.S. Census Journey-to-Work data for the City of Cambridge.

3 PTDM data (by Town) provided by the City of Cambridge. Compiled by VHB.

4 PTDM data (by Town) provided by the City of Cambridge. Compiled by VHB.

**Pending Special Permit Amendment (June, 2014)**

HYM, on behalf of CJUF III NorthPoint, LLC, has recently submitted a Request for a Special Permit Amendment to the Cambridge Planning Board on June 24, 2014 which is pending. The requested amendment, if approved, will result in:

- an approximate 20% reduction in the overall number of parking spaces for the NorthPoint site due to the lowering of parking ratios to be consistent with the Kendall Square zoning requirements and by allowing shared use of parking areas between uses,
- NorthPoint to have up to 300,000 SF of retail space within its approved 2,185,000 SF of commercial space (Note: Not an increase in total commercial space but rather the ability to have more retail space. Previously 150,000 SF was allowed to be retail),
- the ability for NorthPoint to have a grocery store with a floor area of up to 50,000 sf, (Previously limited to 15,000 SF) and
- retail parking at NorthPoint up to .5 spaces/1,000 SF which would allow up to a maximum of 150 spaces to be dedicated to retail uses.

A Trip Generation Analysis and Shared Parking Study Memorandum dated March 24, 2014 was submitted as part of the application. The memorandum was submitted to the City of Cambridge and is being submitted under separate cover for the City of Somerville's information. The pending Special Permit Amendment is not requesting any changes to the development program or internal roadway network that would result in changes to the travel patterns in Cambridge or Somerville or modes of access to North Point. As described in the memo submitted to the City of Cambridge, the revisions to the Master Plan do not change the findings in the TIS.

## **Conclusion**

In summary, The North Point TIS certified by the City of Cambridge TP&TD accurately reflects the transportation impacts of the approved North Point Master Plan and the proposed Neighborhood Development Plan for the Somerville NorthPoint Special District because the following comparison metrics are very consistent:

- 1) Total square footage of the development program is less than the original TIS,
- 2) Allocation of square footage between commercial and residential land-uses,
- 3) Vehicle trip generation (daily & peak hour trips) are less than the original TIS,
- 4) Vehicle trip distribution.