



NORTHPOINT

EAST CAMBRIDGE DESIGN GUIDELINES

July 19, 2016 - Draft

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Vision

PREFACE

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

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

Attached are the Eastern Cambridge Design Guidelines: NorthPoint (“NorthPoint Guidelines”). These guidelines are based on the Eastern Cambridge Design Guidelines for the entire Eastern Cambridge area developed by the City of Cambridge

PURPOSE

These Eastern Cambridge Design Guidelines: NorthPoint provide a framework for the design of a livable mixed-use community and will be provided to architects as NorthPoint buildings are designed. These guidelines will be provided to architects of each building or other public space as they are chosen to guide them in their design efforts. The guidelines represent a consensus of attitude regarding the development of the NorthPoint site as derived through several years of planning in East Cambridge by the City of Cambridge, the Eastern Cambridge Design Guidelines as well as the project specific permitting and community outreach processes for the NorthPoint site. In addition, these guidelines are consistent with the parameters of the Special Permit issued by the Cambridge Planning Board in March 2003.

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

ORGANIZATION

The attached guidelines consist of four components as described below. Architects and reviewers should refer to additional documents including: the Planning Board Special Permit for NorthPoint and the roadway Network Schematic Plan that will be submitted to the Planning Board for review and approval prior to the issuance of a building permit for the first building at the site.

Part 1: Guidelines Text

The Guidelines Text is based on the Eastern Cambridge Design Guidelines developed by the City of Cambridge. It provides the dimensional guidelines that should drive the design of buildings and other public spaces at NorthPoint. The Guidelines Text is the controlling component of this guideline package and where there are discrepancies between the guidelines and Catalog of Images or Specific Block Guidelines, the Guidelines Text will rule.

Part 2: Catalogue of Images

The Catalog of Images consists of graphics that illustrate the concepts described in the Guidelines Text. They are referenced throughout the Guidelines Text as Exhibits 1 –19.

Part 3: Specific Block Guidelines

The NorthPoint team has developed examples of how the guidelines are applied to each building block. These will be provided to each building architect and include approximate size, height and use of the buildings on each block, as well as recommended locations for pedestrian and vehicular entries. The Specific Block Guidelines also highlight the unique characteristics particular to each block of which architects should be aware. These may include items such as proximity to the Central Park, integration with the MBTA transit station or requirement for a connection to the Gilmore Bridge.



1. Guidelines Text

1.1 URBAN DESIGN GOALS

The urban design goals are as follows.

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

Exhibit 1, LAND USE PLAN, provides a diagrammatic representation of the NorthPoint master plan approved by the Planning Board. In addition, the Land Use Plan provides some understanding of the distinction between the block types discussed in later sections. However, the categorization of blocks may change pursuant to the Special Permit granted by the Planning Board.

1.2 BUILT FORM

1.2.1 STREET-LEVEL USES AND DESIGN

The following outlines street level uses and design.

1.2.1A RESIDENTIAL BLOCKS

Residential blocks are defined as blocks primarily lined with housing (shown on Exhibit 1 as Blocks A, B, L/M, N, S, T, V). Residential blocks will include a variety of housing types such as lofts, townhouses and apartments. Where appropriate, corner retail will be allowed and even encouraged in some residential blocks.

Such residential blocks should follow the below guidelines.

- Street-level facades should create a consistent street edge and include active uses such as building amenity spaces, lobbies, retail and residential units where appropriate
- Ground floor frontage should generally be permeable and massing elements should be human scaled
- Entrances should be located in prominent locations on public streets
- Blank walls should be avoided along all streets and pedestrian walkways
- Multiple windows at the ground level are encouraged to increase “eyes on the street”
- Courtyards and open spaces are should have maximum sun exposure
- Landscape of the courtyards should be considered as a part of the street experience.

1.2.1B MIXED-USE BLOCKS OR COMMERCIAL BLOCKS

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

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

- Street-level facades within the designated retail zone should include active uses such as:
 - Shops, restaurants, and cafes
 - Services for the public or for commercial offices such as fitness centers, cafeterias, daycare centers, etc.
 - Community spaces, such as exhibition or meeting space
 - Art exhibition space/display windows
 - Commercial lobbies and front doors
 - Numerous entrances along principal pedestrian routes are encouraged both for safety and to enhance the pedestrian environment
- Office/ R&D uses are discouraged from occupying extensive ground-floor frontage. Where these uses do occur, they should occupy no more than 200 to 250 feet of continuous frontage along public streets
- Ground floor frontage should generally be permeable and massing elements should be human scaled

- Entrances should be located on public streets, and at or near corners when appropriate. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations
- Buildings should have a carefully articulated base of one or two floors with high level of transparency and lightness (30-50 percent transparent) at the ground floors allowing views inward and outward
- Blank walls should be avoided along all public streets, courts, and pedestrian walkways

1.2.1C RETAIL BLOCKS

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

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

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

Retail blocks should follow the below guidelines.

Ground Floor Retail

- As much of the street frontage as possible should be occupied by retail uses, including cafes and restaurants (Refer to specific locations referred to in the introductory paragraph above)
- Entrances should be located on public streets, or primary pedestrian venues and on corners wherever possible
- Entrances should relate to crosswalks and pathways that lead to bus stops and transit stations
- Retail venues within NorthPoint should be as transparent as possible to maximize visibility of street level uses
- Ground floor facades should permit a clear view from the sidewalk to the interior space of the building (75% transparent surface is encouraged, and reflective glass is discouraged)
- Blank walls should be avoided along all public streets, courts, and pedestrian walkways
- Create a horizontal change in plane as the building approaches the ground plane –
- Plan for tenant awnings or canopies that create a sense of enclosure over sidewalks and provide identity for tenants
- Provide flexible frontage for exterior retail expression that can accommodate a range of sizes and designs of tenant storefronts
- At the ground floor, tenant expression should be allowed to layer over the base building and take priority over the base building design
- Signage and graphics create both retail identity and a lively streetscape. Base building design should consider tenant signage visually as well as structurally

Stand Alone Retail Buildings

- One and two story stand-alone retail buildings are created to activate the public realm and also create a sense of human scale that will balance the scale of adjacent buildings
- The architectural language of these buildings should be distinctive from the overall architecture of NorthPoint and should belong to and enhance the character of public realm
- They should be shaped and oriented to enhance views and connections to NorthPoint Common and open spaces in Parcel I
- These structures should have interesting roofscape as they will be highly visible from majority of the buildings at NorthPoint
- Ground floor and second floor terraces are encouraged to engage and activate public realm
- Provide flexible frontage for exterior retail expression that can accommodate small tenant storefronts

1.2.2 SCALE AND MASSING

The layout of the NorthPoint neighborhood is driven in large part by the desire to structure contiguous public realm, which is also well integrated into with the surrounding neighborhoods. Orientation of buildings is suggested to take advantage of exposure to sun and views to the green spaces and surrounding attractions.

Buildings should avoid continuous massing longer than about 200 feet facing streets. If massing extends beyond this length, it should be visually articulated as a composition of smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements.

In addition to the above limits, buildings should reflect a rhythm and variation appropriate to the urban context. For example, this can be achieved by expressing bay widths of 16 to 25 feet for residential and 25 to 50 feet for mixed-use and retail.

Buildings should have a clearly expressed base, middle, and top. This may be achieved through a variety of materials, fenestration, architectural detailing, massing, or other elements. In order to achieve this, the following guidelines should be considered.

- Buildings should have a carefully articulated base of one of two floors with a high level of transparency, lightness, and detail at the ground floors allowing views inward and outward
- A line of expression at the second floor is encouraged to humanize the scale of the buildings and create an intimate pedestrian experience. This should be achieved by means of material articulation or architectural detailing
- The mid-section of the building should consider light penetration, continuity and consistency of built mass while allowing for individual architectural detailing
- The base and middle should be built to the street line with courtyard openings and setbacks for cafes where appropriate
- Use variations in height and architectural elements such as parapets, cornices and other details to create interesting and varied roof lines and to clearly express the tops of buildings
- Emphasize corners using taller elements such as towers, turrets, and bays
- Taller buildings should be articulated to avoid a monolithic appearance and should emphasize vertically-oriented proportions. This should be achieved by setting back the taller portions from the base. Where appropriate the top

sections of the buildings should be designed to emphasize variety within the development. This may include the use of, but not limited to, point towers

- In design of tall buildings, consider the variety of vantage points from which they may be seen.
- Consider legibility of the building top both by day and night, while demonstrating responsible use of lighting and energy consistent with sustainability requirements.

1.2.2A BUILD TO LINE

Build to line is a line that runs parallel to the property line at which construction of a building facade is to occur at NorthPoint that. It is a suggested set back from the property line and varies from street to street and parcel by parcel and is intended to provide a generous sidewalk and public realm design along all NorthPoint streets. While no structural elements can be placed beyond the build to line, certain architectural elements and projections that maintain the spirit of the set back can be considered as a part of the design review.

1.2.2B PUBLIC STREETS

Development along streets should follow the below guidelines.*

- Set back portions of the building above 65 feet by at least 10 feet from the principal façade where possible
- Use architectural expression on any portion of the building above 65 feet to prevent continuous massing. Buildings should have a clearly expressed base, middle, and top. This may be achieved through changes in material, fenestration, architectural detailing, or other elements
- Plot guidelines provide for additional sidewalk width by defining parcel and build to line to provide for wider sidewalks. For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches, or small open spaces
- Setbacks may be allowed to accommodate street furniture, street trees, or generous sidewalks
- For low-rise residential uses, provide small setbacks (5 to 10 feet) for stoops, porches, and front gardens. Front stoops and porches may not be feasible while providing handicap accessibility. In such cases, the provision of small setbacks for front gardens is highly encouraged
- For high-rise residential uses street-level facades should create a consistent street edge and include active uses such as: building amenity uses, lobbies and retail where applicable
- Driveway turnaround and vehicle drop-off facilities are strongly discouraged along public streets
- Locate loading docks on side streets or service alleys whenever possible, and away from residential areas and open spaces
- Corner articulation of buildings is encouraged
- To the extent that there is an existing urban context (such as for Building V), NorthPoint buildings should relate to the prevailing height of surrounding buildings, that are 65 feet or less, and establish a cornice line that respects the prevailing height of those surrounding buildings
- For additional height above the cornice line, provide a setback from the principal facade or a transition height or other architectural detailing

*Additional guidelines for each street and the development that will occur along each street are described below in section 2.2.B

1.2.2C PARK EDGES

Development along park edges should follow the below guidelines.

- The NorthPoint Common, Pocket Parks, Park on Parcel I and Retail Plaza on W and I are the unifying elements of the public realm in the NorthPoint neighborhood. Buildings on parcels facing these open spaces are encouraged to maintain consistent massing and scale that is required for the success of these open spaces (A useful benchmark suggested in the Eastern Cambridge Design Guidelines is that the height of the principal facade of buildings surrounding a park should be no greater than 1/3 the width of the park. For additional height above this limit, buildings should be stepped back by at least ten feet from the principal facade)
 - Greater height without setbacks may be appropriate at corners or in specific locations to create architectural variety
 - The buildings must conform to overall district height limits in the zoning
 - Exceptions from the height limits can be sought where appropriate to improve the quality of urban design and the public realm while working within the spirit of the zoning
 - Locate buildings to minimize shadows on NorthPoint Common, especially in the afternoon
 - Surround public parks with uses that create an active ground floor environment throughout the day and evening and increase safety for park users
 - Buildings are encouraged to have individual units and front doors facing the street, including row house units on the lower levels of multi-family buildings
 - Shops, cafés and other public uses that enliven the parks are encouraged adjacent to open spaces
 - For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches, or small open spaces
 - Setbacks used exclusively for ornamental landscaping are discouraged
- ### 1.2.2D ROOFTOPS
- The design of rooftops, including mechanical equipment and cellular installations, should be conceived as integral to the rest of the architecture of the building.
 - Screening is encouraged to conceal rooftop mechanicals, and the screening should be in the same idiom as the rest of the architecture
 - Rooftop mechanicals may be designed to stand out as machinery, in which case it needs to be carefully arranged to give a pleasing visual image
 - It may be possible to use both techniques listed above
 - To the extent possible, provisions should be made so that future cellular installations may be placed upon the building without detriment to the architecture, e.g. a blank wall of a mechanical screen may be conceived as such a location

1.2.3 ARCHITECTURAL CHARACTER

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

1.2.3A RESIDENTIAL

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

1.2.3B COMMERCIAL

- Careful articulation of large commercial buildings is critical in establishing human scale at NorthPoint.
- Create varied architecture and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings, and other architectural elements.
- Vary the architecture of individual buildings to create architecturally diverse districts.
- Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades, and gardens.
- Utilize architectural articulation such as changes in material, fenestration, architectural detailing, or other elements to break down the scale.
- 1.2.3C Lighting
- Public Realm and exterior building lighting is an important consideration for the identity of the project and enhancing the retail, pedestrian nighttime safety and neighborhood connectivity for NorthPoint.
- However, lighting design shall be respectful of its impact on surrounding context including the other residential buildings in NorthPoint and surrounding neighborhoods including East Cambridge.

1.2.4 ENVIRONMENTAL GUIDELINES (LEED PRINCIPLES)

Design buildings to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building. Compliance with Leadership in Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards is encouraged. Rooftop mechanical equipment should be sited and shielded to protect neighboring uses from excessive noise. Mechanical penthouses and vertical roof projections should be designed as part of each building composition.

WIND

The massing, articulation and orientation of the buildings in the masterplan considers best practice passive design approach to wind comfort. Detailed wind studies will be conducted with each building design review to meet the pedestrian wind comfort standards.

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

1.2.5 PARKING/SERVICE

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

- Locate vehicular parking entrances and loading docks on side streets and alleys and provide safe pedestrian access from public streets. Where it is necessary to locate them on the major streets, building design shall try to make them unobtrusive to the pedestrian movement and shall maintain the quality of public realm
- All parking garages must provide direct pedestrian access to the street
- The primary pedestrian exit/access to all garages serving non-residential uses should be to the street or a public area
- Design and locate lighting fixtures in surface parking lots and garages to enhance safety while minimizing light spillover onto adjacent properties and neighborhoods
- Each project undergoing design review by the Cambridge Planning Board shall submit for review by Cambridge Traffic Parking & Transportation a written plan describing how loading and material handling will be addressed through an update to the overall site-wide loading plan. The plan will address truck access, short term loading/drop-off, and hours of operation, trash/recycling removal and related operational issues.

1.3 PUBLIC REALM

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

1.3.1 PUBLIC OPEN SPACE

- The provision of open spaces of diverse size and use is encouraged to enhance the public environment at NorthPoint. All open spaces at NorthPoint shall be designed to be public in nature, creating an open environment that the public can easily identify that is welcoming for everyone's use
- The provision of an interconnected series of open spaces is encouraged to provide connections both to neighborhoods and within NorthPoint so as to promote pedestrian movement.
- A large park is required by zoning, and NorthPoint Common will provide programmed, multi-use open space for both recreational and cultural activities.
- NorthPoint is located conveniently close to the Lechmere T station in order to link East Cambridge and future neighborhoods at NorthPoint.
- In addition to the large park, the creation of a series of smaller open spaces such as pocket parks, public plazas, active recreation areas, courtyards, play areas and gardens is encouraged. A second large park on Parcel I is located along the central main street, conveniently close to the neighborhood access from Water Street.
- These spaces shall be articulated throughout NorthPoint through wayfinding and signage measures including space types, themes and program
- Open spaces shall be visible and accessible from public streets

1.3.1A PARKS (NORTHPOINT COMMON, PARCEL I AND POCKET PARKS)

- Fencing is strongly discouraged; clear entry points, lines of sight into the park, and pathways for the public to use are encouraged.
- Individual spaces within the large parks are encouraged to have clear identities and themes, so that the public can understand the potential use, including areas for gathering, and community events.
- Loading and service shall not interfere with the core function of the park spaces.
- It is encouraged that the major entry point to NorthPoint at Lechmere Station shall have a central mapping sign that will direct users to the parks and open spaces within NorthPoint.
- The Pocket Parks at NorthPoint shall be designed to be public in nature, creating an open environment that the public can easily identify as welcoming and for everyone's use. The entrance to the park from streets and sidewalks should be designed to be open and inviting to the public.
- Pocket Park Connectors are the three open spaces that connect between streets, including Child Street and Baldwin Parks connecting North Street with Dawes, and Earhart Park connecting Glassworks Avenue with Northpoint Boulevard. These parks are framed by clear straight circulation paths either for vehicles (Child Street and Earhart Parks) or for pedestrians (Baldwin Park.) The circulation paths are to encourage connections and to ensure the parks will feel truly public and not part of the adjacent private buildings.
- Active Pocket Parks are the three open spaces to the north of West Boulevard and Dawes Street. They are encouraged to have active recreational program including sports and gardening and be designed to be used by the whole community.

1.3.1B PLAZA

The Retail Square will be the heart of NorthPoint, and should be designed to become a vibrant public gathering place, where open space, retail activities, and public events come together. The Retail Square is the point at which the First Street corridor and the east-west open space spine and Community Path cross each other, and clear pedestrian connections and lines of sight should be encouraged to facilitate pedestrian movement between the two. The retail pavilions should be configured to promote activation of the public plaza and park spaces through restaurant and café terraces, and activity areas. Tree and built shade structures are encouraged to create a comfortable micro-climate during the summer months.

1.3.1C SEMI PRIVATE OPEN SPACES

- For residential development, create semi-private open spaces (e.g. front and rear yards, porches, stoops, and patios) that create a transition from public sidewalks and courts to private interior spaces.
- Design residential courtyards to be visually accessible from streets to enhance safety and activity along the street.

1.3.2 STREETSCAPES AND CIRCULATION

Refer to the Cambridge Pedestrian Plan and the Cambridge Bicycle Plan for additional guidance on creating a safe and pleasant environment for pedestrians and bicyclists and for guidance on sidewalk width and street trees.

The pedestrian experience in and around transit stops should be designed to be pedestrian and bicycle friendly.

Expanded sidewalks in public realm in and around such stations are encouraged whenever feasible.

1.3.2A CHARACTER

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

1.3.2B FIRST STREET

First Street will connect East Cambridge to NorthPoint with the following goals. The Street has been designed to harmoniously accommodate multiple functions including MBTA Green Line Station entrance, bus stop, retail corridor, bicycle accommodation, neighborhood to open space connector and a gateway to NorthPoint. This

is achieved through the design of the street as a complete street to accommodate for mobility, green identity through a double alley of trees where possible, and wide sidewalks and wayfinding.

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

The goal of First Street is to connect NorthPoint to East Cambridge with vibrant, friendly pedestrian retail experience.

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

1.3.2C DAWES STREET

Dawes Street is an important east-west connector running between Water Street and the Brian Murphy Staircase. Street trees will be planted on both sides of the street and an additional landscape area will be provided on the north side of Dawes between First Street and the Murphy Staircase to improve the pedestrian experience on this sunnier side of the street.

1.3.2D NORTHPOINT BOULEVARD

NorthPoint Boulevard is an important east-west connector linking NorthPoint to North Point Park. The distinguishing character of NorthPoint Boulevard is that it is lined continuously with the public realm on one side, including NorthPoint Common, the Retail Plaza, and the Parcel I Park. Street trees will be planted on both sides of the street where possible and the design of the Community Path should be handled as a part of the street and sidewalk section of NorthPoint Boulevard and should meet the standards required for buffers and signage.

1.3.2E WEST BOULEVARD

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

1.3.2F NORTH STREET

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

1.3.2G WATER STREET AND EAST STREET

Water and East Streets are important connections to the existing East Cambridge neighborhood and entrances to NorthPoint that will be designed to emphasize visual connections to the public open space spine running through the center of NorthPoint. A double row of street trees will be planted on the east side of Water Street on land owned by NorthPoint to create a welcoming pedestrian experience and open views to the public open space on Parcel I. East Street will have trees on both sides, with an existing double row on the east side at Sierra, connecting to the

existing NorthPoint Common. These streets will have trees lining the road to signal open space and visually connect MOB to the open space within Northpoint.

1.3.2H SERVICE DRIVES

Service Drives are intended to provide parking and service access to majority of the buildings along Dawes Street and West Boulevard. These streets should be designed with care with appropriate streetscape and landscape measures for visual appeal. These streets are largely for vehicles. The intersections of the Service Drives with Dawes Street and West Boulevard will be designed to emphasize the continuity of bicycle and pedestrian movement on Dawes Street and West Boulevard. Signage, landscaping and treatment of the sidewalk will discourage pedestrians and bicycles from entering Service Drives. Notwithstanding their functional role in providing parking and service access, Service Drives provide an urban block structure that breaks down the mass of buildings along the northern edge of the site, and create a block rhythm along the length of Dawes Street and West Boulevard.

1.3.3 GREEN CONNECTIONS

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

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

1.3.4 VIEW CORRIDORS AND LANDMARKS

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

NorthPoint Boulevard and Gilmore Bridge, provide critical connective tissue and view corridors throughout the site.

- Lechmere Square will serve as an important physical and visual organizational element in the development. With its new transit station, and the redevelopment of Parcel V, Lechmere Square will offer views to the Parcel I tower in NorthPoint, down First Street in East Cambridge and across the river to the Prudential Tower in Boston. In these ways, Lechmere Square will enhance wayfinding through view corridor creation.
- The realigned and straightened First Street acts as the strongest north-south organizational element in the development. This corridor culminates with an architectural landmark at Dawes Street. The urban geometry allows for this unique architectural expression by turning perpendicular to Dawes Street at the end of the view corridor.
- The Water Street entrance in to the site will offer a view of the newly created active park on Parcel I and to another architectural expression on Parcel C.
- The Brian Murphy Memorial Stair serves as yet another gateway into NorthPoint from Gilmore Bridge and Community College Orange Line Station. This pedestrian connection provides view corridors both down Dawes Street and back to the city.
- NorthPoint Boulevard will offer those entering from the east a spectacular view to the NorthPoint Common.
- Lastly, the master plan creates a critical view corridor from NorthPoint Common to downtown Boston and the Zakim Bridge.

1.4 TRANSPORTATION AND PUBLIC TRANSIT NODES

1.4.1 TRANSIT

Preserve rights of way for future Urban Ring project.

Integrate retail and other public activities with any new transit stations.

1.4.2 PEDESTRIAN

Provide pedestrian crossings/phases at all major intersections.

1.4.3 BICYCLE/OTHER NON-MOTORIZED VEHICLES

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

- Provide bicycle lanes on major streets, and a protected bicycle lane along First Street.
- Provide secure, sheltered bicycle racks in all new commercial and multi-family residential buildings and near transit stations, as per the zoning requirements.
- Provide bicycle racks in convenient locations in retail areas, as per the zoning requirements.

1.4.4 GILMORE BRIDGE/ORANGE LINE LOCUS

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

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

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

1.4.5 LECHMERE SQUARE LOCUS

New Lechmere Square at the intersection of First Street and O'Brien Highway will form the major entry to the site. The future Green Line MBTA tracks and station may be integrated into the envelopes of some of the buildings adjoining it. The overall composition of these mixed-use parcels with the MBTA station is intended to have a "gateway" quality to celebrate this major entrance to the site. Lechmere Square also forms an entrance gateway to the Cambridge Street Retail District and the transition between East Cambridge and the site.

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

- The buildings that define the new Lechmere Square should be set back from the street to create gracious sidewalks
- Ground level retail activity should open out onto the sidewalks to further enhance the public realm.
- The building massing should be designed to create and promote the character and scale of the proposed Lechmere Square.
- Major entrances to retail should be located on public streets and on corners wherever possible. Entrances should relate to crosswalks and pathways that lead to bus stops and the transit station.

1.4.6 MBTA FACILITIES

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

- Building design should consider the existing and future MBTA facilities to the north of the site.
- The orientation of buildings on the parcels abutting the MBTA tracks to the north will mitigate noise generated by transit operations and I-93 beyond.
- Noise and vibration should be abated where necessary, through thoughtful design and relevant acoustical treatments.

1.4.7 MULTI-USE PATH

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

- The path should be 14' wide with 3' buffers (can be hardscape or flat landscape); 2' buffers are permissible at pinch points.
- Landscape elements should be considered to shade the path, but trees must be set back far enough from the path to maintain a 3' buffer when considering the future trunk widths, and root barriers be put in place to prevent roots from damaging the path.
- The location of any doors on buildings in the retail plaza abutting the multi-use trail should be carefully considered. Doors may not open directly onto the path; facades must be set away from the path so that people are able to easily and safely get off the path and away from through movement and have plenty of space to navigate. A plaza area in front of a building may be one way accommodate this, for example.
- The continuity and identity of the path should be maintained throughout. Consistent and carefully curated signage and wayfinding may help to ensure such clarity and character. It may also enhance user experiences and safety along the trail.
- User safety should be considered in every stage and element of the path's design.