

NORTHPOINT

EAST CAMBRIDGE DESIGN GUIDELINES

October 11, 2016 - Draft



DIVCO WEST

OWNER AND DEVELOPER

HYM

DEVELOPMENT ADVISOR

CBT ARCHITECTS

MASTER-PLANNING AND URBAN DESIGN

MICHAEL VAN VALKENBURGH ASSOCIATES

LANDSCAPE ARCHITECT

GOULSTON & STORES

GALLUCCIO & WATSON

LEGAL

GSP

PCA

RETAIL

BEALS + THOMAS

CIVIL

VHB

TRAFFIC

WALKER

PARKING

TABLE OF CONTENTS

PREFACE	5
PURPOSE	5
ORGANIZATION	5
01 URBAN STRUCTURE	7
1.1 THE NORTHPOINT NEIGHBORHOOD	8
1.2 URBAN DESIGN GOALS	9
1.4 GREEN CONNECTIONS	10
1.5 VIEW CORRIDORS & LANDMARKS	11
1.3 MASTERPLAN EXHIBITS	12
02 BUILT-FORM	19
2.1 SCALE AND MASSING	20
2.1.1 BUILD TO LINE	21
2.1.2 PUBLIC STREETS	21
2.1.3 PARK EDGES	21
2.1.4 ROOFTOPS	21
2.1.5 RESIDENTIAL MASSING AND ARTICULATION	22
2.1.6 COMMERCIAL MASSING AND ARTICULATION	23
2.1.7 STAND ALONE RETAIL BUILDING MASSING AND ARTICULATION	24
2.2 STREET-LEVEL USES AND DESIGN	25
2.2.1 RESIDENTIAL BLOCKS	26
2.2.2 MIXED-USE BLOCKS OR COMMERCIAL BLOCKS	27
2.2.3 RETAIL BLOCKS	28
2.3 ARCHITECTURAL CHARACTER	30
2.3.1 RESIDENTIAL	30
2.3.2 COMMERCIAL	31
2.3.3 LIGHTING	31
2.4 ENVIRONMENTAL GUIDELINES (LEED PRINCIPLES)	32
2.5 PARKING/SERVICE	33

03 PUBLIC REALM	37
3.1 OPEN SPACES	39
3.1.1 OPEN SPACE PROGRAMMING	39
3.1.2 PARKS	41
3.1.3 PLAZAS	42
3.1.4 POCKET PARK CONNECTORS	43
3.1.5 ACTIVE POCKET PARKS	45
3.1.6 SEMI PRIVATE OPEN SPACES	46
3.2 STREETScape AND CIRCULATION	47
1.3.2A CHARACTER	47
3.2.1 FIRST STREET	48
3.2.2 DAWES STREET	50
3.2.3 NORTH POINT BOULEVARD	52
3.2.4 WEST BOULEVARD	54
3.2.5 NORTH STREET	55
3.2.6 WATER STREET	56
3.2.7 EAST STREET	57
3.2.8 CHILD STREET	58
3.2.9 SERVICE DRIVES	59

04 TRANSPORTATION AND PUBLIC TRANSIT NODES	61
4.1 TRANSIT	62
4.2 PEDESTRIAN	62
4.3 BICYCLE/OTHER NON-MOTORIZED VEHICLES	62
4.4 GILMORE BRIDGE/ORANGE LINE LOCUS	62
4.5 LECHMERE SQUARE LOCUS	62
4.6 MBTA FACILITIES	62
4.7 WAYFINDING	62
4.8 MULTI-USE PATH	63

05 BLOCK GUIDELINES	65
5.1 PARCEL A	66
5.2 PARCEL B	67
5.3 PARCEL C	68
5.4 PARCEL D	69
5.5 PARCEL EF	70
5.6 PARCEL G	71
5.7 PARCEL H	72
5.8 PARCEL I	73
5.9 PARCEL I RETAIL	74
5.10 PARCEL JK	75
5.11 PARCEL LM	76
5.12 PARCEL Q1	77
5.13 PARCEL Q2	78
5.14 PARCEL R	79
5.15 PARCEL U	80
5.16 PARCEL V	81
5.17 PARCEL W	82

06 MODEL IMAGES AND DIGITAL RENDERINGS	85
---	-----------

FIGURES APPENDIX

01 URBAN STRUCTURE 7

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

02 BUILT-FORM 19

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

03 PUBLIC REALM 37

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

04 TRANSPORTATION AND PUBLIC TRANSIT NODES 61

EXHIBIT: 53	MULTI-USE PATH ILLUSTRATIVE DRAWINGS	63
-------------	--------------------------------------	----

05 BLOCK GUIDELINES 65

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

06 MODEL IMAGES AND DIGITAL RENDERINGS 85

PREFACE

The layout of the new NorthPoint 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 and the ECaPs Committee. The North Point Design Guidelines reflect the Eastern Cambridge Design Guidelines, but are specific to the North Point area and provide additional illustration of design components that may be applicable to North Point.

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.

ORGANIZATION

The attached guidelines consist of six 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. 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 Exhibits are graphics that illustrate the concepts described in the Guidelines Text. The Guidelines Text is the controlling component of this guideline package and where there are discrepancies between the guidelines and Exhibits or Specific Block Guidelines, the Guidelines Text will rule.

Part 1: Urban Structure

This section outlines the overall layout of the masterplan and various urban design considerations that create a holistic vision for NorthPoint. The Urban Structure also highlights how the masterplan not only strengthens the connections to the surrounding neighborhoods and creates new green connections within the site.

Part 2: Built Form

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

Part 2: Public Realm

The team has developed a robust set of guidelines to decide the nature of different types of open spaces and streetscapes.

Part 4: Transportation and Public Transit Nodes

This section highlights how the urban design of NorthPoint enhances the user experience from both, green and orange line, T stops into the site. Moreover, it also outlines how the open space network facilitates the East-West bicycle and pedestrian connections.

Part 5: Specific Block Guidelines

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.

Part 6: Model Images and Renderings

This section consists of graphics that illustrate the NorthPoint model and artist’s renderings from different viewing perspectives.

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





01 Urban Structure

1.1 THE NORTHPOINT NEIGHBORHOOD

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

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

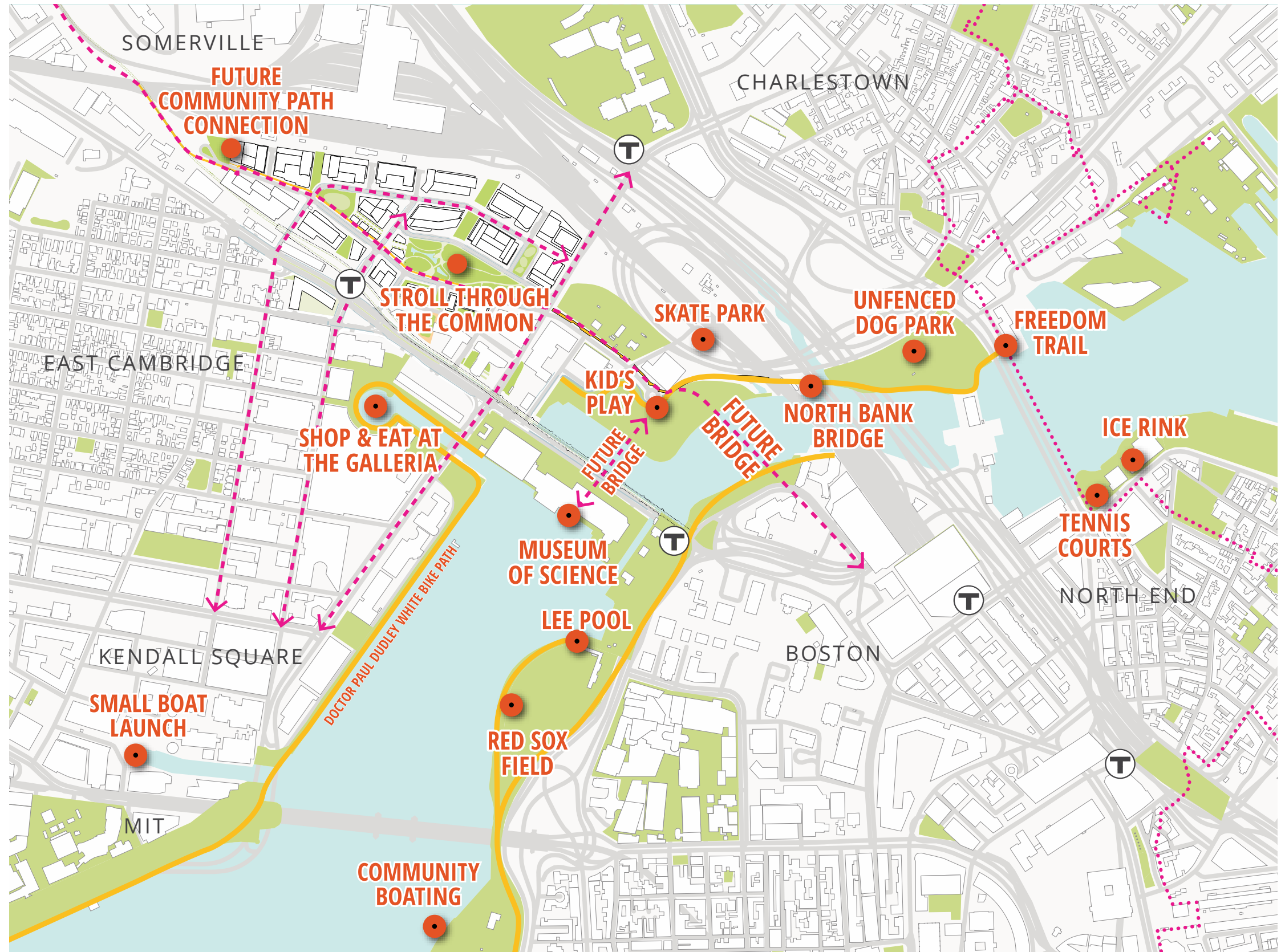


EXHIBIT: 01 NORTHPOINT NEIGHBORHOOD CONTEXT

Key
 ● Points of Interest
 ■ Open Spaces

1.2 URBAN DESIGN GOALS

The urban design goals are as follows.

- Create a lively new mixed-use district with strong visual, bicycle and pedestrian connections to East Cambridge. The new district should be a place to live, work, and enjoy a variety of parks and public spaces
- 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: 06 CONCEPTUAL LANDUSE PLAN” on page 12, 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.



EXHIBIT: 02 CONCEPTUAL RENDERINGS

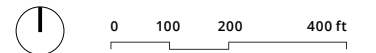
1.4 GREEN CONNECTIONS

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 continuous pedestrian and bicycle access, and strong visual connections to the Charles River and public parks through view corridors, signage, and/or art installations.
- Provide safe pedestrian and bicycle connections to hubway stations, existing and new bus stops and to 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 new pedestrian crossings along Msgr. O'Brien Highway with strong visual connections from existing streets in East Cambridge to new streets and open spaces at NorthPoint. Ensure that new pedestrian crossings are coordinated with traffic operations on Msgr. O'Brien Highway.
- Provide landscaped pedestrian/cycle connections from NorthPoint to the future 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.



EXHIBIT: 03 CONNECTION PLAN DIAGRAM



1.5 VIEW CORRIDORS & LANDMARKS

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

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



Key Plan



Water Street View Corridor
EXHIBIT: 04 EXISTING VIEW CORRIDORS TO THE SITE



East Street View Corridor



Leighton Street View Corridor



View from Lechmere Square looking towards NorthPoint



View of North First Street from the New Lechmere Station



View from park at Water Street looking towards the retail core



View from Dawes Street looking towards Brian Murphy Staircase
EXHIBIT: 05 VIEW CORRIDOR SNAP SHOTS



View from eastern side of NorthPoint Common looking towards retail core



View from Parcel W looking towards east and Zakim Bridges

1.3 MASTERPLAN EXHIBITS

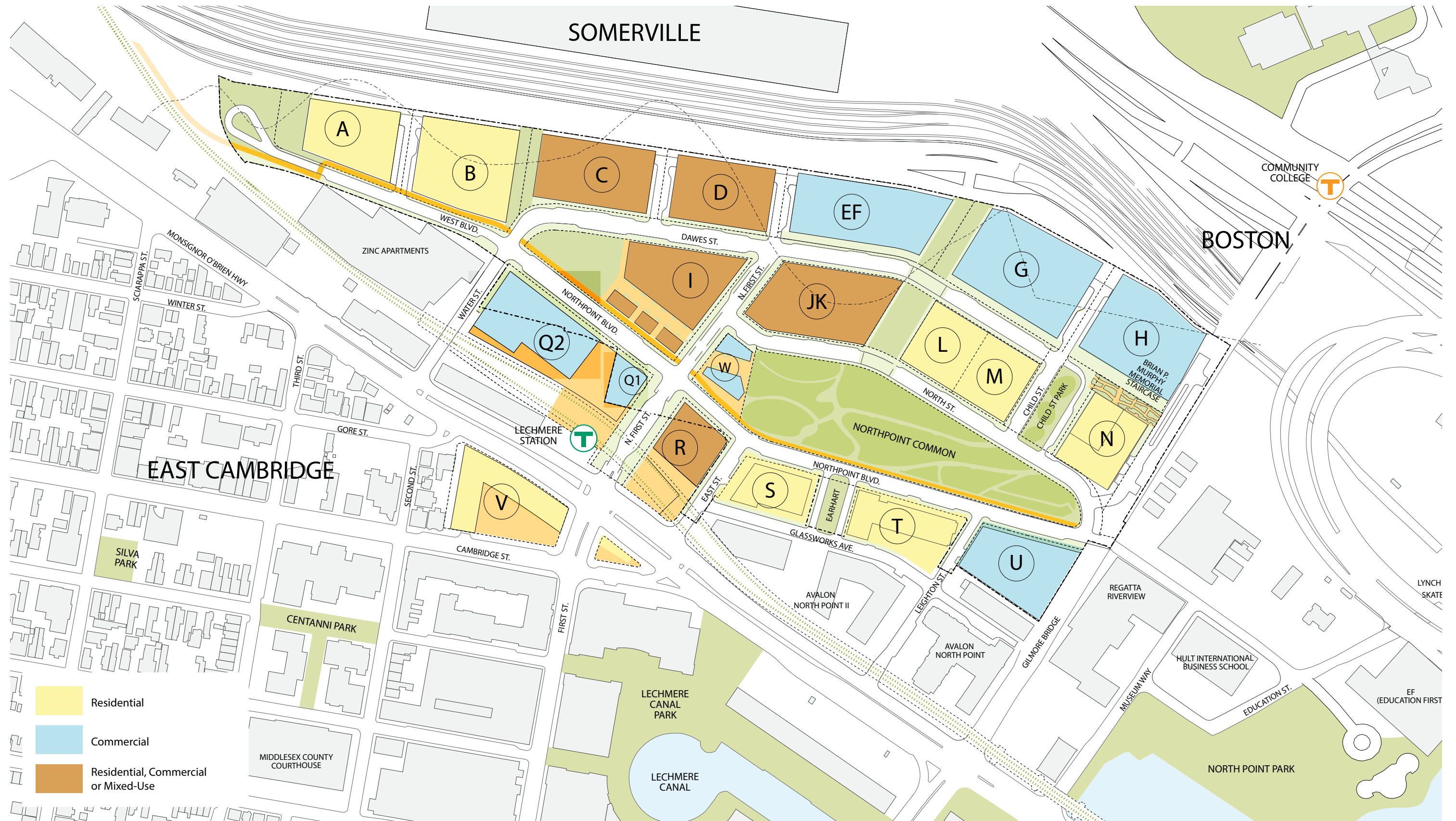


EXHIBIT: 06 CONCEPTUAL LANDUSE PLAN



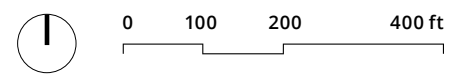
SOMERVILLE

BOSTON

EAST CAMBRIDGE

- Existing Park
- Proposed Park
- Proposed Plaza
- Planted Building Setbacks

EXHIBIT: 07 CONCEPTUAL OPEN SPACE PLAN



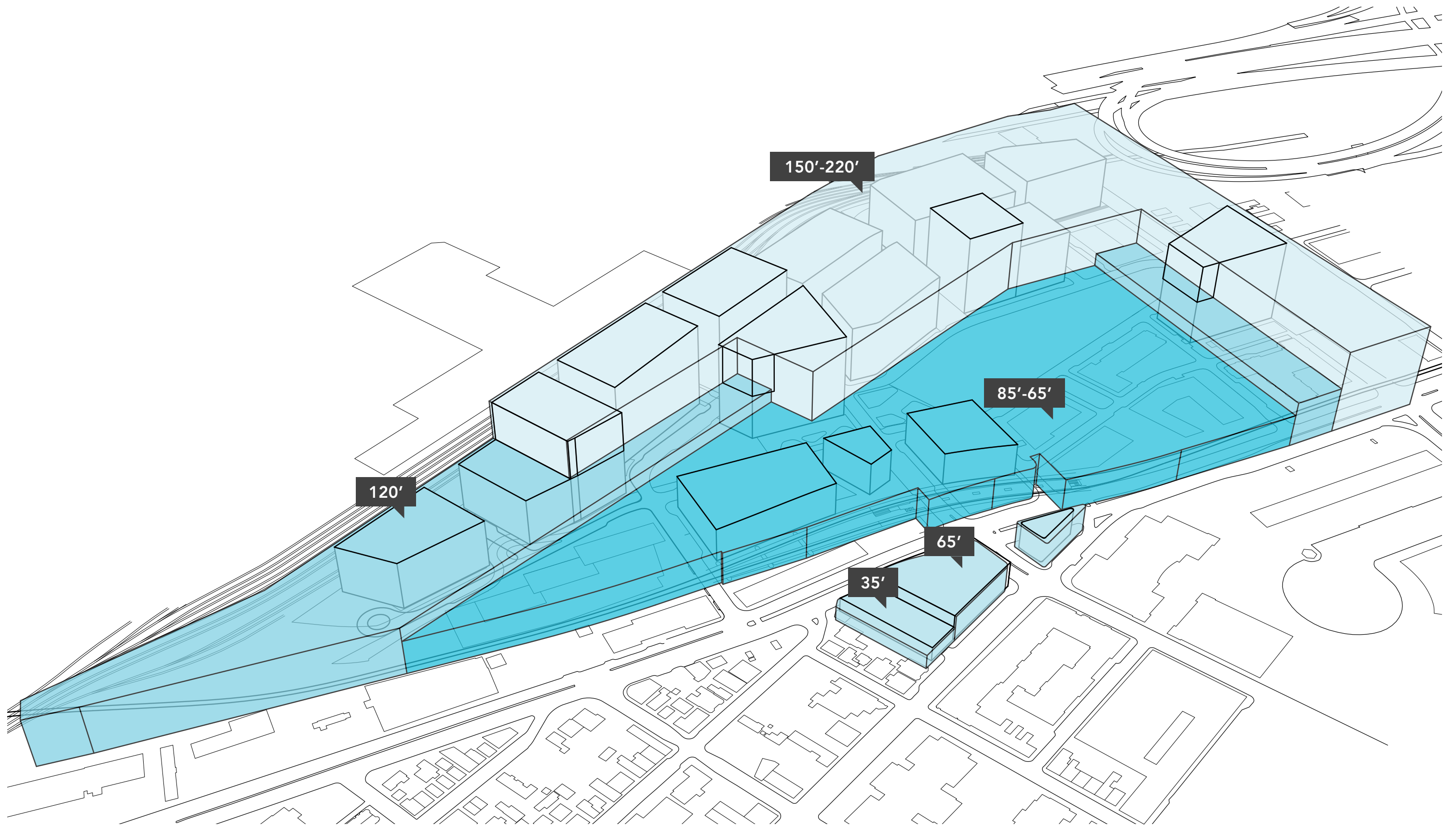


EXHIBIT: 08 ZONING ENVELOPE

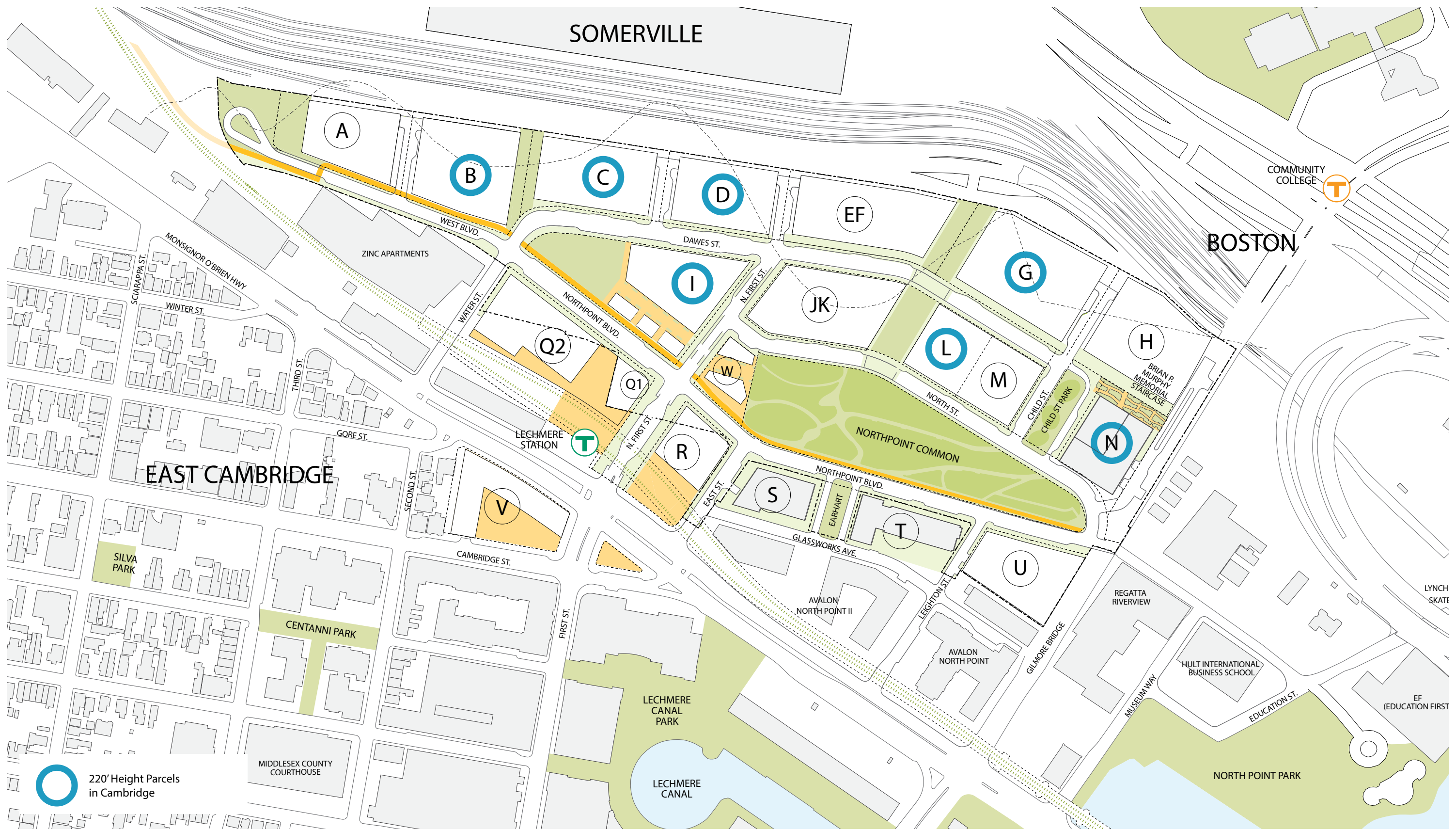


EXHIBIT: 09 LOCATION OF 220' TOWERS

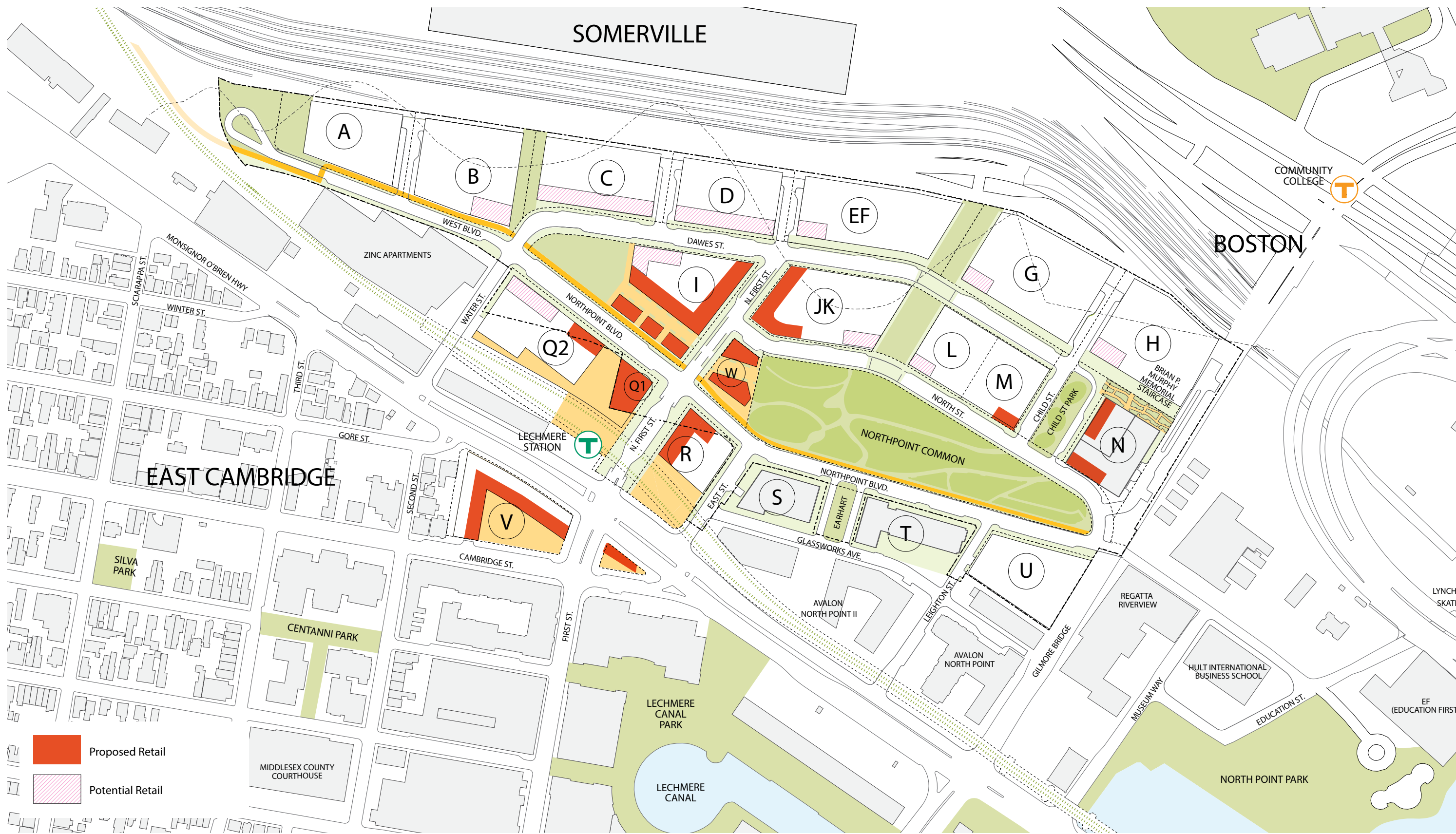


EXHIBIT: 10 CONCEPTUAL RETAIL PLAN

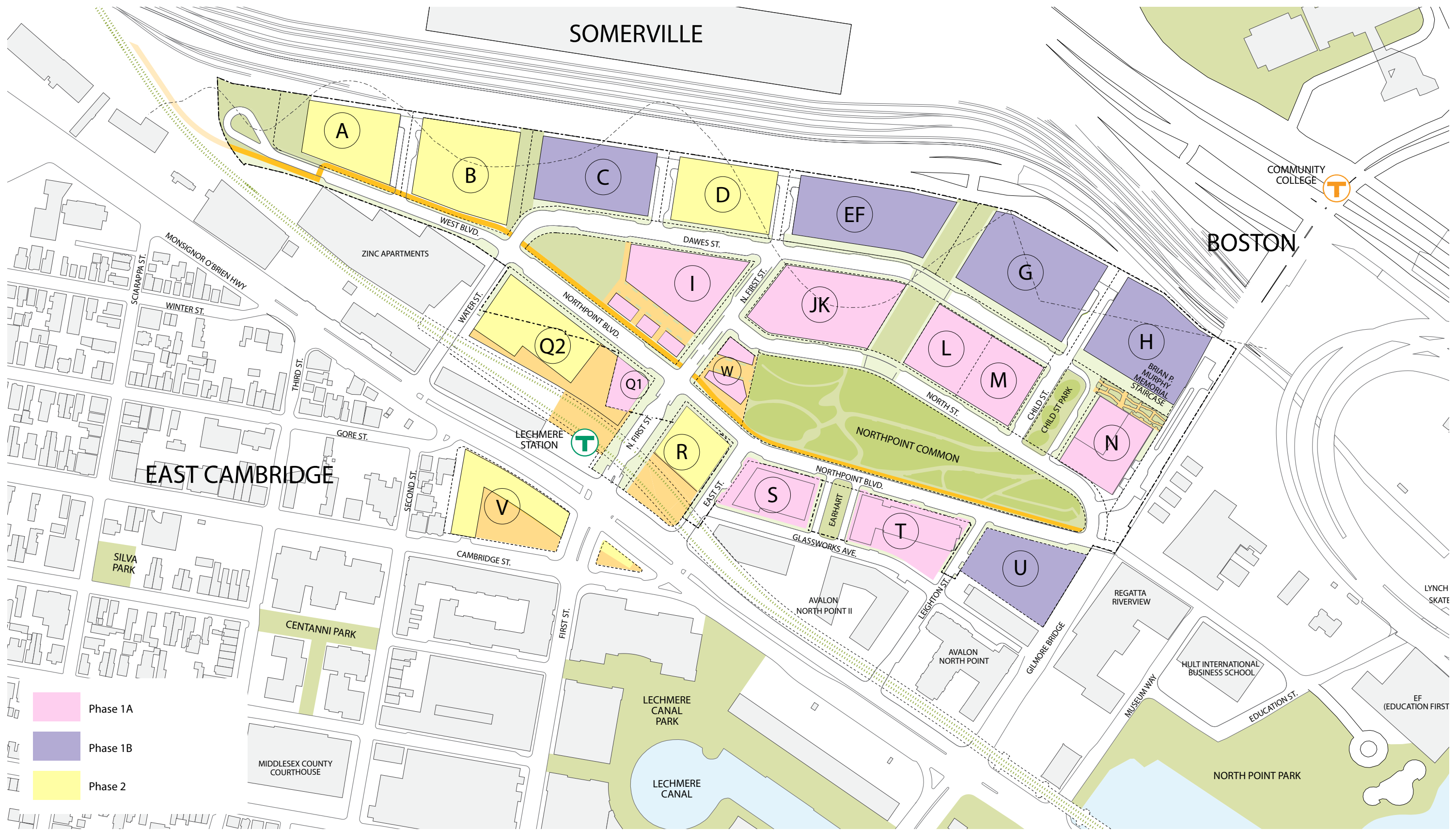


EXHIBIT: 11 CONCEPTUAL PHASING PLAN

