

NORTHPOINT

EAST CAMBRIDGE DESIGN GUIDELINES

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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
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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
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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.

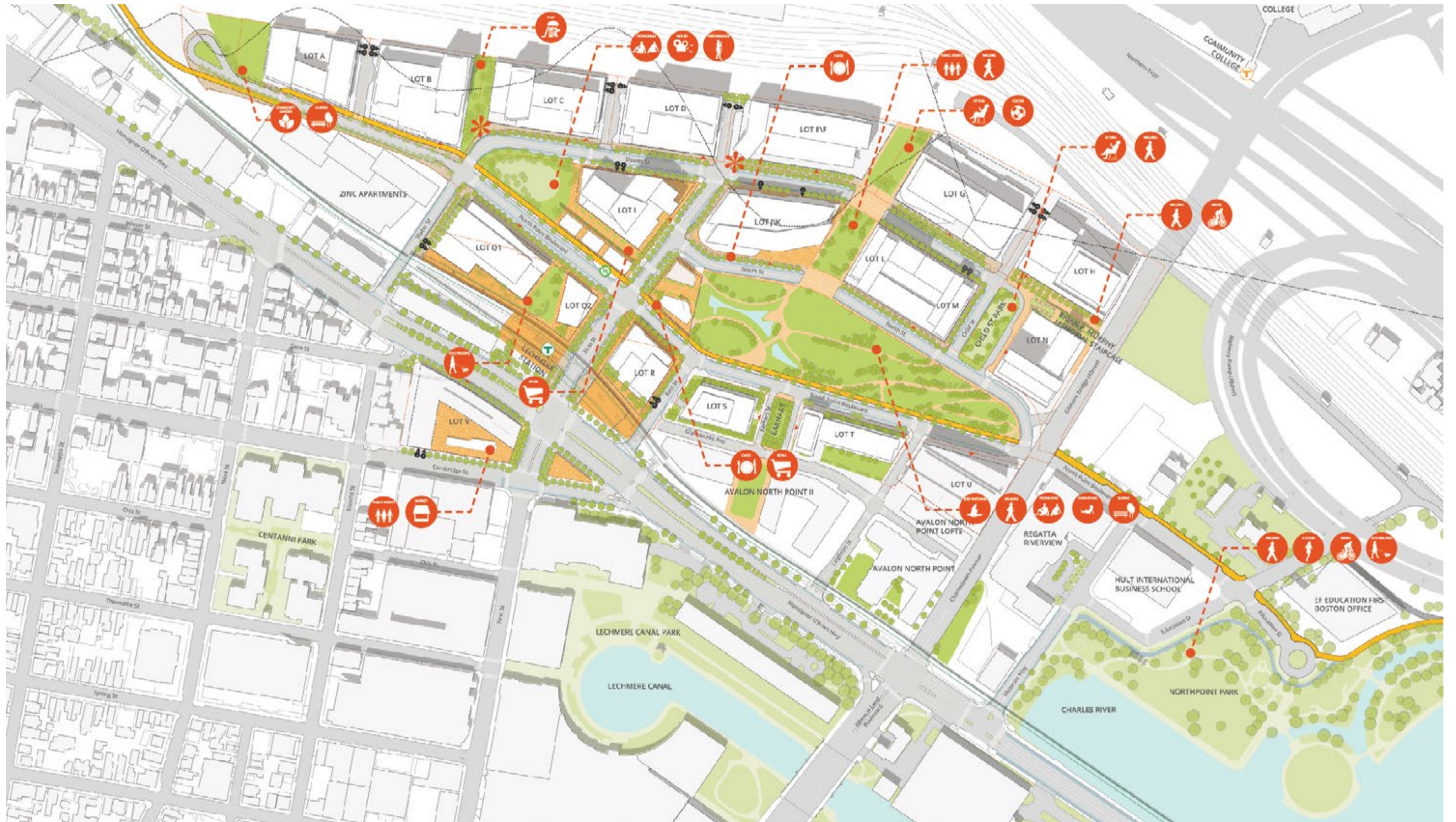
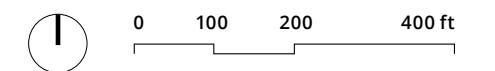


EXHIBIT: 33 PROGRAMMING AND ACTIVATION



3.1.2 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 for walking, cycling and non-motorized use are to encourage connections, and to ensure the parks will feel truly public and not part of the adjacent private buildings. Encourage active or transparent edges at ground floors
- 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.

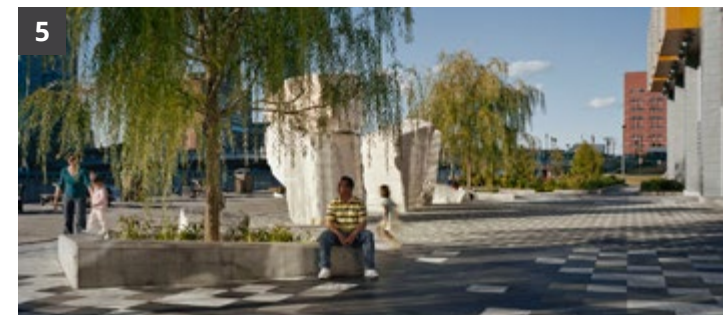
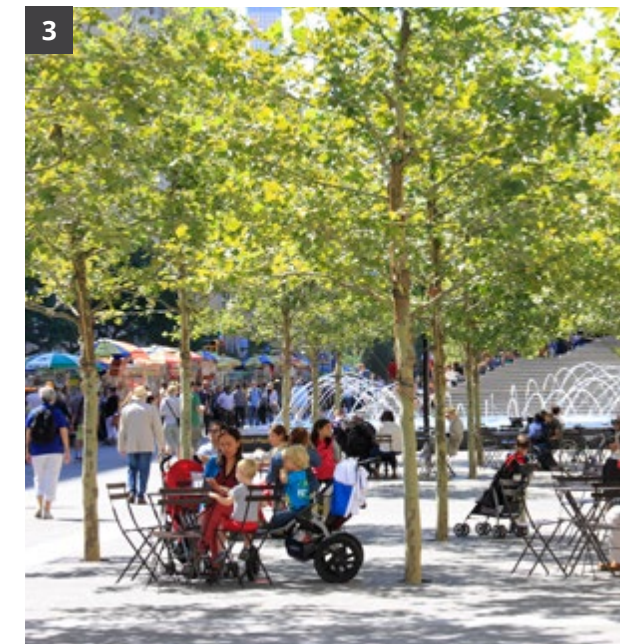


EXHIBIT: 34 PARKS PRECEDENTS

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

3.1.3 PLAZAS

The Retail Square will be the heart of NorthPoint, and should be designed to become a vibrant public gathering place, where open space, retail activities, and public events come together. The Retail Square is the point at which the First Street corridor and the east-west open space spine and 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 strong green connection, and a comfortable micro-climate during the summer months. Great care should be taken in the design of plazas and paths to minimize the potential for unsafe conflicts between vehicles, pedestrians and cyclists.



EXHIBIT: 35 PLAZA PRECEDENTS

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

3.1.4 POCKET PARK CONNECTORS

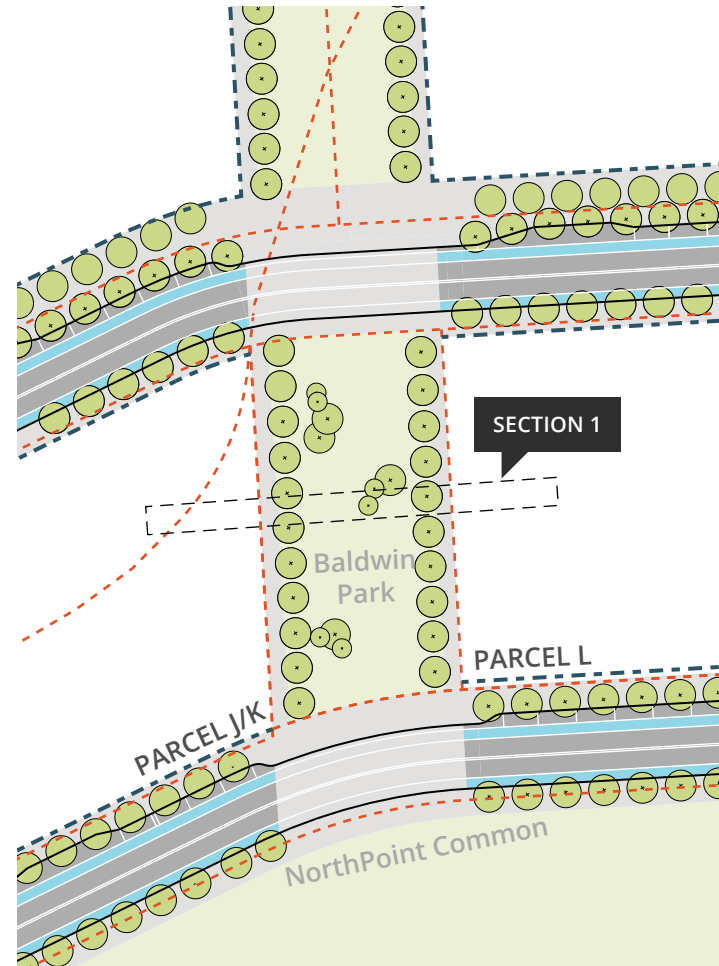
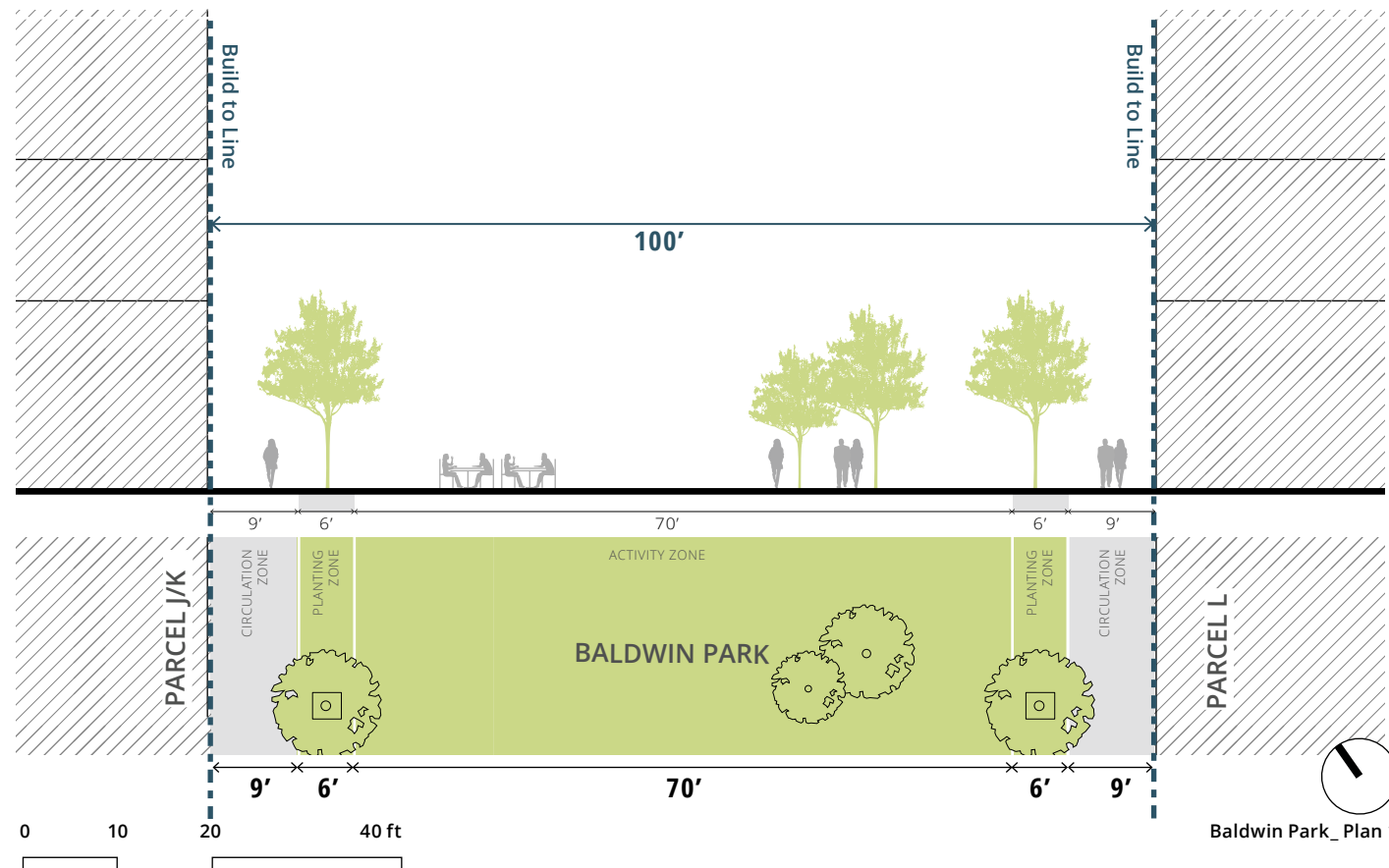
The Pocket Park Connectors serve to connect Northpoint Commons to the urban blocks to the north and south, encouraging pedestrian and bicycle movement and providing visual continuity. Two of the Connectors, Earhart Park and Childs Park have been constructed, and the final Connector, Baldwin Park, which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



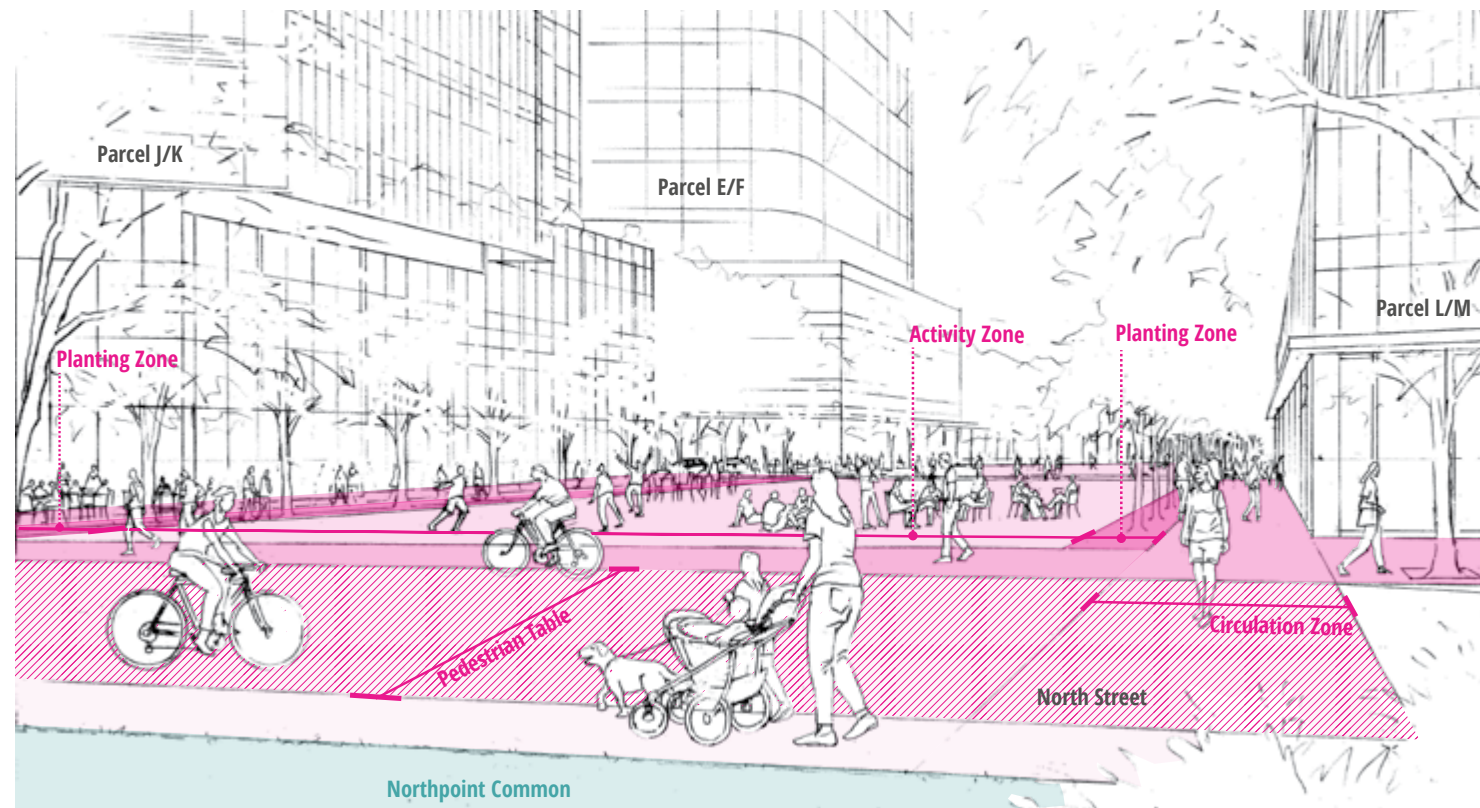
EXHIBIT: 36 POCKET PARK CONNECTOR PRECEDENTS

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

Baldwin Park_ Concept Section 1



Baldwin Park Plan



3.1.5 ACTIVE POCKET PARKS

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



EXHIBIT: 38 ACTIVE POCKET PARKS PRECEDENTS

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

3.1.6 SEMI PRIVATE OPEN SPACES

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

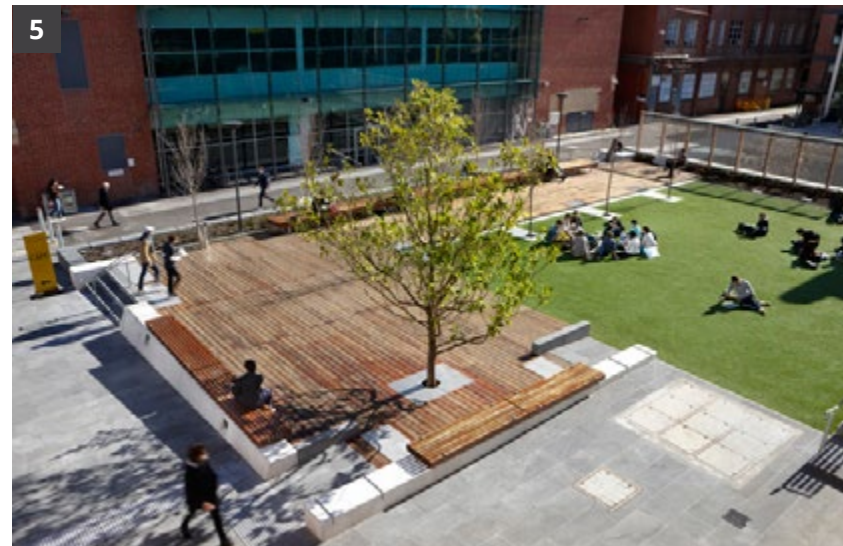


EXHIBIT: 39 SEMI PRIVATE OPEN SPACE PRECEDENTS

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

3.2 STREETScape AND CIRCULATION

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

1.3.2A CHARACTER

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

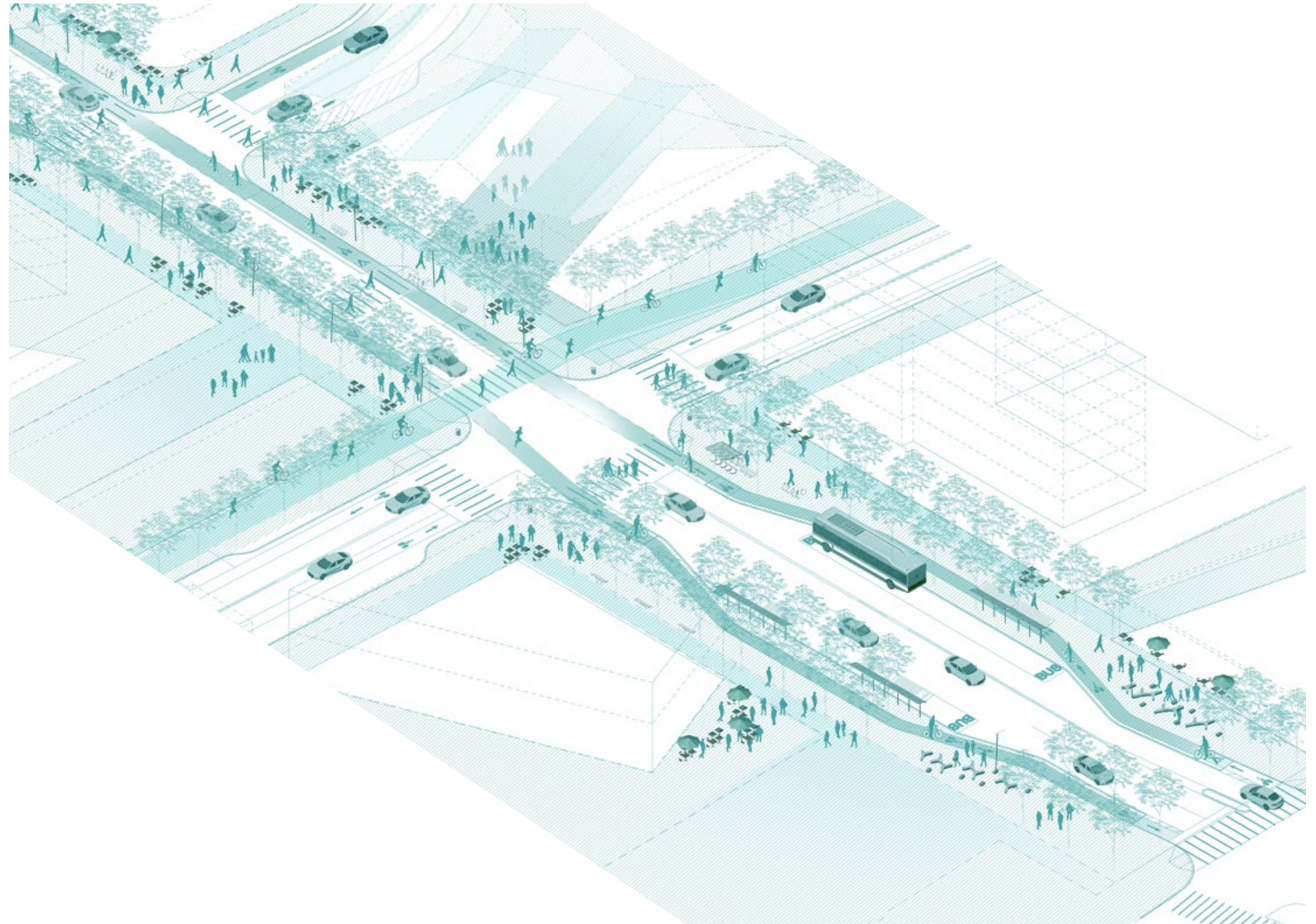


EXHIBIT: 40 FIRST STREET CONCEPTUAL AERIAL

3.2.1 FIRST STREET

First Street will connect East Cambridge to NorthPoint with the following goals. The Street 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 mobility, a 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 a 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 Monsignor O' Brien Highway to the open space at the heart of NorthPoint.
- The developer will provide expanded sidewalks and bicycle accommodation from the transit hub to the center of the NorthPoint.
- A major view corridor will be established on First Street, with different architectural elements terminating the views as the street bends, and also providing strong visual connections to northpoint common.

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

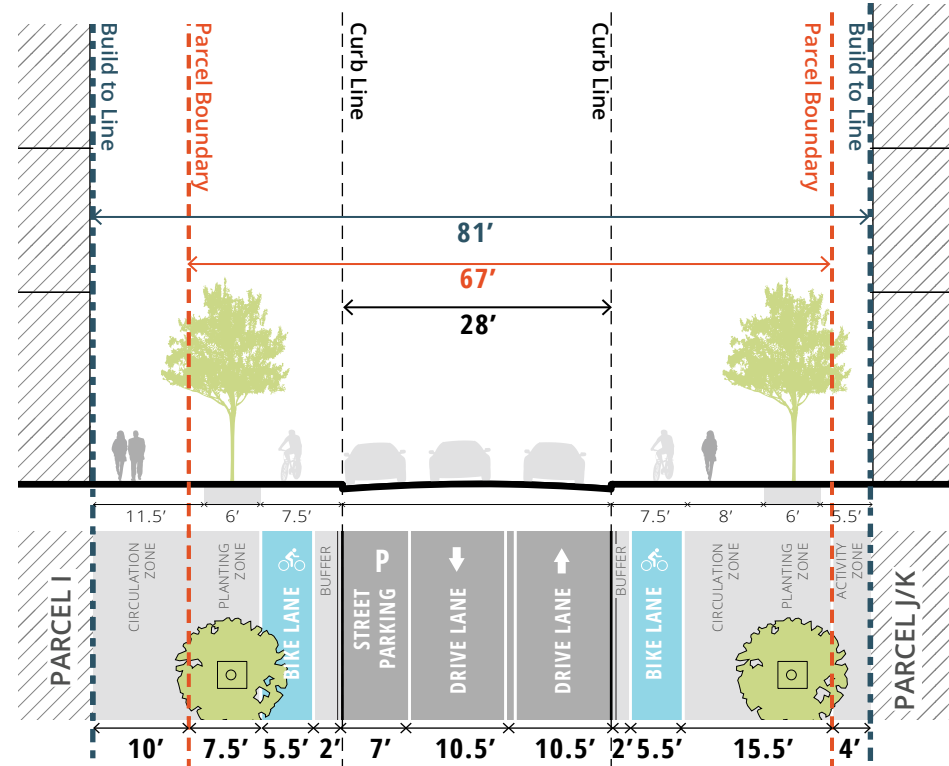


EXHIBIT: 41 FIRST STREET PRECEDENTS

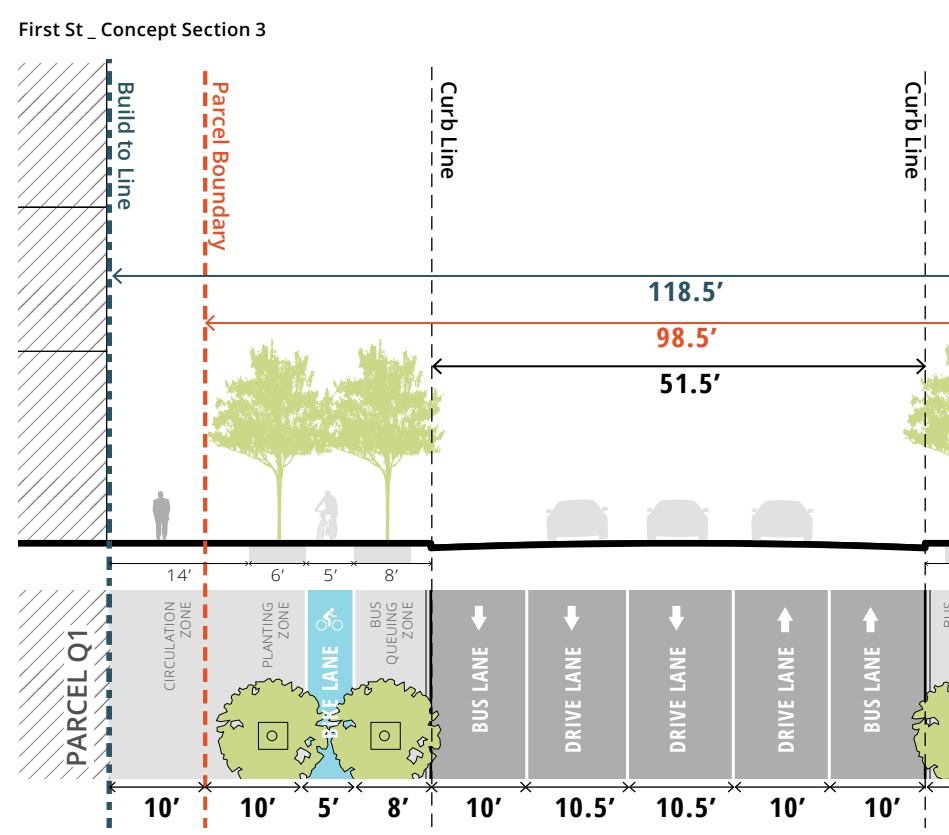
1. 2nd Street, Austin. Image Source: <http://pagethink.com/v/project-detail/2nd-Street-District-Master-Plan/a3/>
2. Promenade of Light. Image Source: <http://www.publicspace.org/en/works/e121-promenade-of-light>
3. Bethesda Row, Bethesda. Image Source: <http://www.streetworks-studio.com/project/bethesda-row/>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



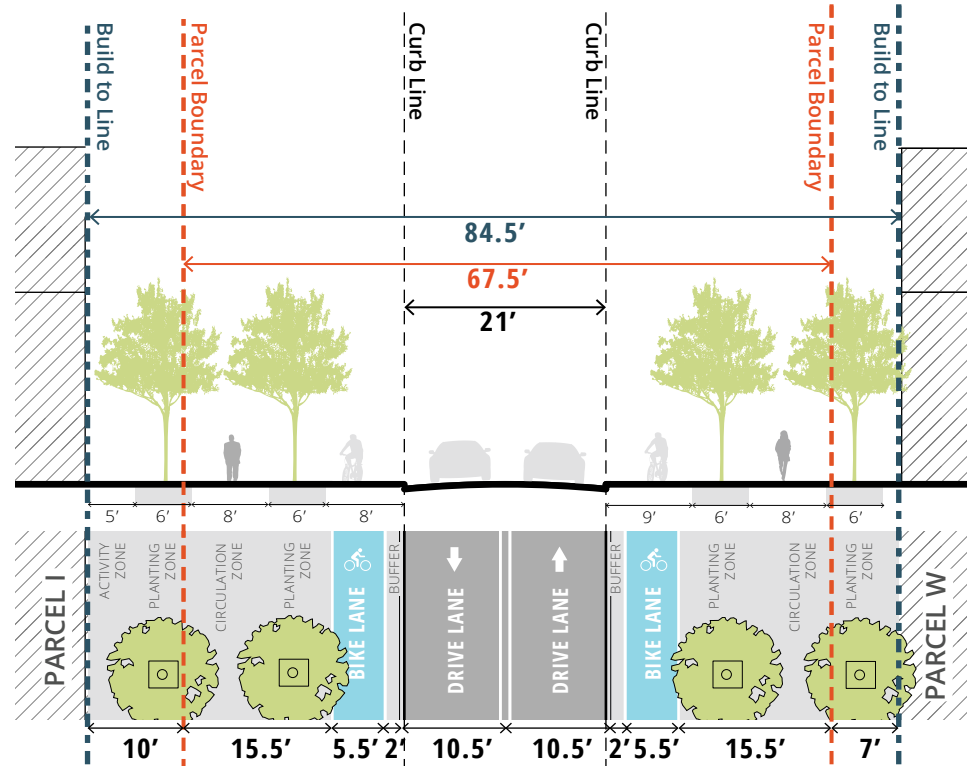
First St_ Concept Section 1



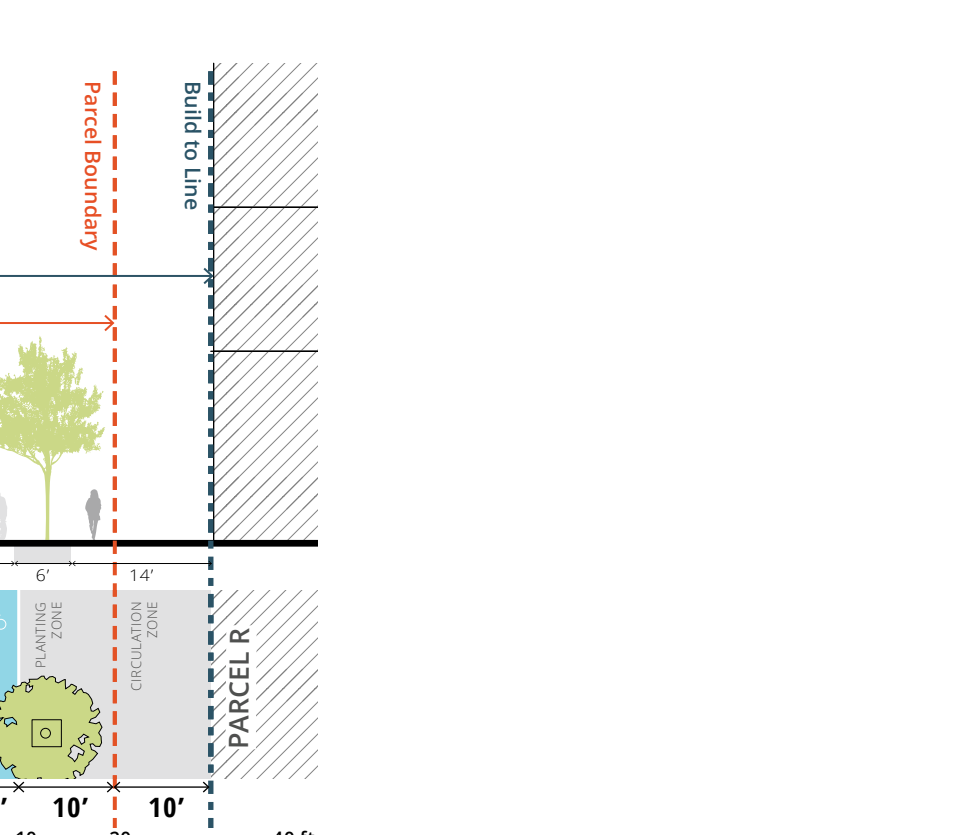
First St_ Concept Plan 1



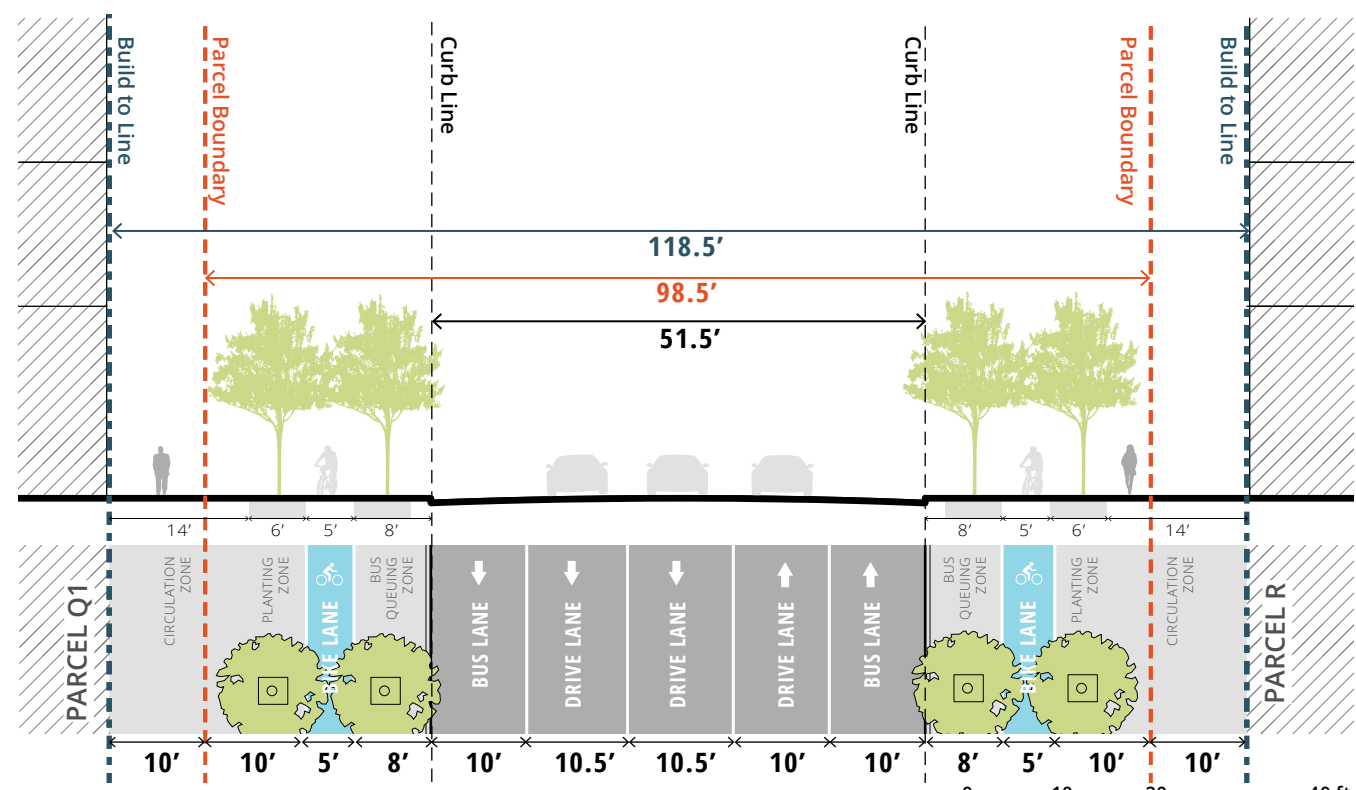
First St_ Concept Section 2



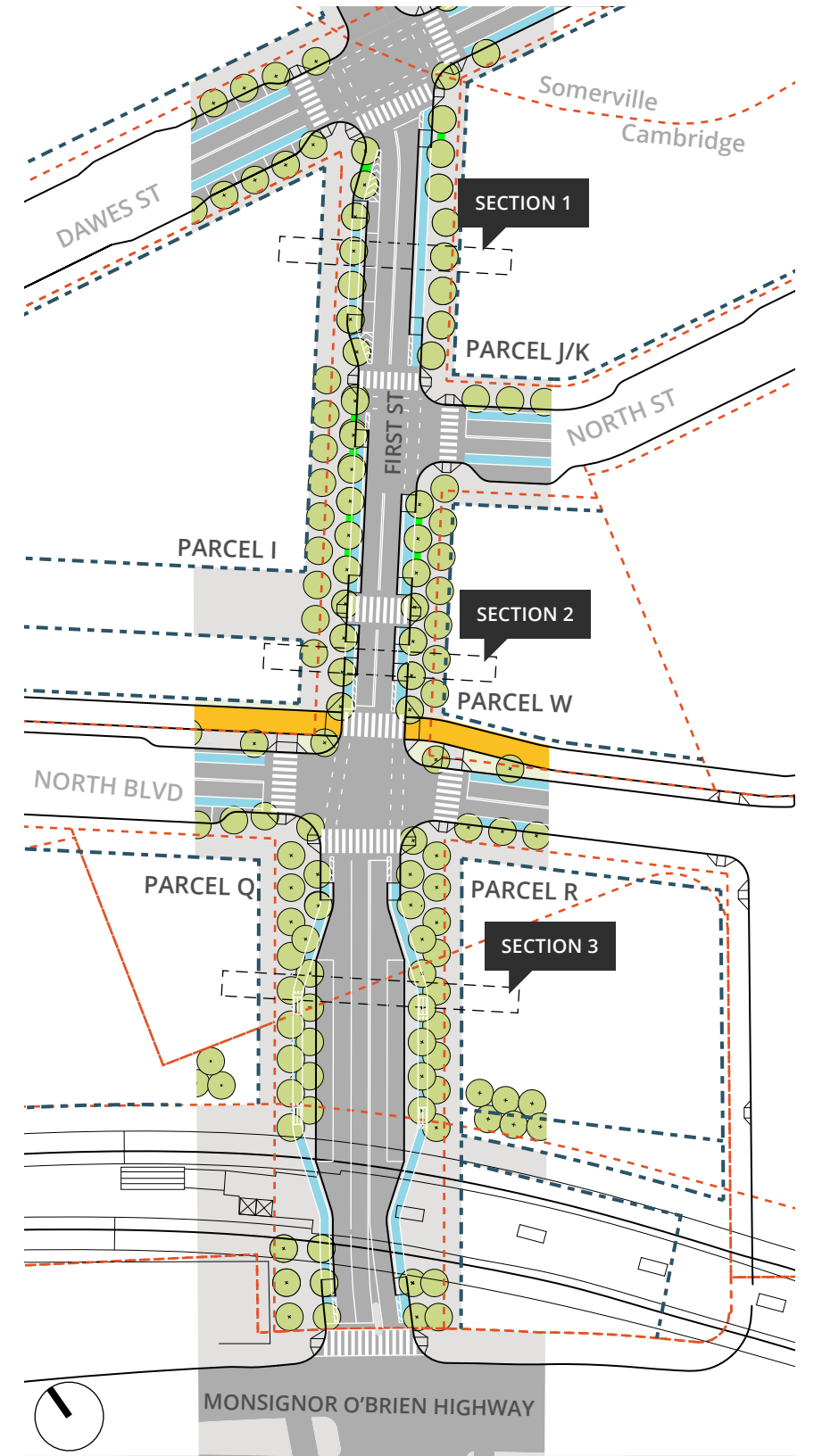
First St_ Plan 2



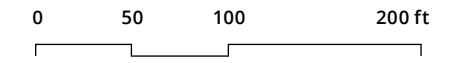
First St_ Concept Section 3



First St_ Plan 3



Dawes Street Plan



3.2.2 DAWES STREET

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

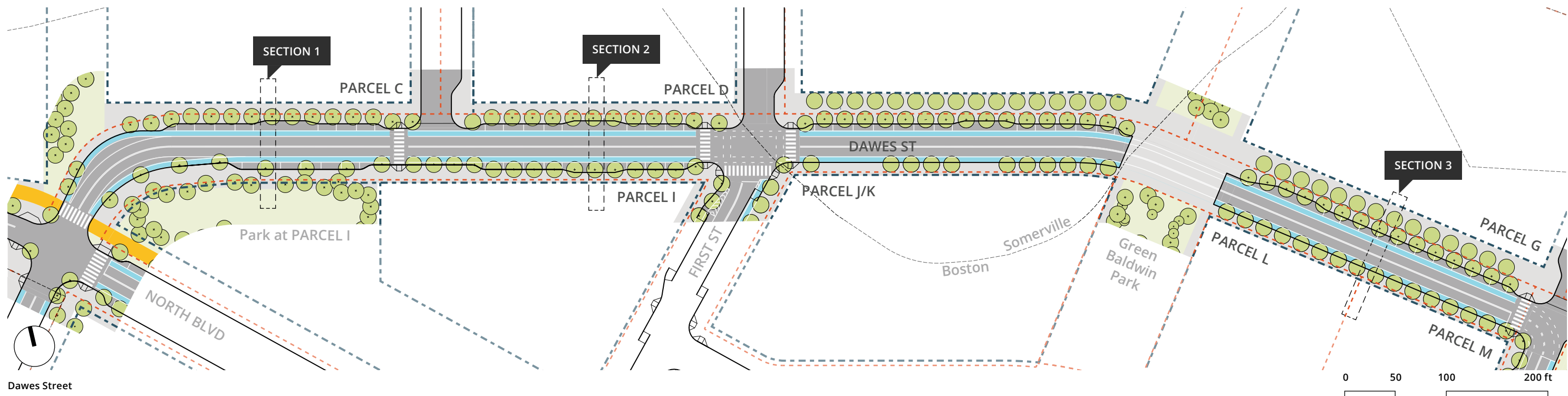
Note: Building setbacks are based on “EXHIBIT: 14 SETBACK DIAGRAM” on page 21



EXHIBIT: 43 DAWES STREET PRECEDENTS

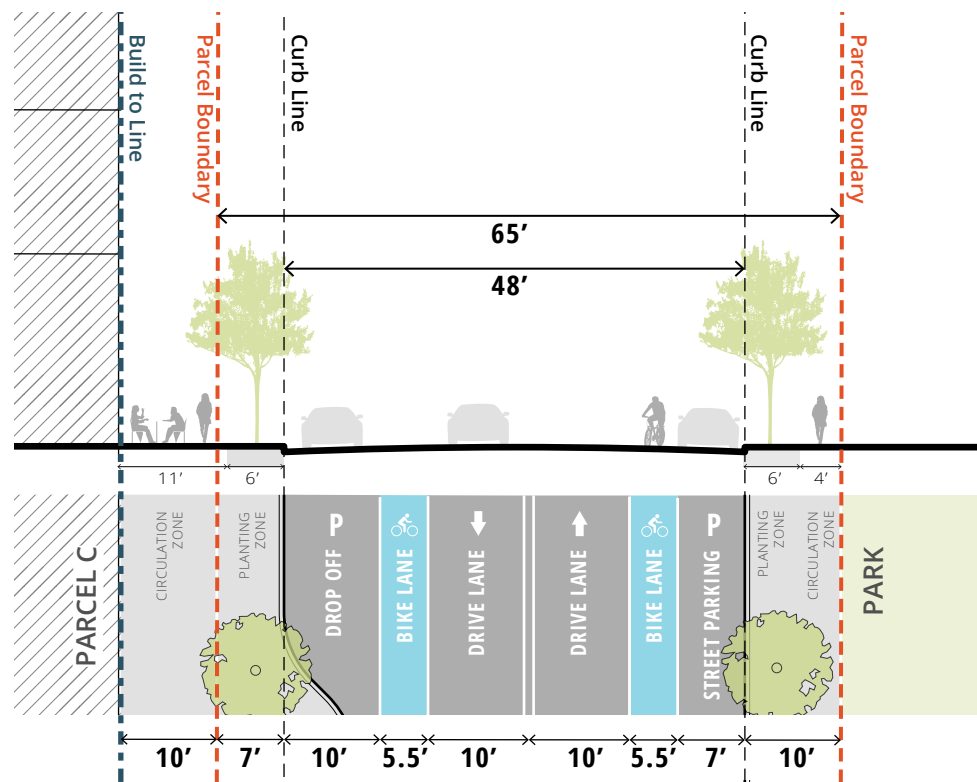
1. Street in Cambridge. Image Source: MVVA Photo
2. Kendall Square, Cambridge. Image Source: MVVA Photo
3. Binney Street, Cambridge. Image Source: MVVA Photo
4. Promenade des artistes montreal. Image Source: <https://travelhearttravel.wordpress.com/2015/06/15/the-sights-and-sounds-of-montreal/>
5. Street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





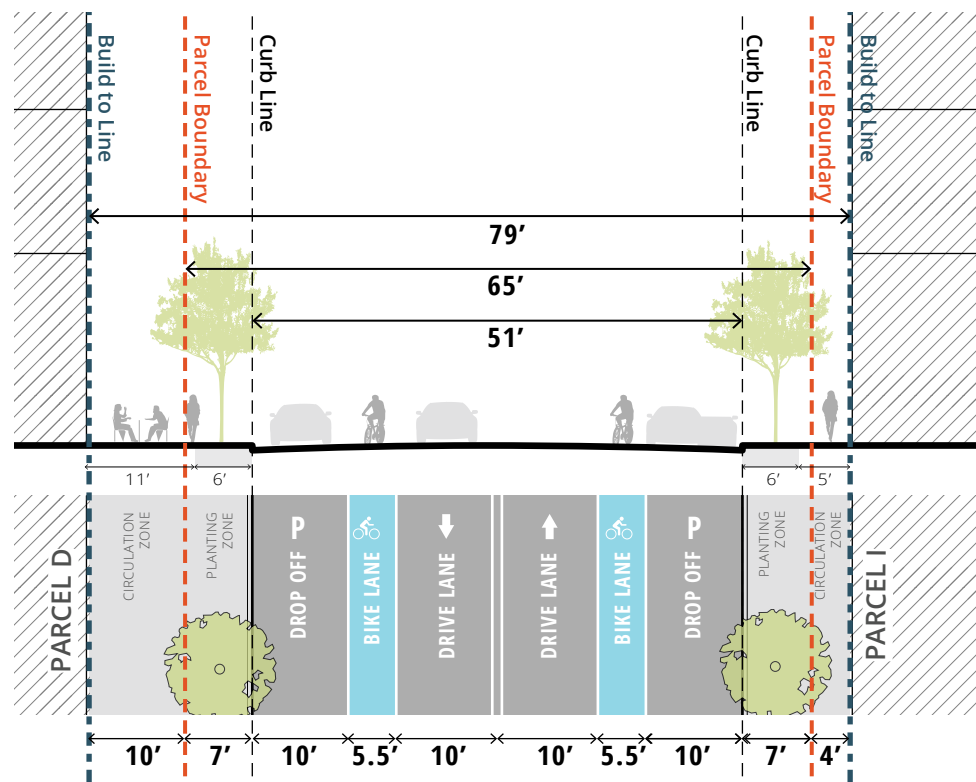
Dawes Street

Dawes St _ Concept Section 1



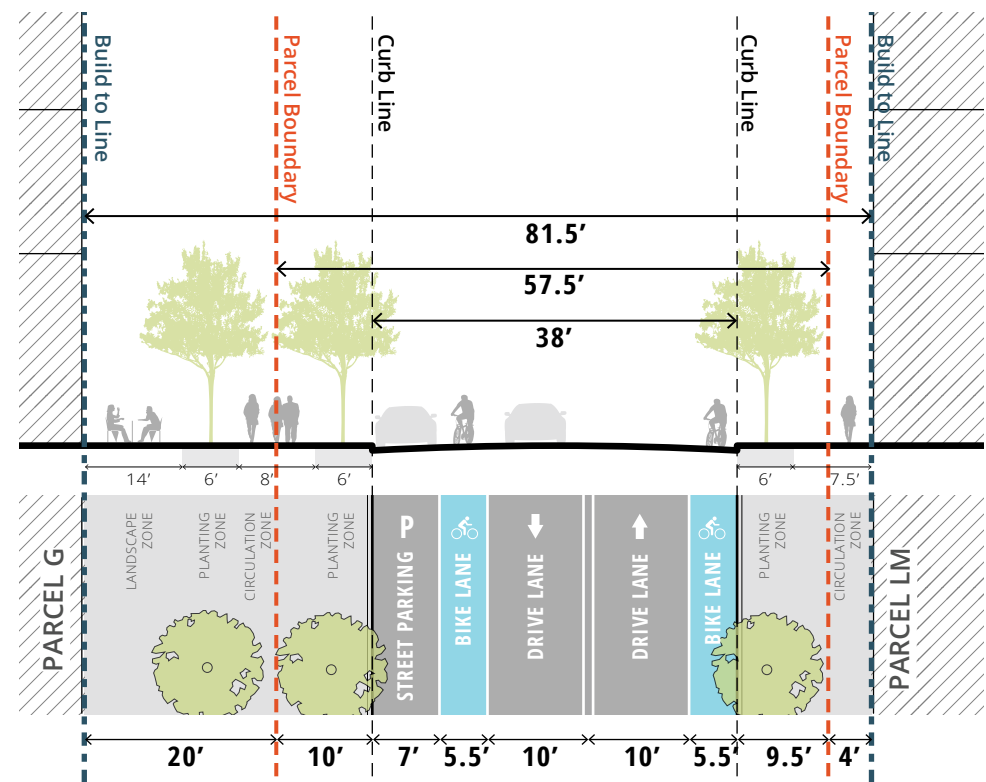
Dawes St _ Concept Plan 1

Dawes St _ Concept Section 2



Dawes St _ Concept Plan 2

Dawes St _ Concept Section 3



Dawes St _ Concept Plan 3

0 10 20 40 ft

EXHIBIT: 44 DAWES STREET ILLUSTRATIVE DRAWINGS

3.2.3 NORTH POINT BOULEVARD

NorthPoint Boulevard is an important east-west connector linking NorthPoint to North Point Park. The distinguishing character of NorthPoint Boulevard is that it is lined continuously with the multi-use path 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.

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



EXHIBIT: 45 NORTHPOINT BLVD. ILLUSTRATIVE DRAWINGS

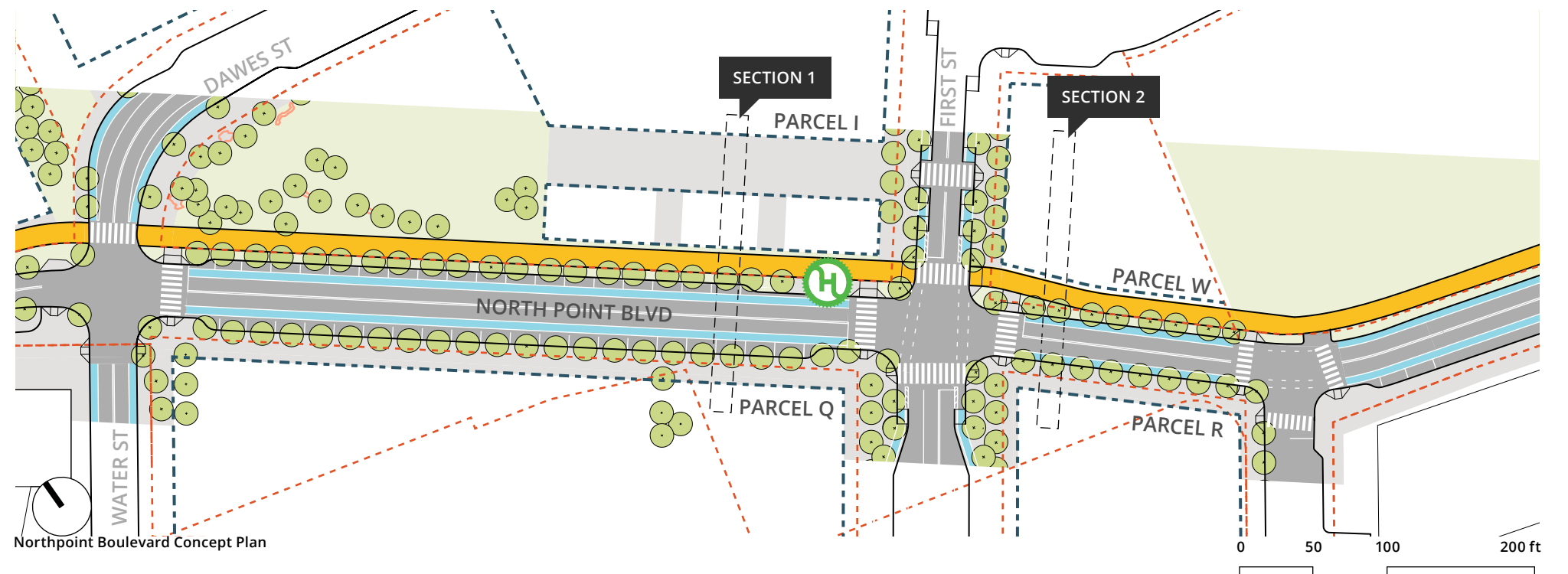
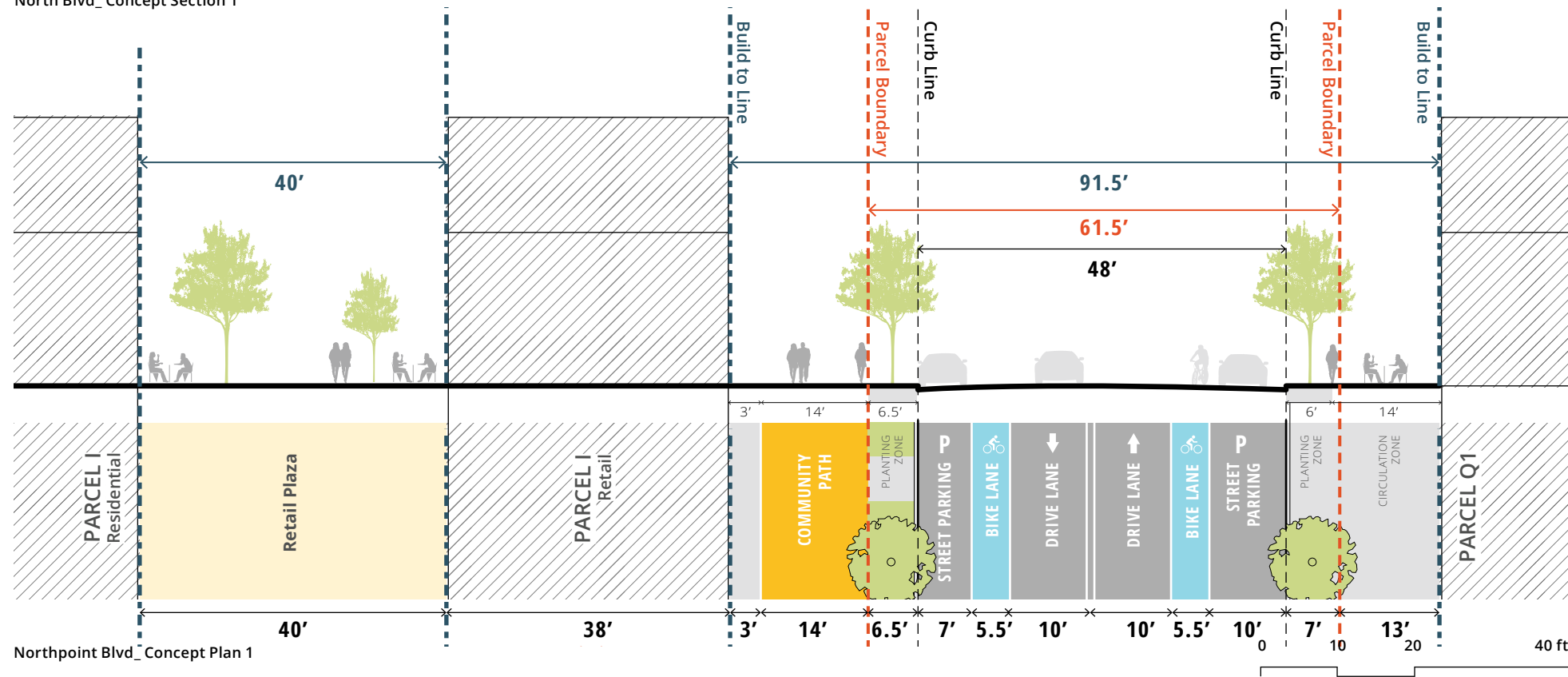


EXHIBIT: 46 NORTHPOINT BLVD. PRECEDENTS

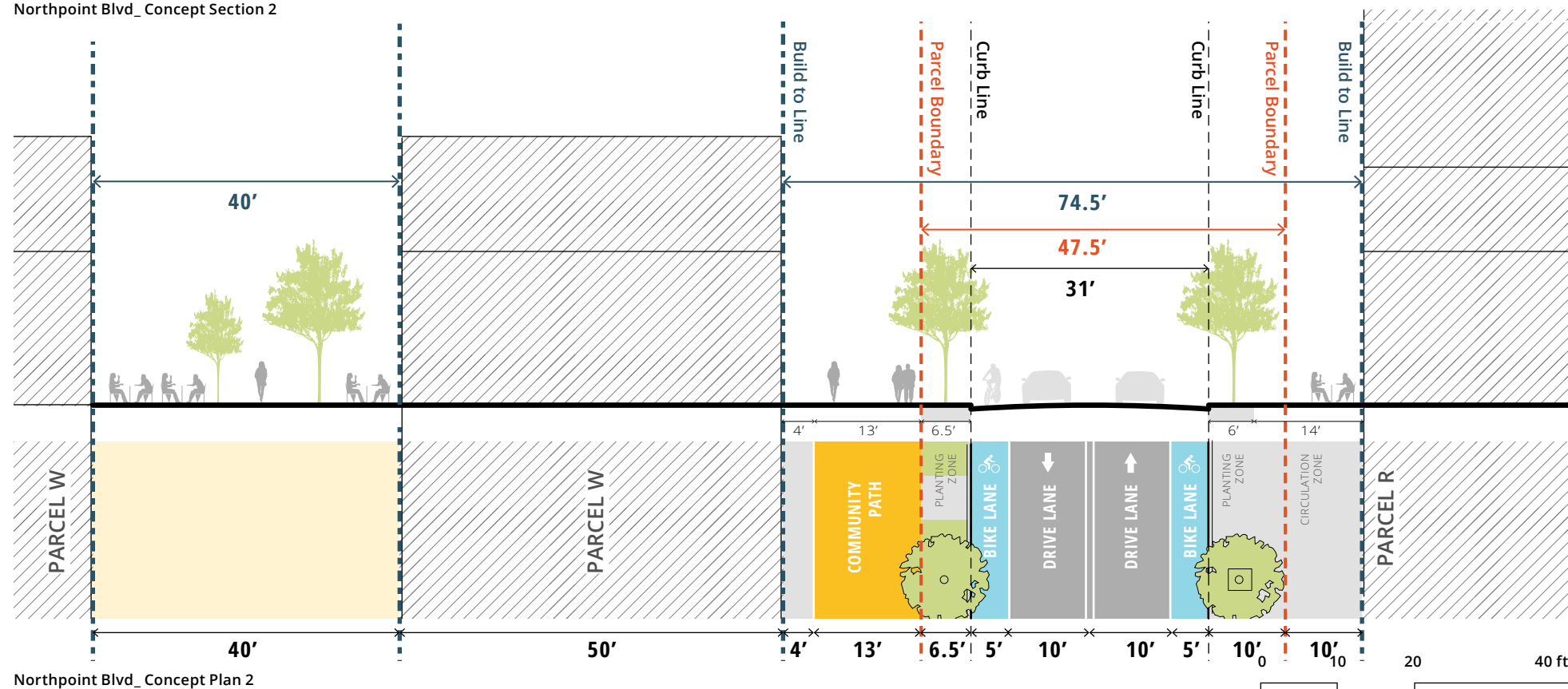
1. Street in Washington DC. Image Source: MVVA Photo
2. Bloor Street, Toronto. Image Source: <http://www.deeproot.com/blog/blog-entries/toronto-captures-rain-on-downtown-streetscape-silva-cell-case-study-bloor-street>
3. La Rambla, Barcelona. Image Source: <http://www.gettyimages.com/detail/photo/street-cafe-on-la-rambla-in-barcelona-high-res-stock-photography/5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

North Blvd_ Concept Section 1



Northpoint Blvd_ Concept Plan 1

Northpoint Blvd_ Concept Section 2

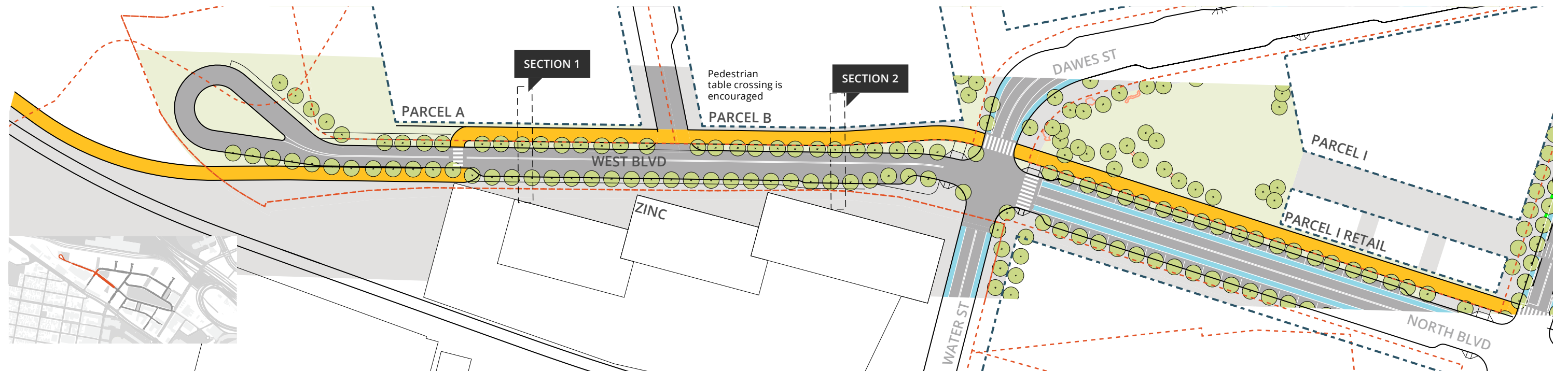
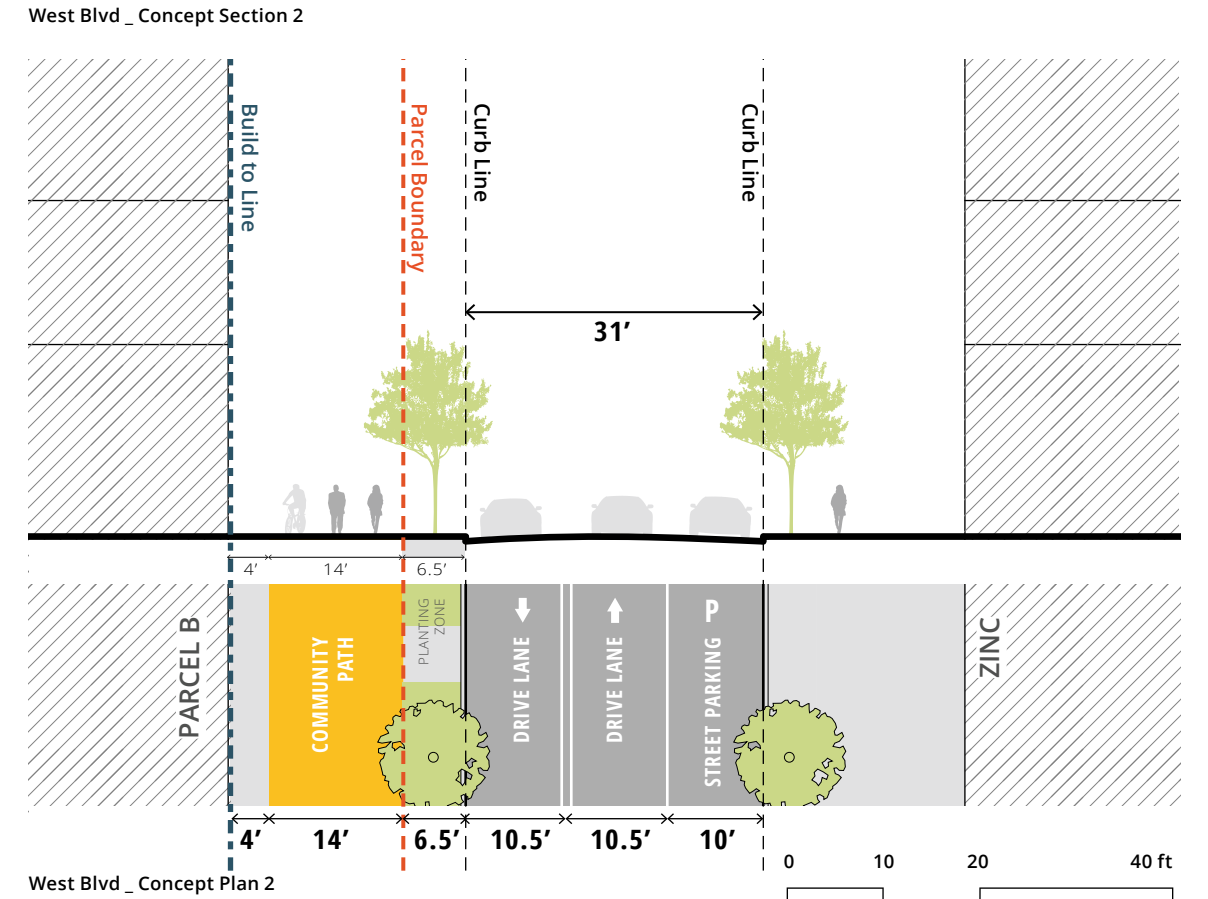
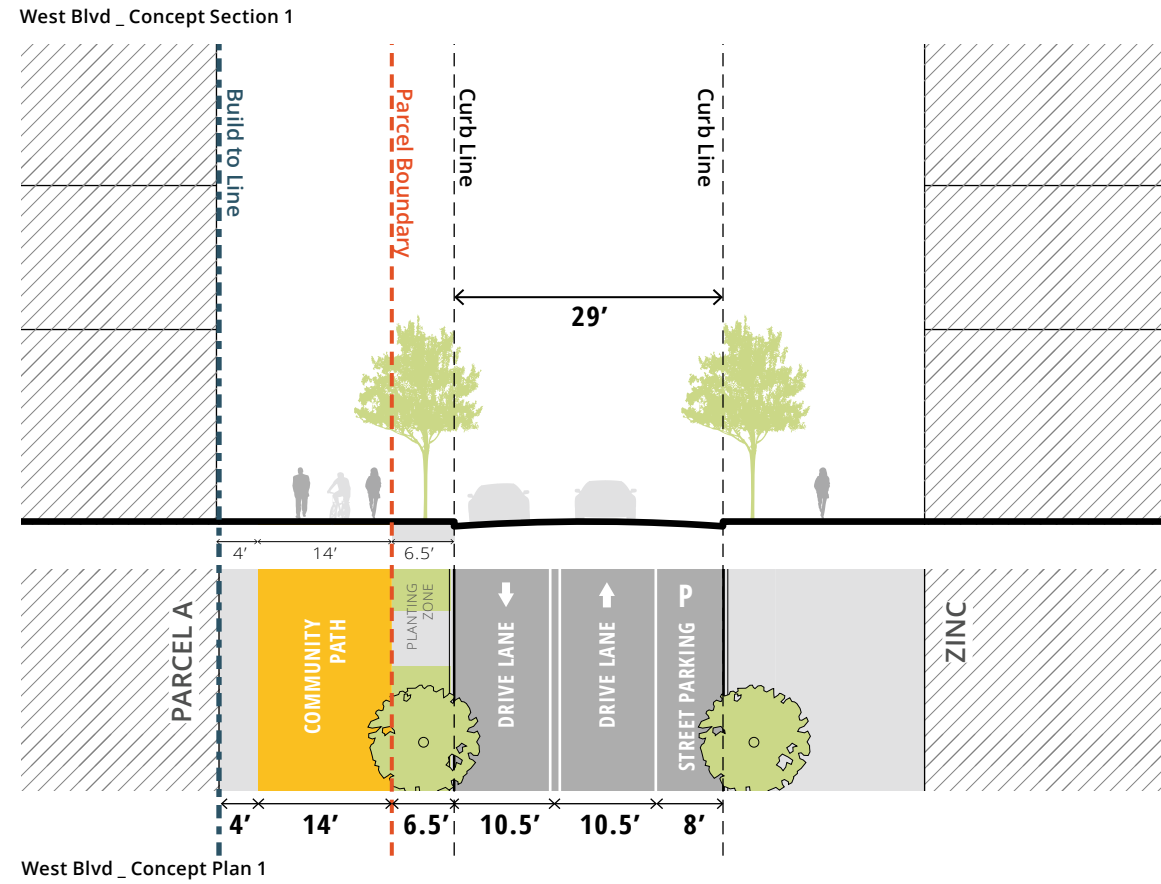


Northpoint Blvd_ Concept Plan 2

3.2.4 WEST BOULEVARD

West Boulevard is a continuation of NorthPoint Boulevard. Street trees will be planted on both sides of the street, which will terminate in a public open space at the western end of NorthPoint and the Community Path connection to Somerville. The design of the 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 the future urban ring project and other connections.

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



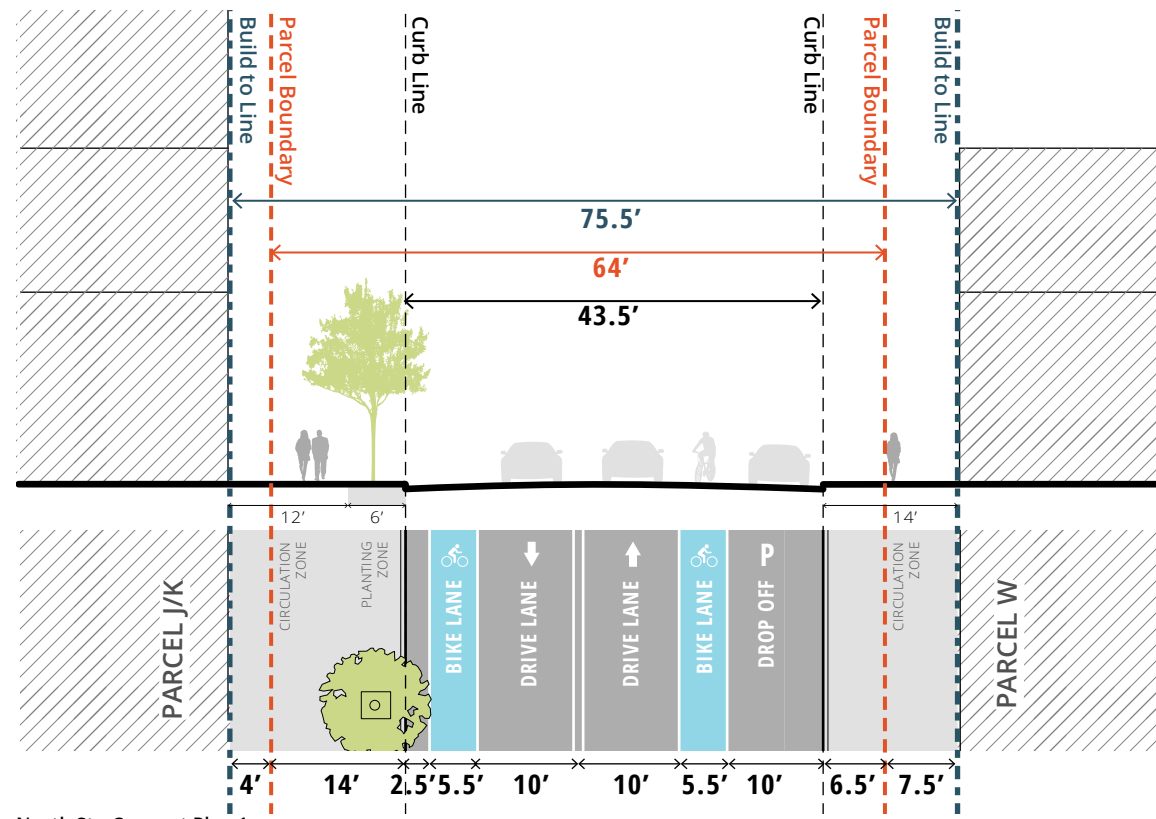
West Boulevard Concept Plan
EXHIBIT: 47 WEST BLVD. ILLUSTRATIVE DRAWINGS

3.2.5 NORTH STREET

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

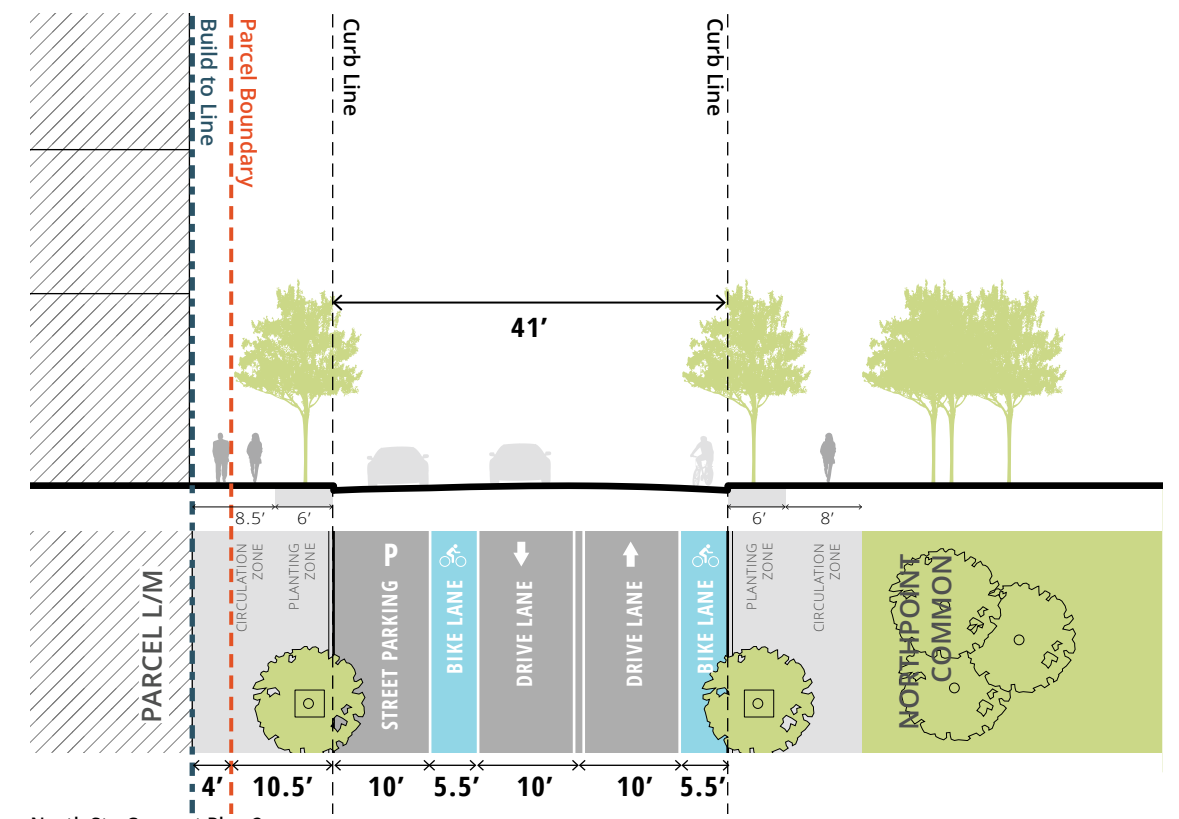
Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21

North St _ Concept Section 1



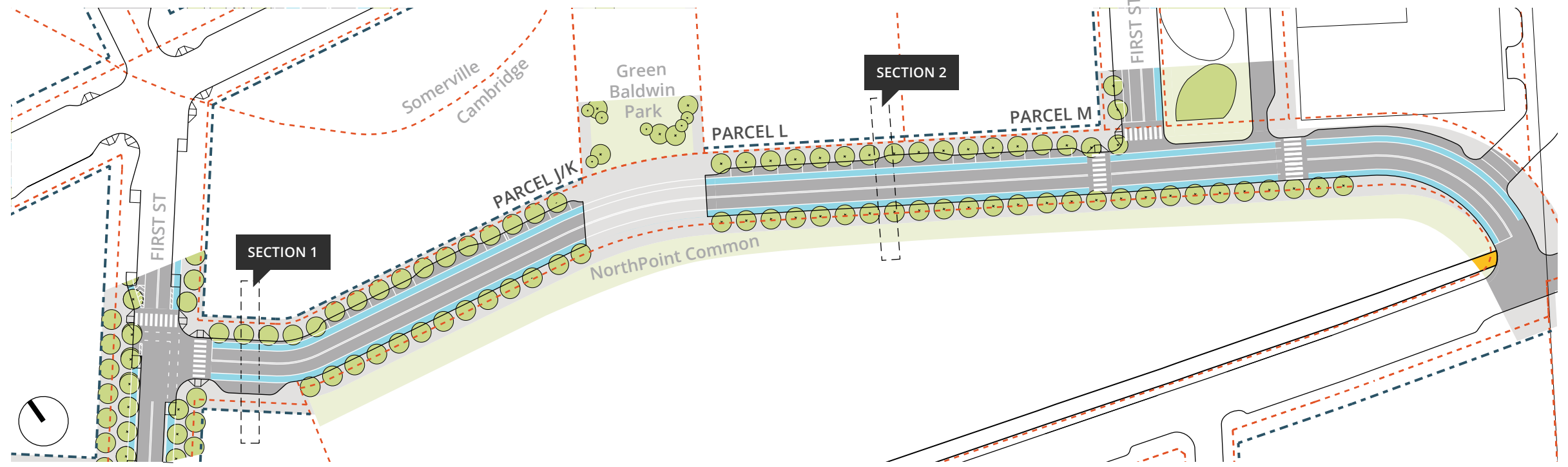
North St _ Concept Plan 1

North St _ Concept Section 2



North St _ Concept Plan 2

0 10 20 40 ft



North Street Concept Plan

EXHIBIT: 48 NORTH STREET ILLUSTRATIVE DRAWINGS

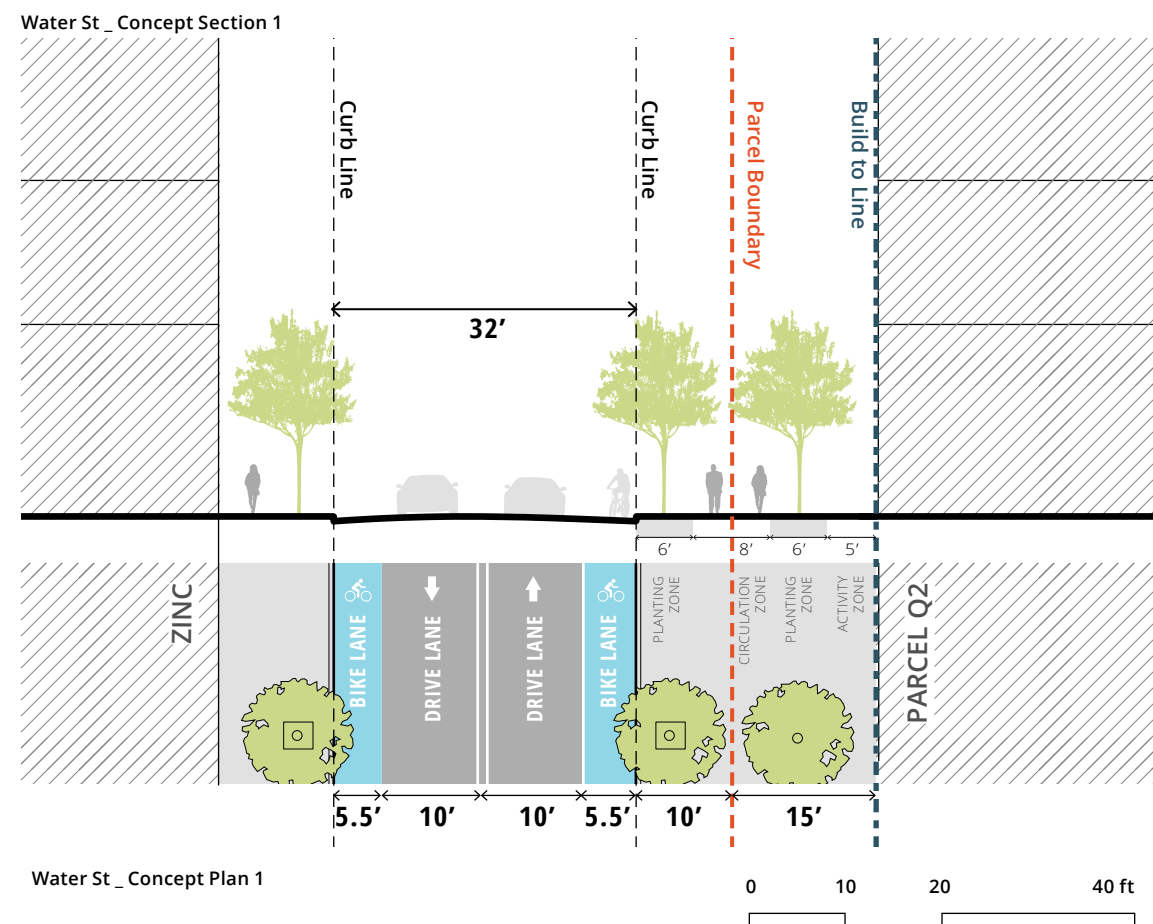
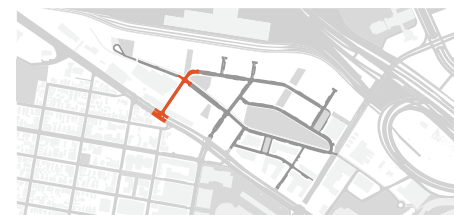
0 50 100 200 ft



3.2.6 WATER 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(Parcel S), connecting to the existing NorthPoint Common. These streets will have trees lining the road to signal open space and visually connect Monsignor O'Brien highway and visually connect Monsignor O'Brien highway to the open space within Northpoint.

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



Water St _ Concept Plan 1

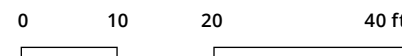
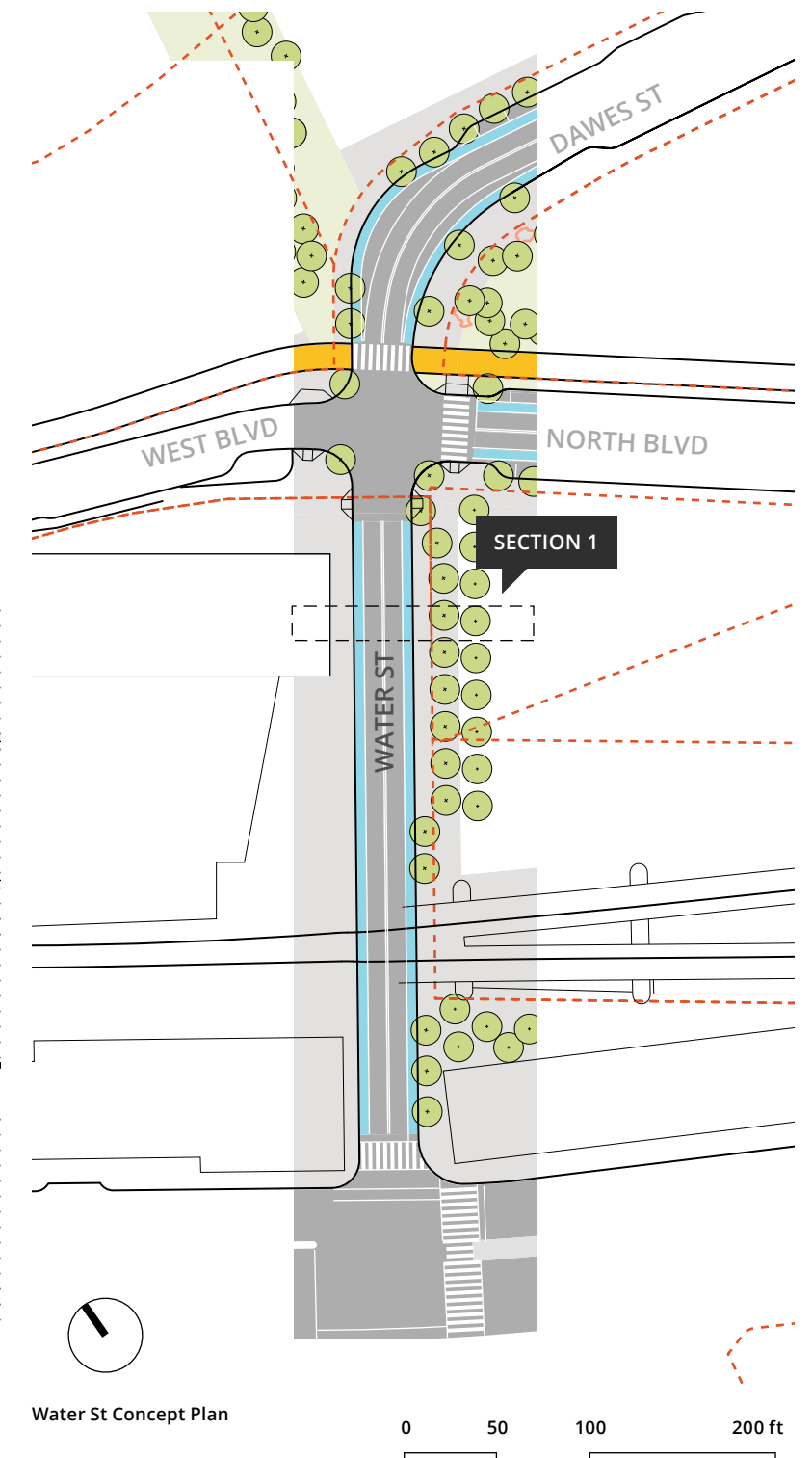
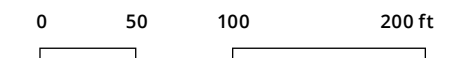
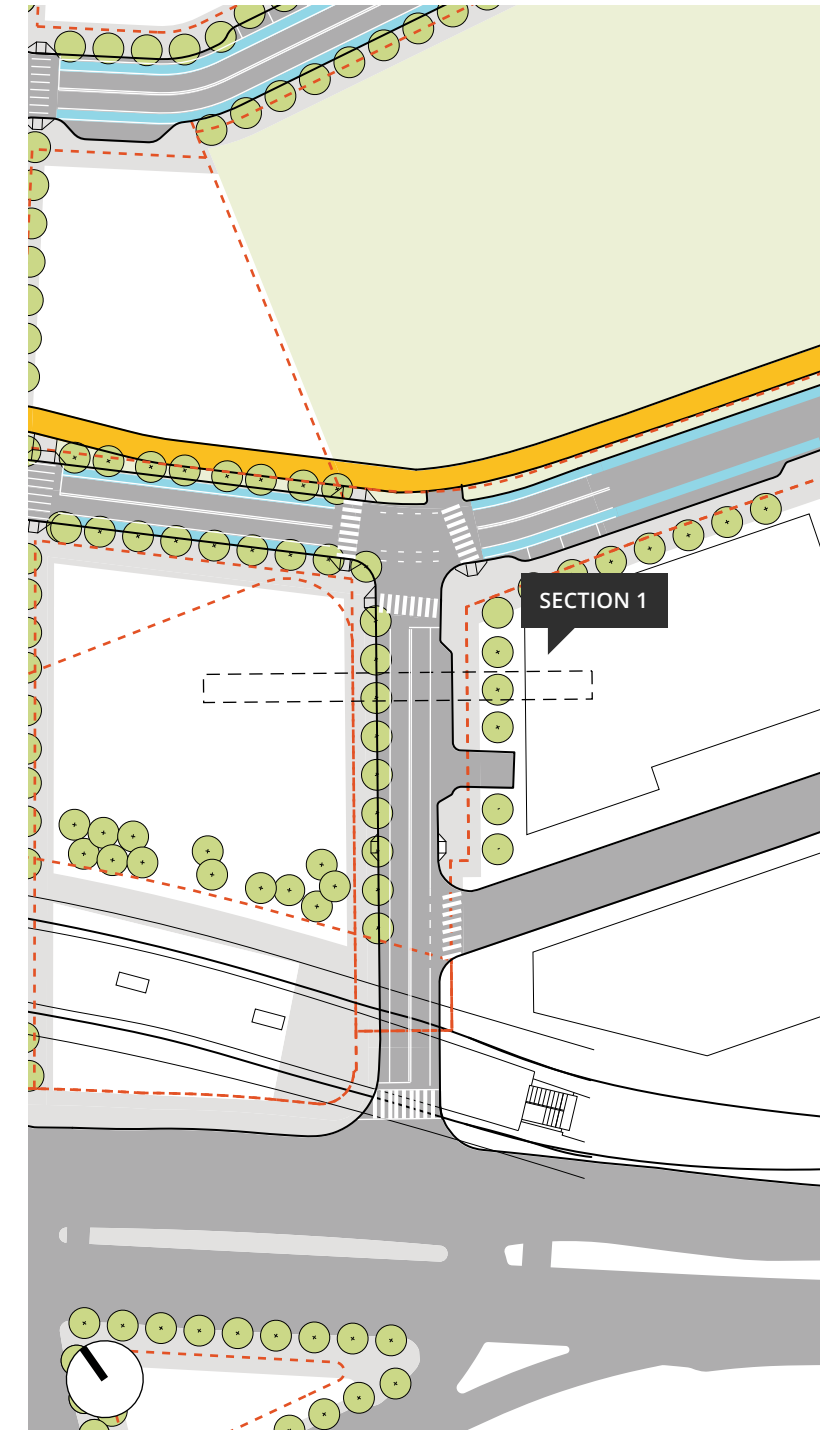
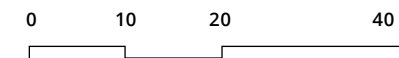
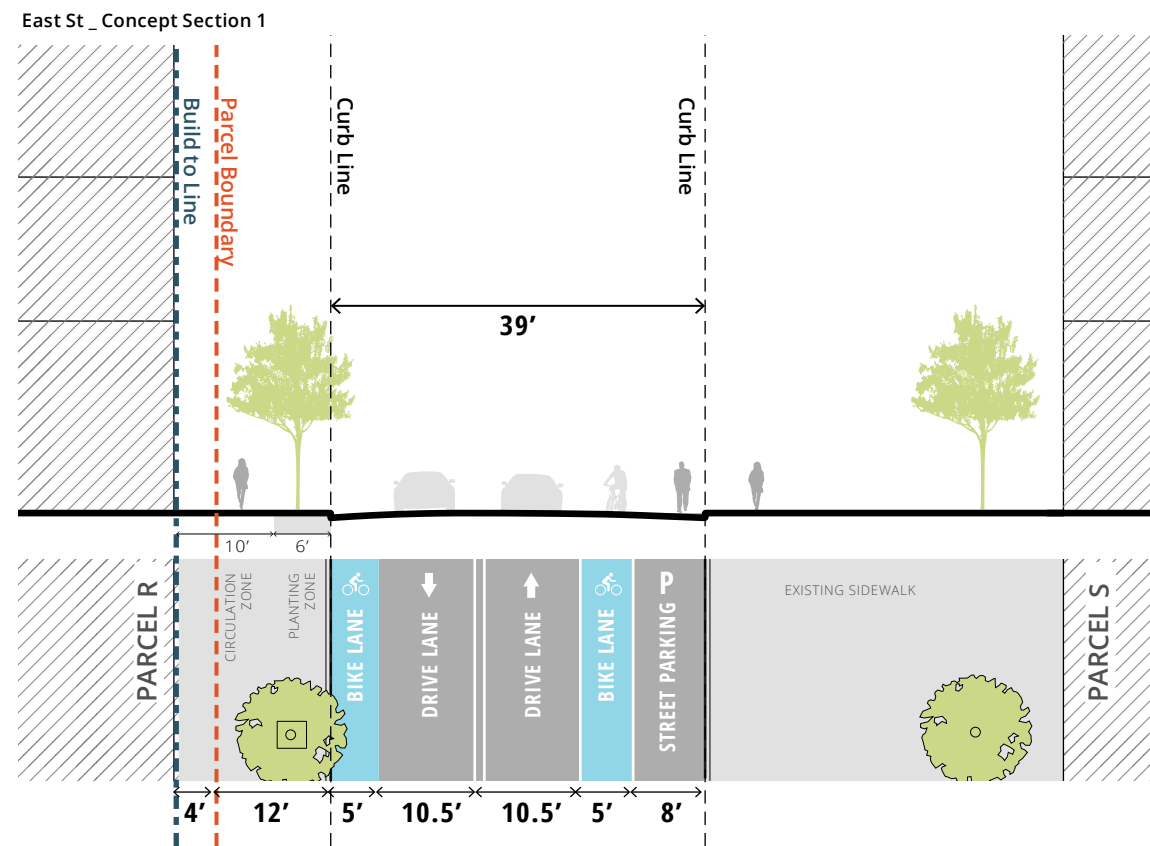


EXHIBIT: 49 WATER STREET ILLUSTRATIVE DRAWINGS



Water St Concept Plan

3.2.7 EAST STREET



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

EXHIBIT: 50 EAST STREET ILLUSTRATIVE DRAWINGS

3.2.8 CHILD STREET

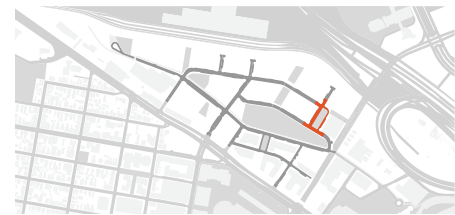
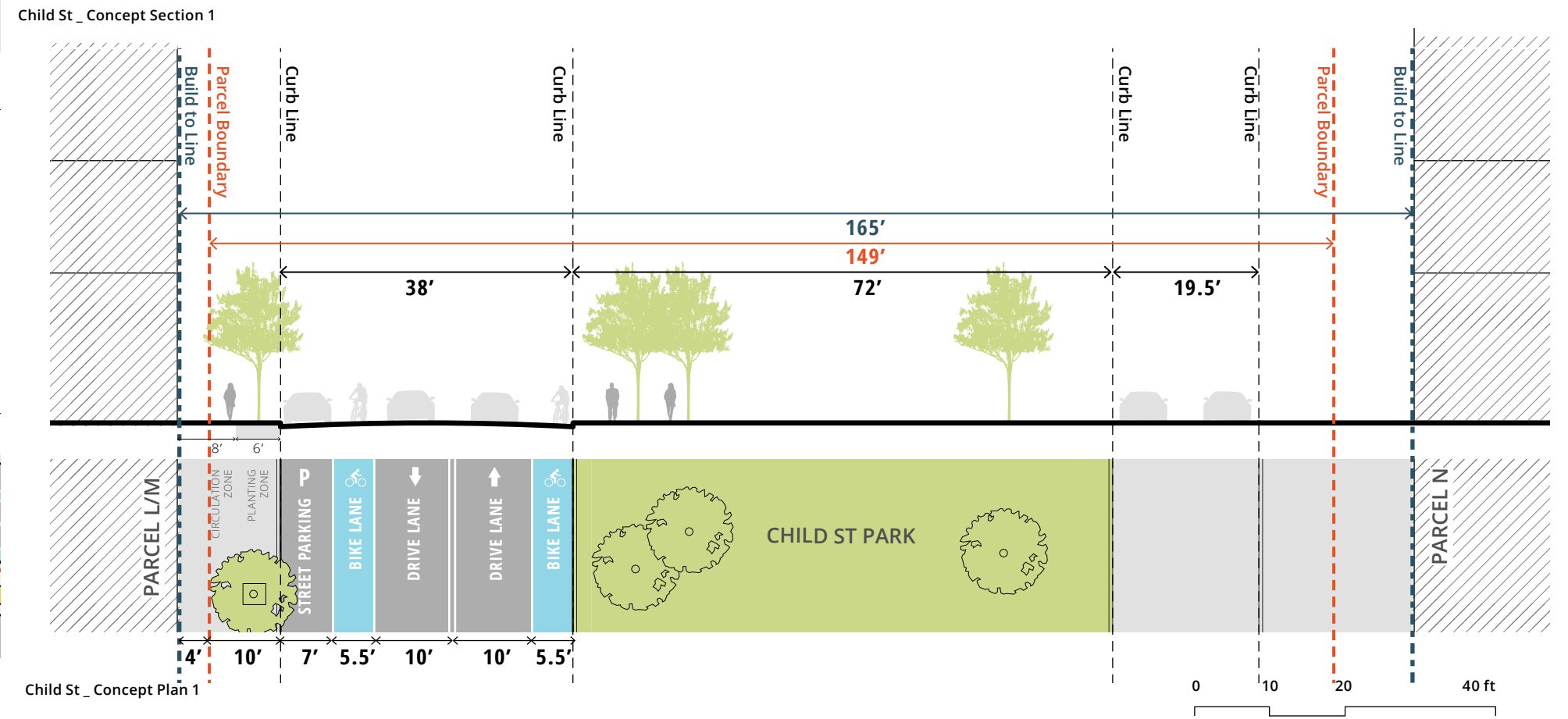


EXHIBIT: 51 CHILD STREET ILLUSTRATIVE DRAWINGS

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

3.2.9 SERVICE DRIVES

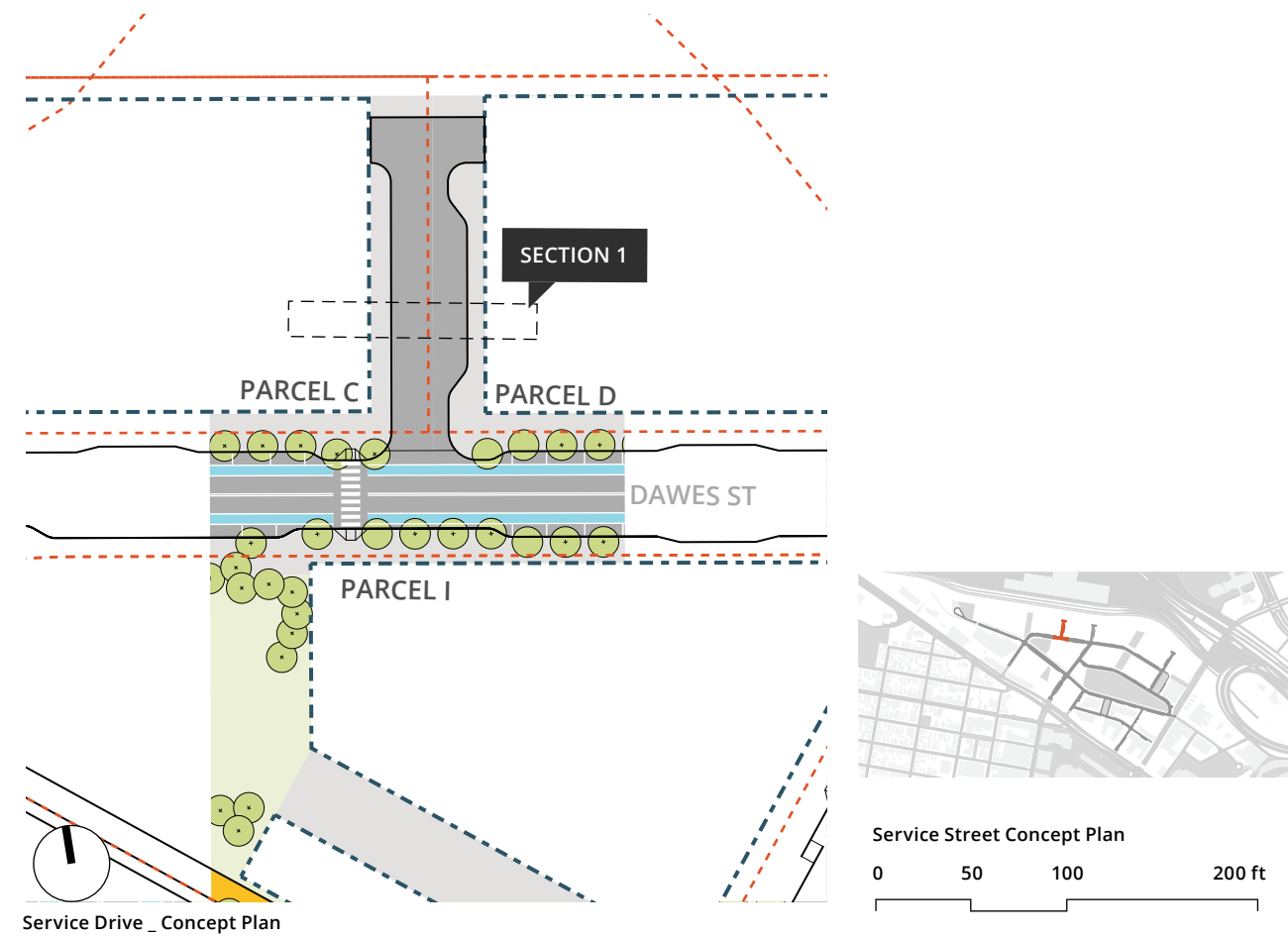
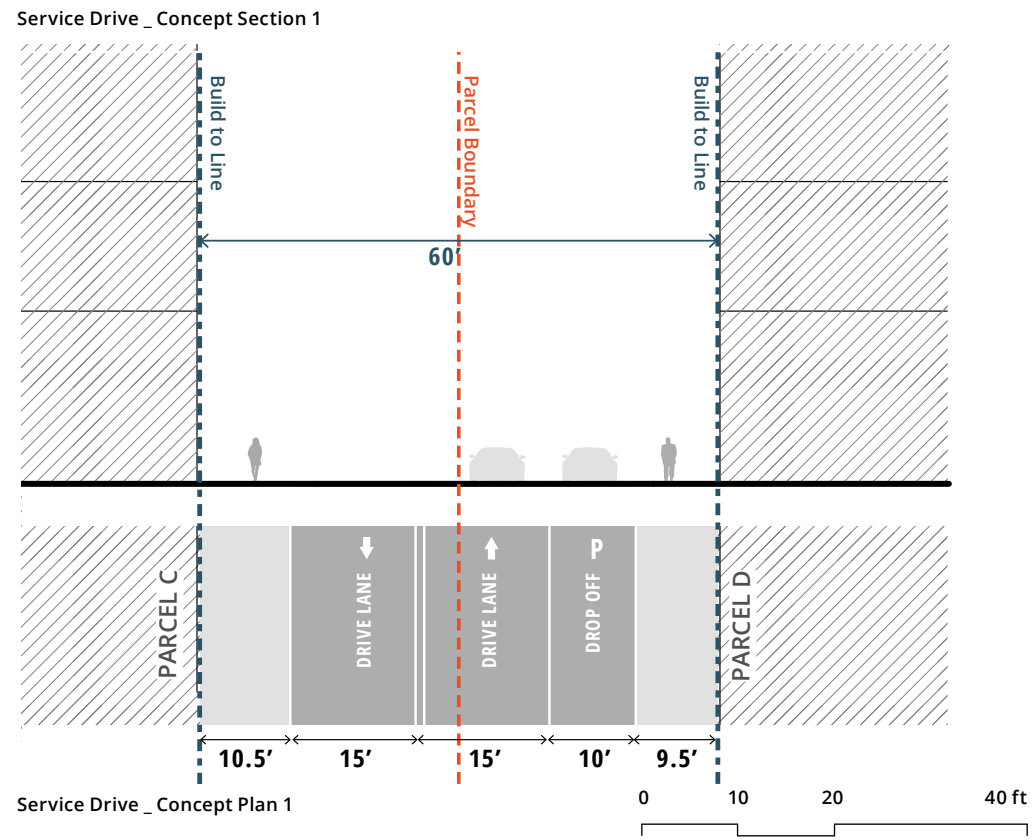


EXHIBIT: 52 SERVICE DRIVE ILLUSTRATIVE DRAWINGS

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

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