

NORTHPOINT

EAST CAMBRIDGE DESIGN GUIDELINES

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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

NOTE:

THIS DOCUMENT IS A MARK UP TO HIGHLIGHT THE NEW AND EDITED TEXT IN 2016 NORTHPOINT DESIGN GUIDELINES WITH COMPARISON TO THE 2003 EASTERN CAMBRIDGE DESIGN GUIDELINES: NORTHPOINT.

YELLOW HIGHLIGHT: TEXT/SECTIONS MODIFIED FROM 2003 VERSION

ORANGE HIGHLIGHT: NEW TEXT/ SECTIONS ADDED

NO HIGHLIGHT: TEXT SAME AS 2003 VERSION

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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 **tight** 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. **Short blocks-along-with** 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.

ORIGINAL TEXT

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: Catalog 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.

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.

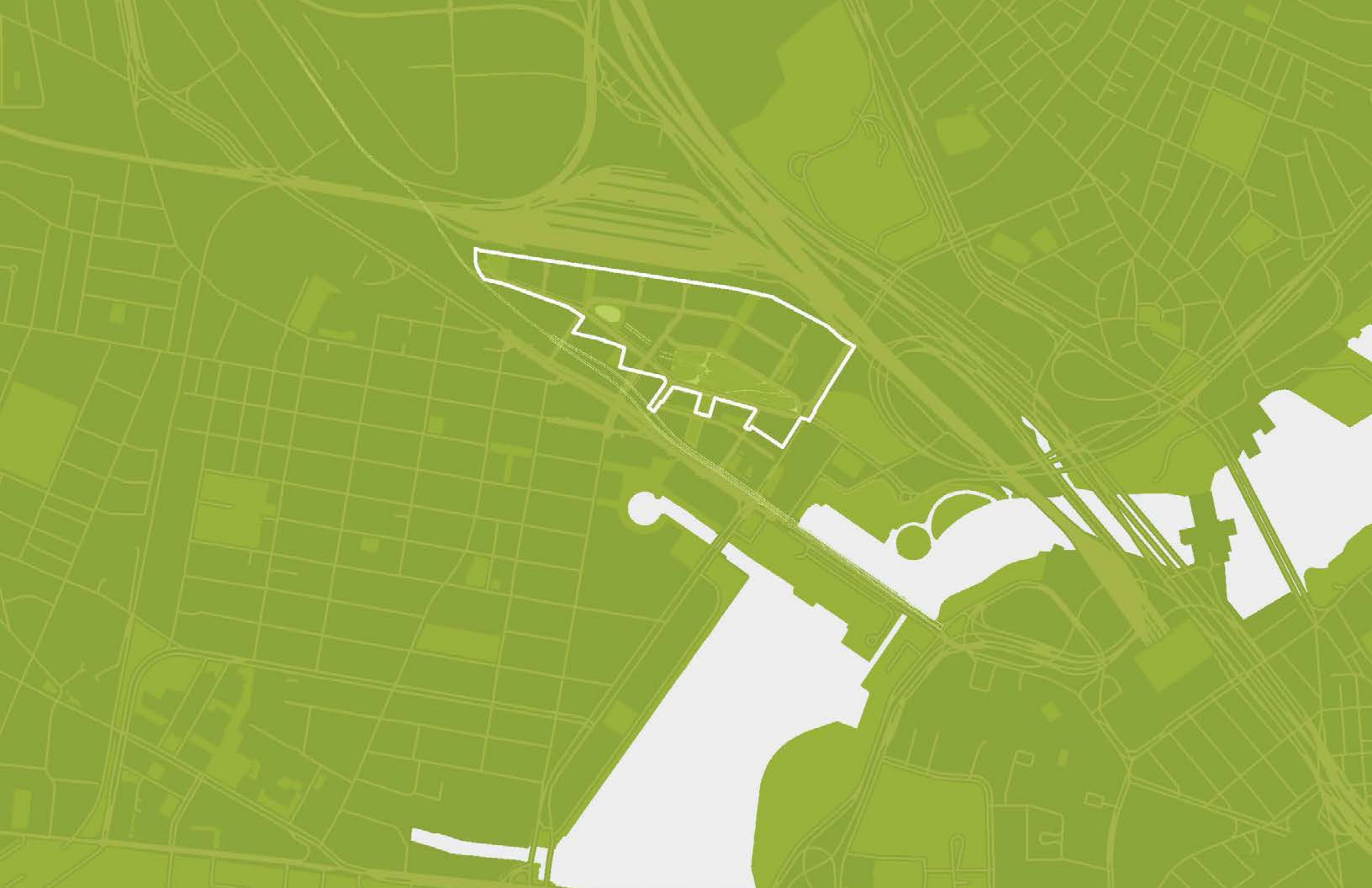
Part 5: Specific Block Guidelines

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.





04 Transportation and Public Transit Nodes

4.1 TRANSIT

One of the great strengths of NorthPoint is that it is well served by transportation infrastructure. It is situated between the Green Line Lechmere T Station and the Orange Line Community College T Stations. It contains stops for several MBTA bus lines as well as the EasyRide shuttle. The site contains a major pedestrian thoroughfare, the Multi-use Path, and abuts a major automobile arterial, Monsignor O'Brien Highway. Additionally, the East Cambridge street network extends into NorthPoint, and provides pedestrian, bicycle and automobile connectivity throughout the site. Bicycle parking and hubway stations are also provided.

The design of the public realm at Northpoint should capitalize on this rich network of transit connectivity. Transportation nodes should be supported with bus shelters, amenities (trash cans, information screens, landscaping, shading, etc.) and wayfinding signage. Where feasible, intermodal connections should be supported - for example locating bicycle parking near Lechmere Station.

- Preserve rights of way for future Urban Ring project.
- Integrate retail and other public activities with any new transit stations.

4.2 PEDESTRIAN

Provide pedestrian crossings/phases at all major intersections. The multi-use path will act as a key facility for people walking and bicycling.

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.

Where feasible, new building projects should provide short-term bicycle parking on building parcels rather than in public sidewalks where they would block public sidewalks.

NorthPoint will support two Hubway Stations, one at the base of the Brian T. Murphy Memorial Staircase, and one in the vicinity of North First Street and NorthPoint Boulevard. Use of the Hubway bicycles is to be encouraged.

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 walking and biking, 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.

4.5 LECHMERE SQUARE LOCUS

New Lechmere Square, at the convergence of Monsignor O'Brien Highway, Cambridge Street and First Street, will be both a major entrance to the site and a major transit gateway - it will be a preferred location for those entering and exiting the site on foot, by bicycle and by mass transit. 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.

The ground level plaza near Lechmere Station should be designed with an eye to its multimodal transit role - with accommodation for T riders, bus riders, bicyclists, pedestrians and motorists.

Signage should be installed encouraging automobiles entering NorthPoint from the south to use Museum Way, and those from the North to use Water Street, with the intent of minimizing automobile traffic on First Street at Lechmere Square.

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.
- Noise and vibration should be abated where necessary, through thoughtful design and relevant acoustical treatments.

The open spaces on parcels Q and R should be vibrant, active, safe public spaces for people, designed with an eye to accommodating multimodal transportation needs - benches and shade for pedestrians, shelters for bus riders, covered and uncovered bicycle parking for cyclists, on-street parking for motorists, safe site lighting and wayfinding signage for all. The plazas should be made universally accessible.

4.7 WAYFINDING

- Provide appropriate and approved wayfinding signage for bicyclists, pedestrians and vehicles.
- Provide information kiosks that show walking and biking distances to major destinations such as Lechmere Station, Community College Station, NorthPoint Park, etc.
- Accommodate the installation of real-time transit and Hubway monitors/screens where feasible.

4.8 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:

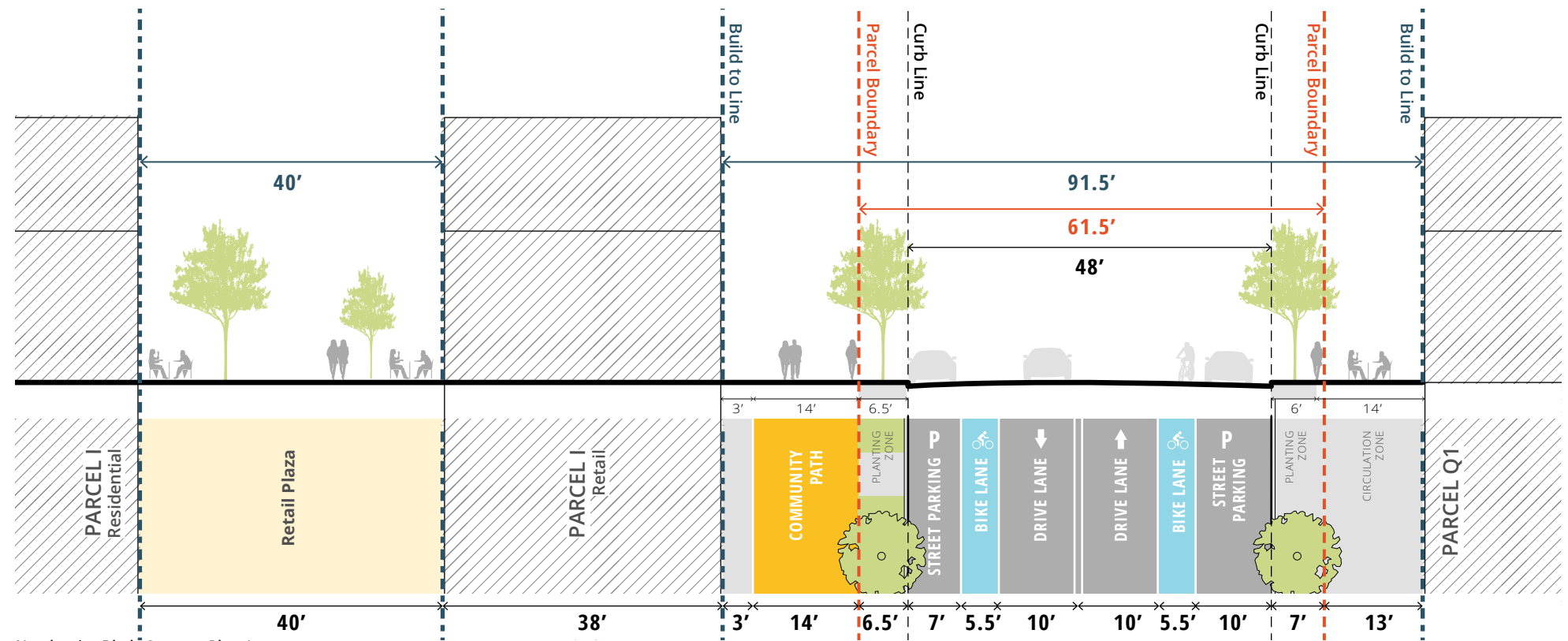
- The path should be 14' wide with 3' buffers (can be hardscape or flat landscape); 2' buffers are permissible at pinch points.
- Landscape elements should be considered to shade the path, but trees must be set back far enough from the path to maintain a 3' buffer when considering the future trunk widths, and root barriers to 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 path 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.
- The path should be well-lit for safety. As it is next to a roadway, lighting may serve for both but a lighting assessment should be done to confirm this.

West Blvd _ Concept Section 1



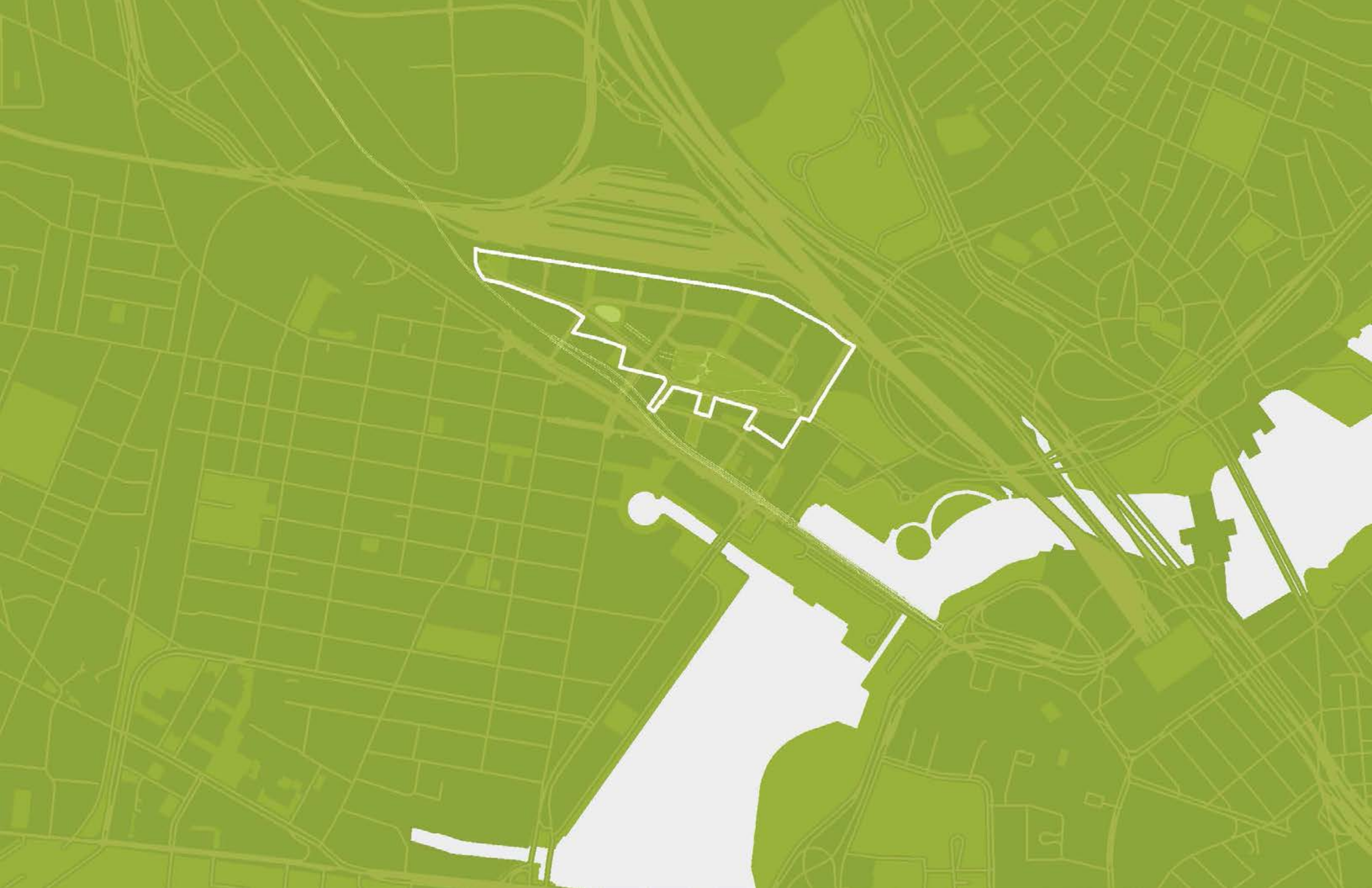
West Blvd _ Concept Plan 1

North Blvd_ Concept Section 1



Northpoint Blvd_ Concept Plan 1

EXHIBIT: 53 MULTI-USE PATH ILLUSTRATIVE DRAWINGS





05 Block Guidelines

NOTE:

BLOCK GUIDELINES HAVE BEEN UPDATED TO REFLECT THE LATEST CHANGES IN THE MASTERPLAN BASED ON MAJOR AMENDMENT-6 AS WELL AS THE NEW PUBLIC REALM GUIDELINES.

NEW GUIDELINES HAVE BEEN ADDED FOR NEW SMALL RETAIL BUILDING PARCELS

5.1 PARCEL A

Parcel Size: 65,373 sq ft
Permitted GFA: 231,610 sq ft

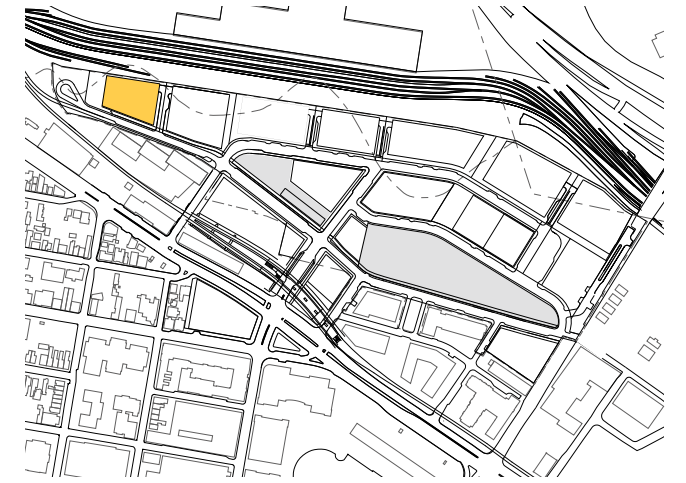
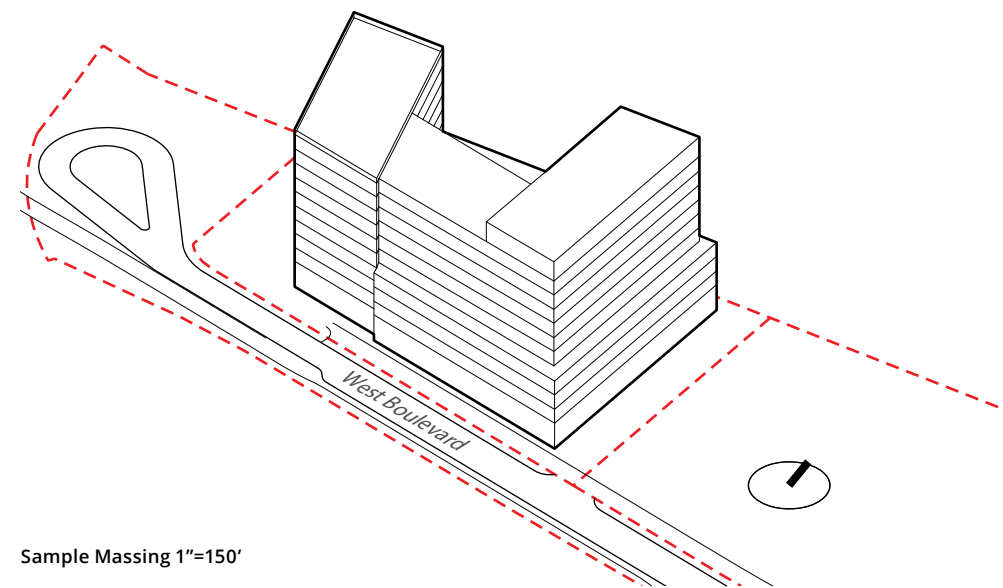
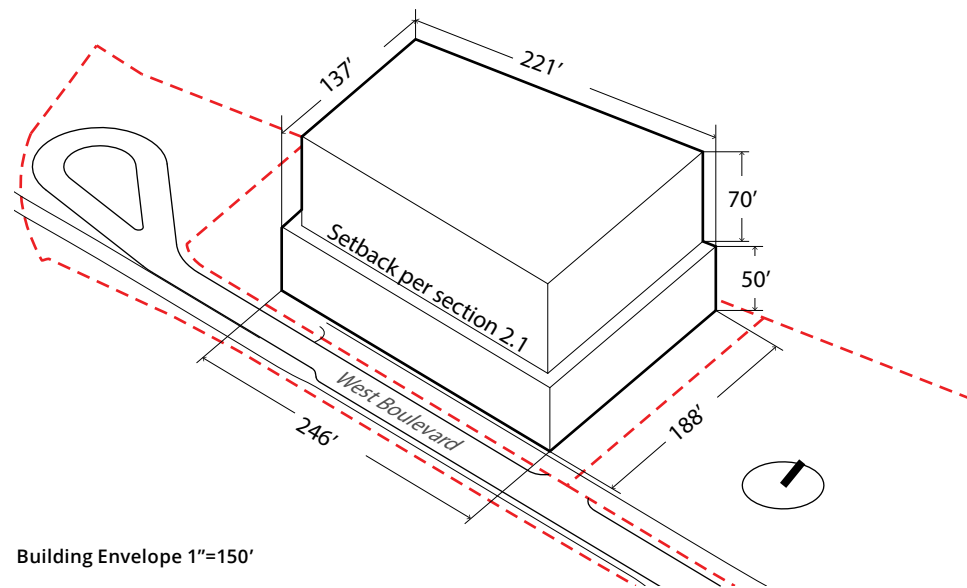
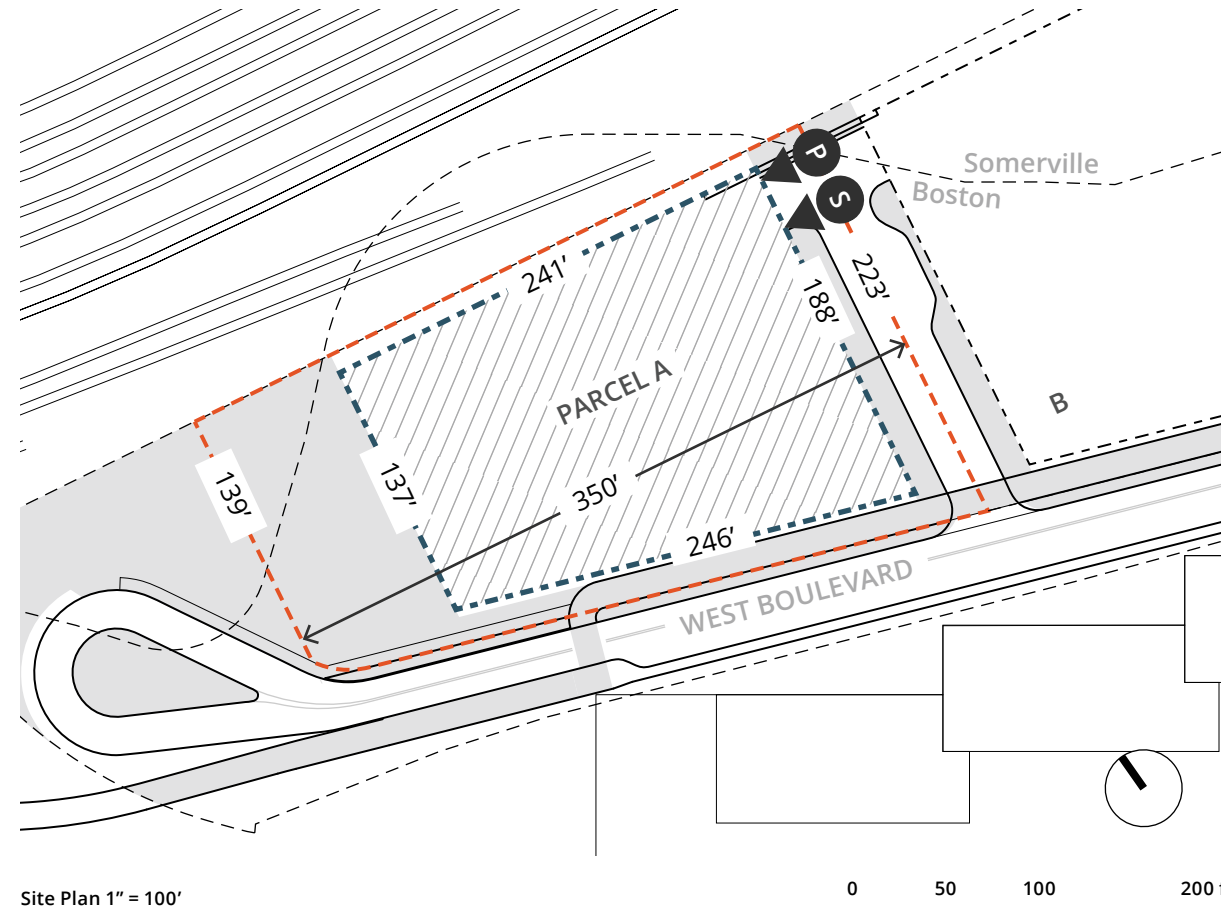
Uses: Residential
Parking: TBD

Maximum Height: 120'
Lot Coverage: 60%

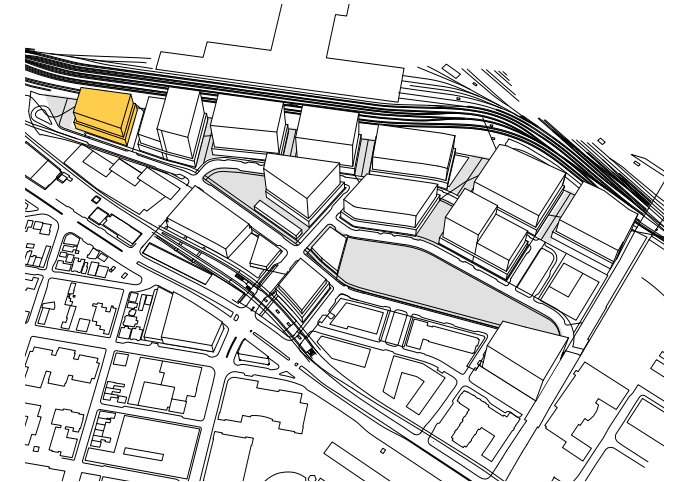
Primary pedestrian access: West Blvd
Vehicular access: West Blvd

Parcel A is a residential building that is located at the western most end of NorthPoint. It is a highly visible gateway building as one enters NorthPoint via Green Line extension and Community Path from Somerville.

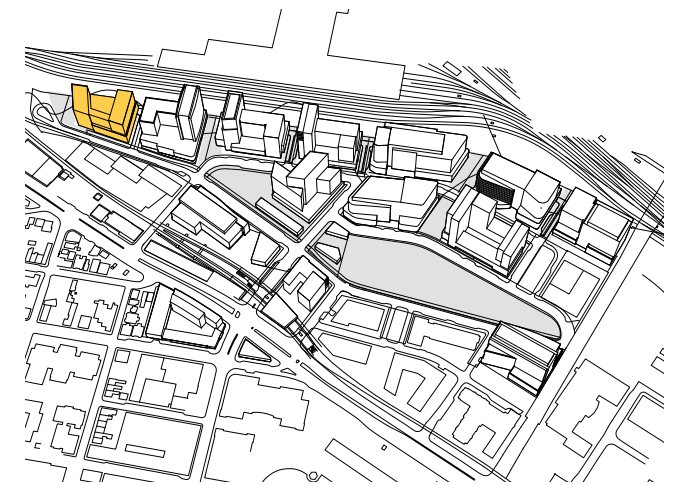
- Create a special visual articulation to celebrate the western entry into NorthPoint using visual articulation.
- Ground floor of the building should engage West Boulevard
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are important in defining character of West Boulevard
- Special consideration should be made to the relationship to the north with the rail-yards
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Above-grade garage should be screened with residential units along West Boulevard
- Relationship to Parcel B and Zinc building should be carefully studied in creating a comfortable pedestrian experience.
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 54 PARCEL A ILLUSTRATIVE DRAWINGS

5.2 PARCEL B

Parcel Size: 80,325 sq ft
Permitted GFA: 316,390 sq ft

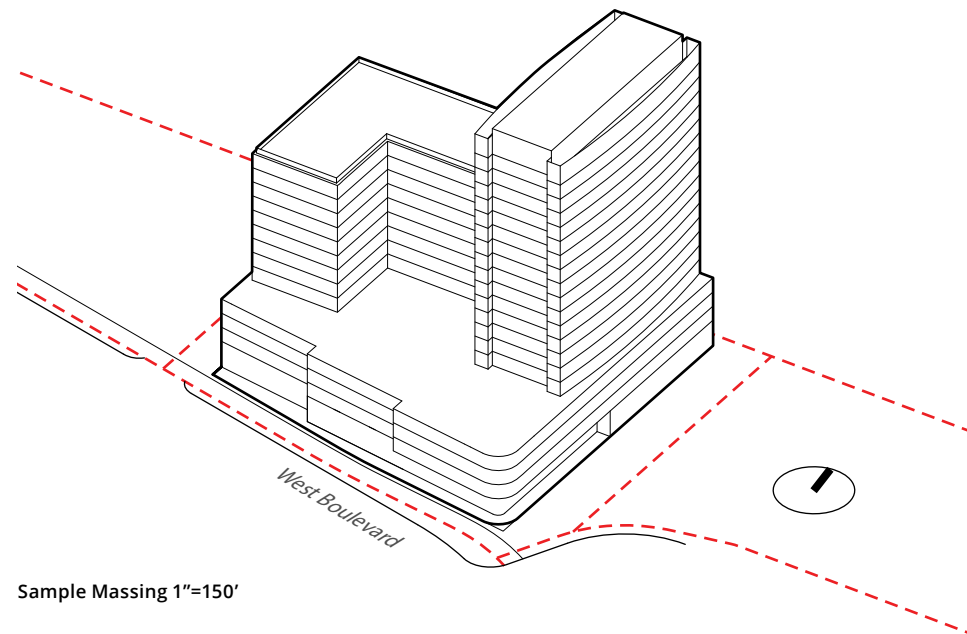
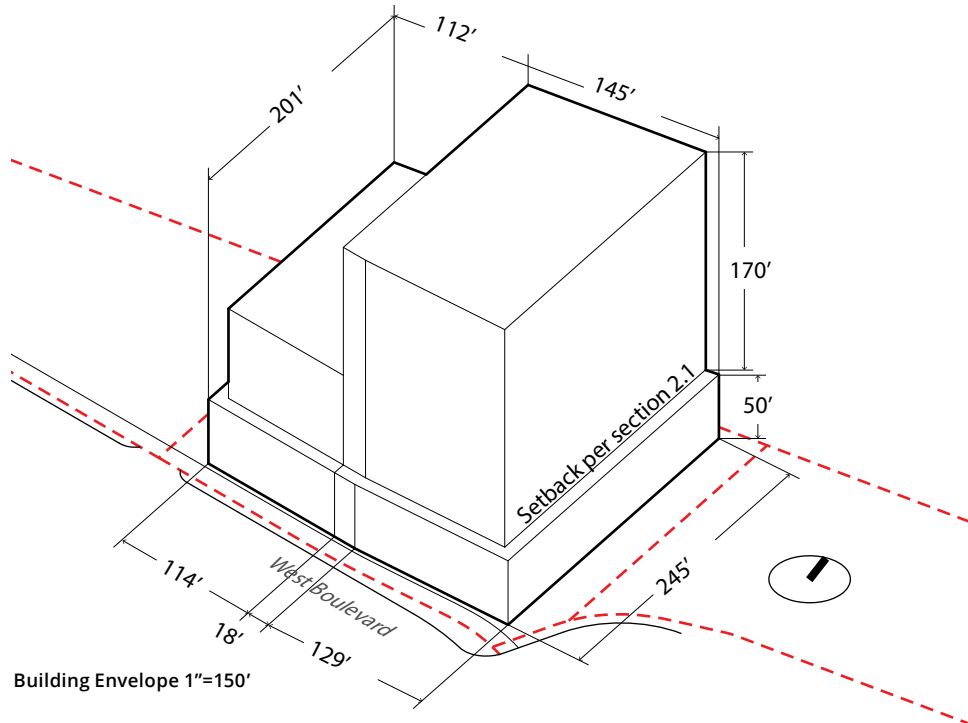
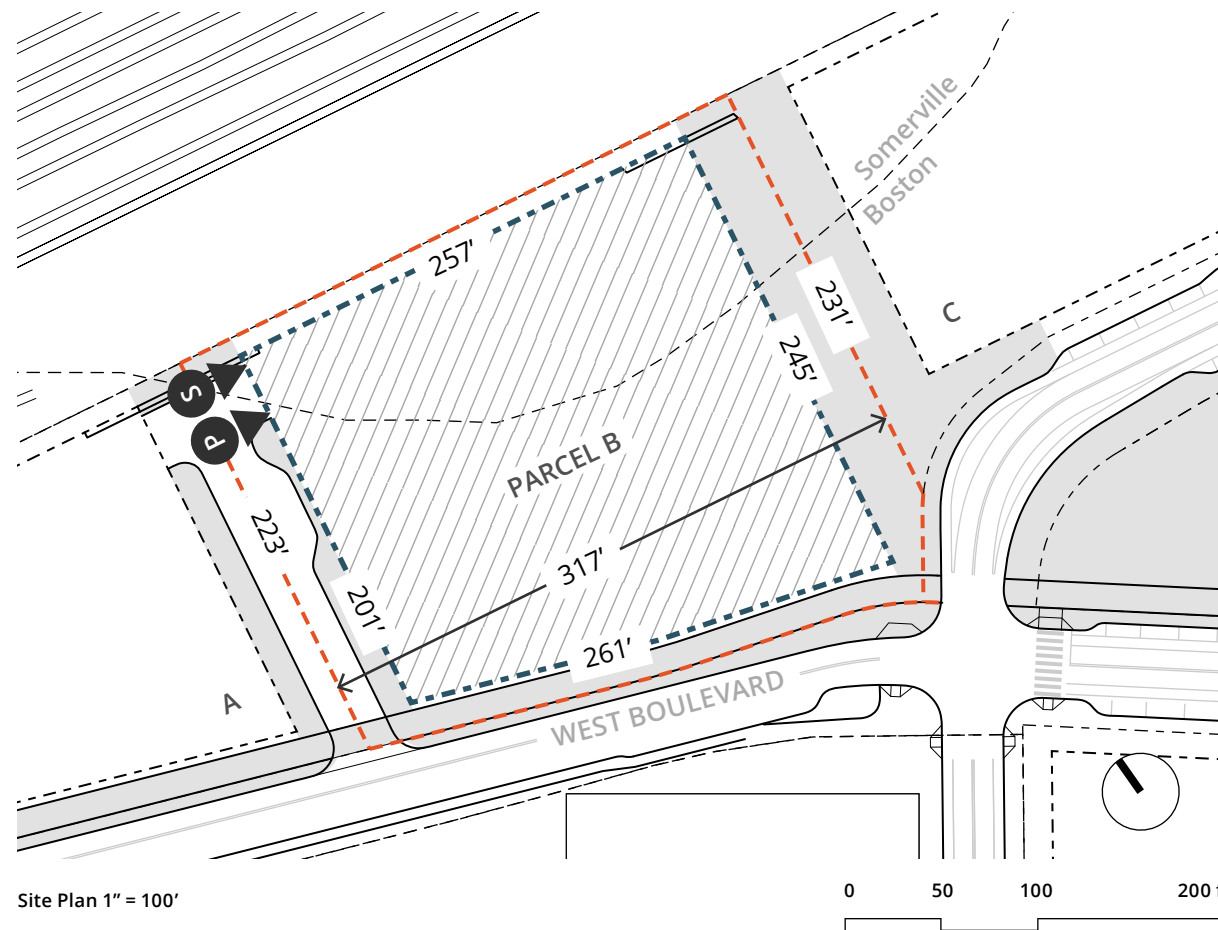
Uses: Residential
Parking: TBD

Maximum Height: 120'/220'
Lot Coverage: 72%

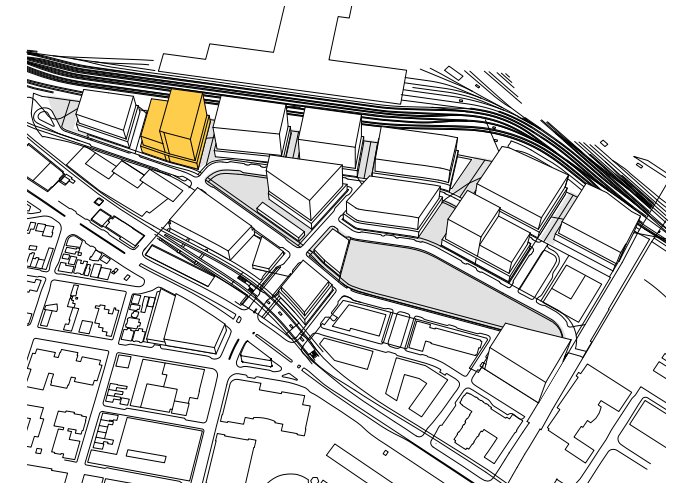
Primary pedestrian access: Dawes St, West Blvd
Vehicular access: West Blvd

Parcel B is a residential building that is located at the terminus of park at the west end of Water Street at the intersection of West Boulevard, Dawes Street and pocket park to the east.

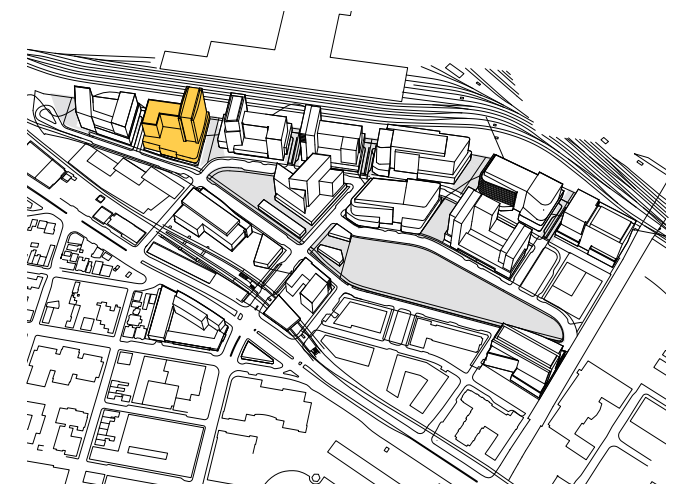
- Create a special visual terminus to park at the west end of Water Street using visual articulation.
- Ground floor of the building should engage Dawes Street and West Boulevard
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of West Boulevard
- Special consideration should be made to the relationship to the north with the rail-yards
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Above-grade garage should be screened with residential units along Dawes Street and West Boulevard
- Relationship to Parcel C and Zinc building should be carefully studied in creating a comfortable pedestrian experience.
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 55 PARCEL B ILLUSTRATIVE DRAWINGS

5.3 PARCEL C

Parcel Size: 69,003 sq ft
Permitted GFA: 348,000 sq ft

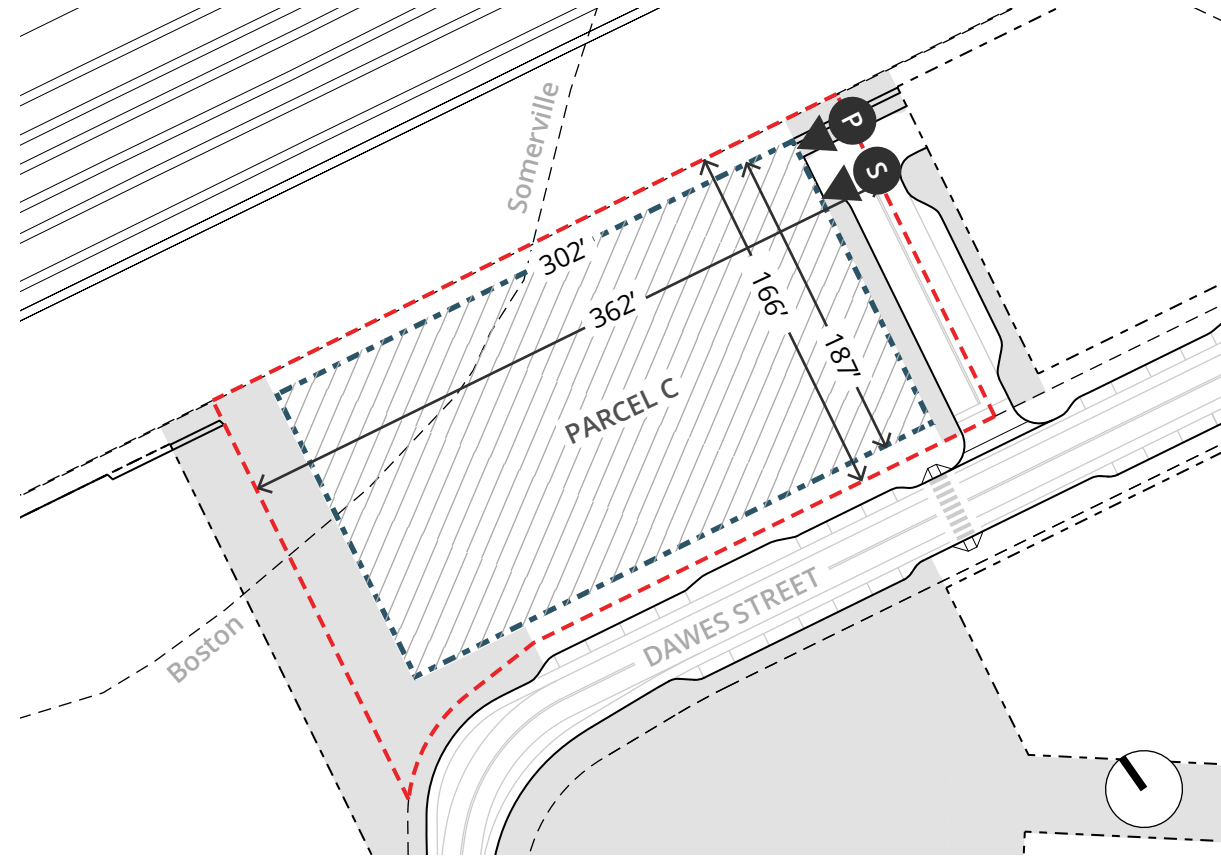
Uses: Mixed-use
Parking: TBD

Maximum Height: 220'
Lot Coverage: 73%

Primary pedestrian access: Dawes St
Vehicular access: Dawes St

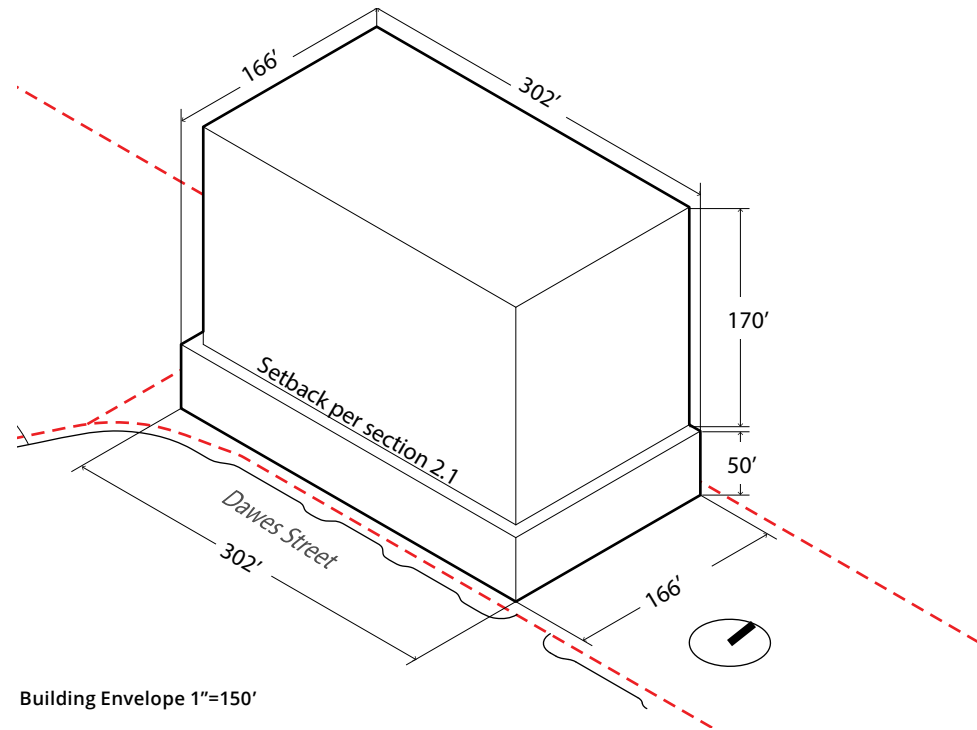
Parcel C is a mixed-use building located prominently at the western end of Dawes Street and at the visual terminus of Water Street. The parcel enjoys an important edge of park at the west end of Water Street to the south and pocket park to the west.

- Create a special visual terminus to Water Street using visual articulation.
- Ground floor of the building should engage Dawes Street and the pocket park to the west.
- The design of the building should recognize its significant presence on Parcel I open space.
- Special consideration should be made to the relationship to the north with the rail-yards
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- The tower portions should be set back by at least 10 ft. from the Dawes Street facade.
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces

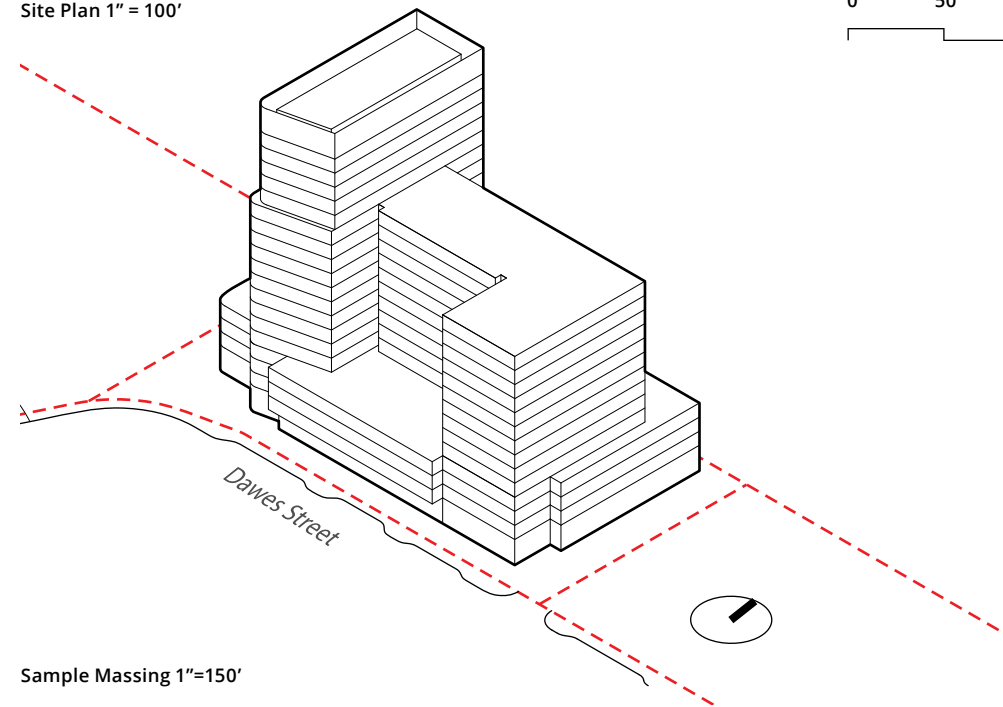


Site Plan 1" = 100'

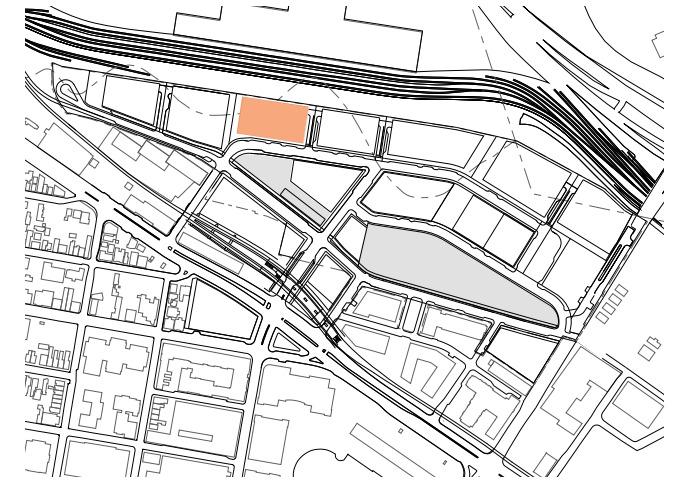
0 50 100 200 ft



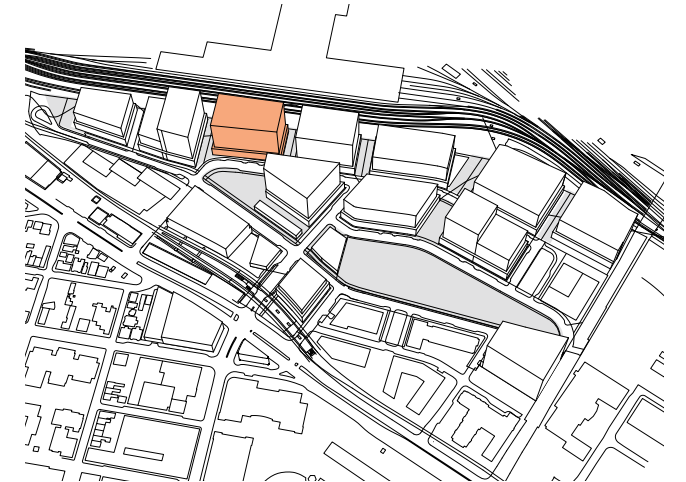
Building Envelope 1" = 150'



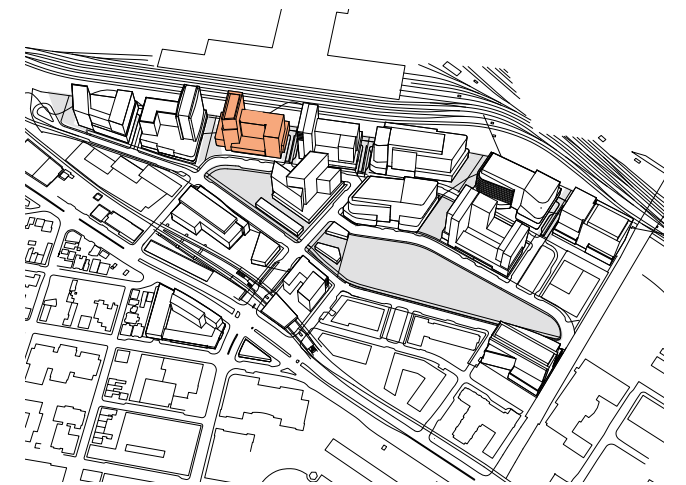
Sample Massing 1" = 150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 56 PARCEL C ILLUSTRATIVE DRAWINGS

5.4 PARCEL D

Parcel Size: 59,838 sq ft
Permitted GFA: 340,000 sq ft

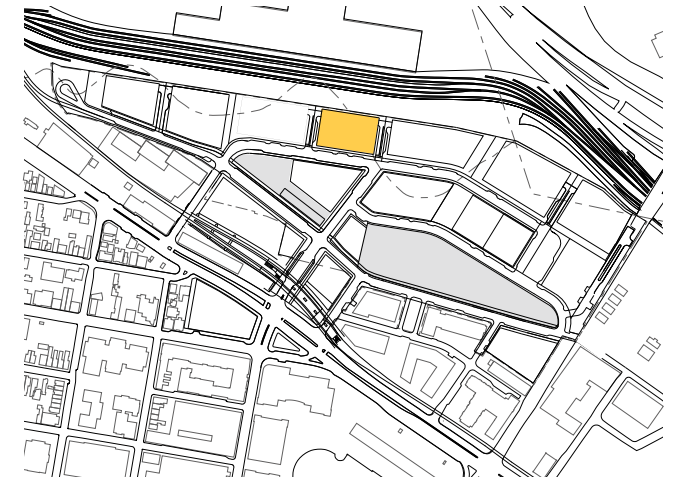
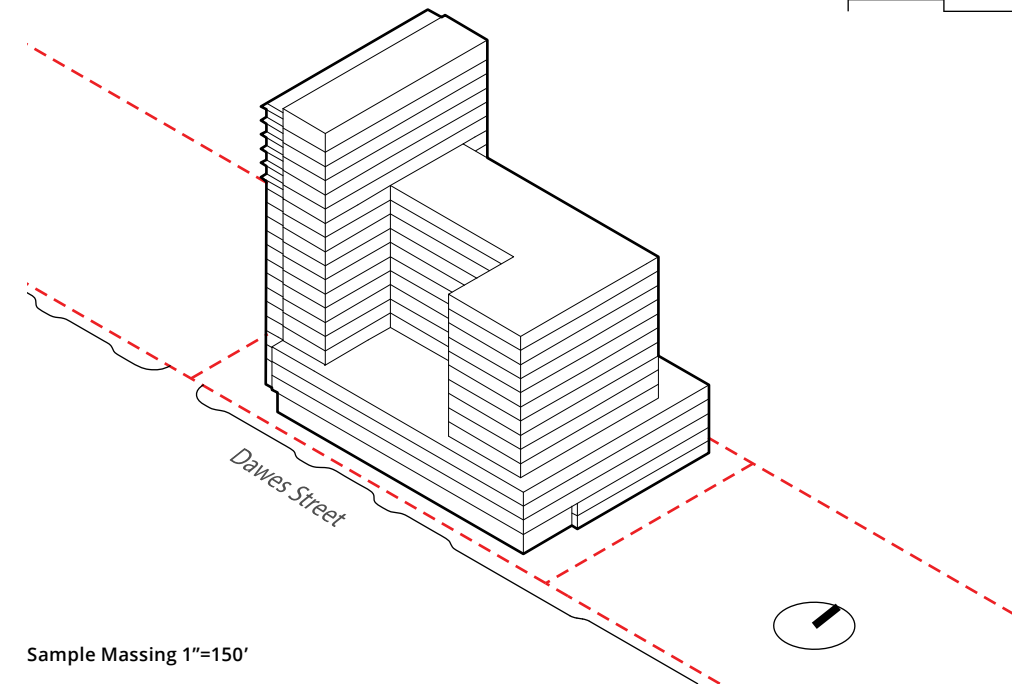
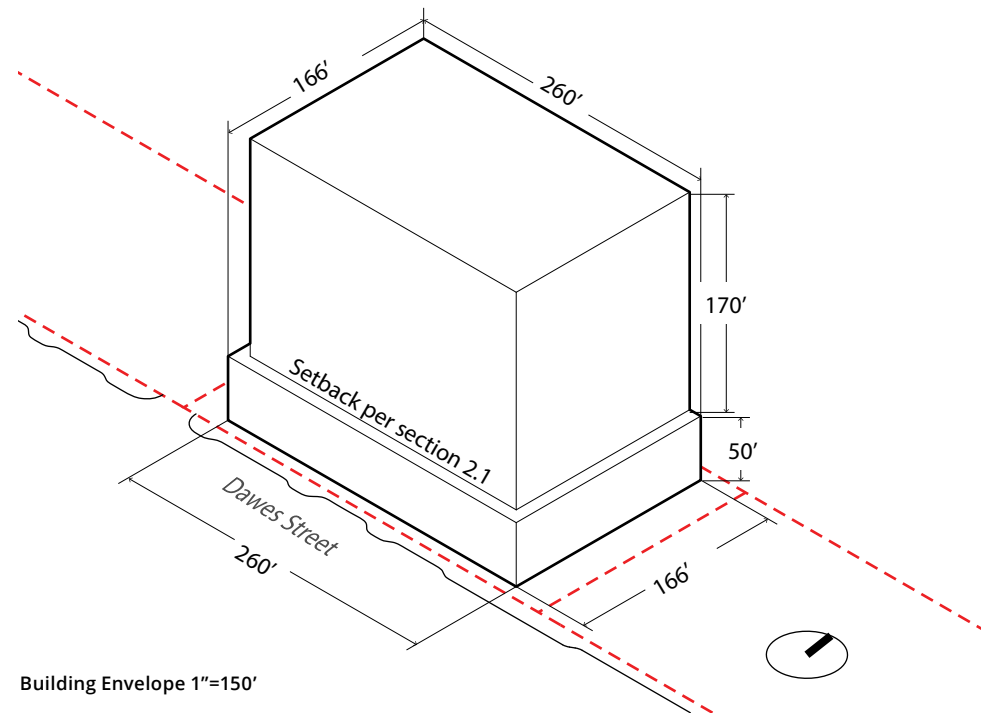
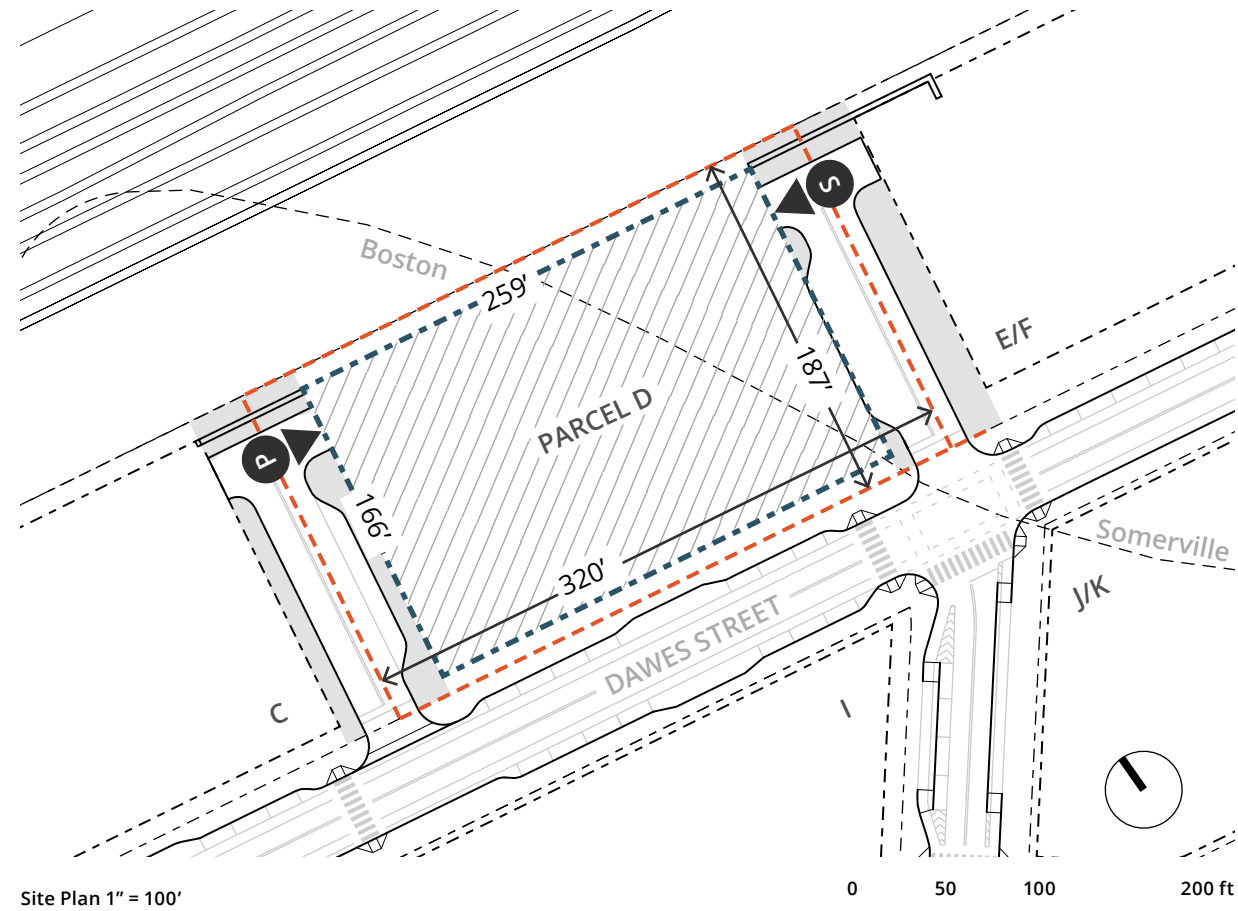
Uses: Mixed-use
Parking: TBD

Maximum Height: 220'
Lot Coverage: 72%

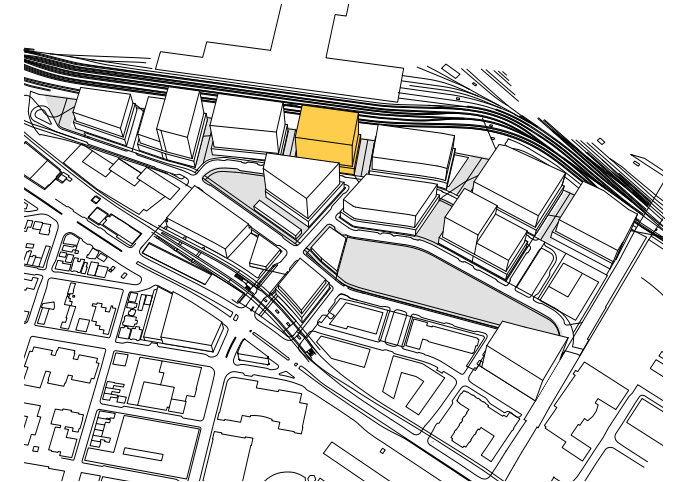
Primary pedestrian access: Dawes St
Vehicular access: Dawes St

Parcel D is a residential building that also includes MBTA parking above grade. The parcel is located directly behind Parcel I and along Dawes Street.

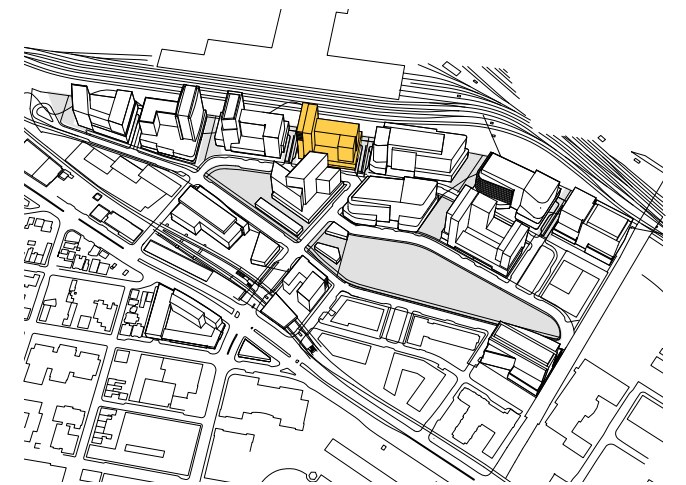
- The tower portions should be set back by at least 10 ft. from the Dawes Street facade.
- Ground floor of the building should engage Dawes Street
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (refer to Dawes Street Guidelines 3.2.2)
- Special consideration should be made to the relationship to the north with the rail-yards
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Above-grade garage should be screened with residential units along Dawes Street
- Relationship to Parcel I building should be carefully studied in creating a comfortable pedestrian experience along Dawes



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 57 PARCEL D ILLUSTRATIVE DRAWINGS

5.5 PARCEL EF

Parcel Size: 87,225 sq ft
Permitted GFA: 400,000 sq ft

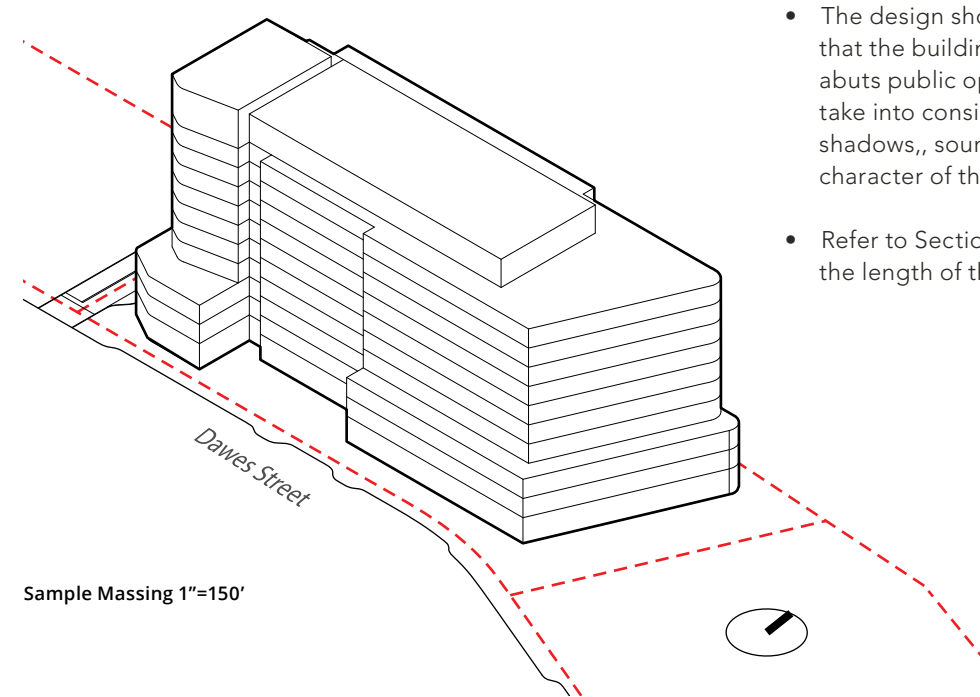
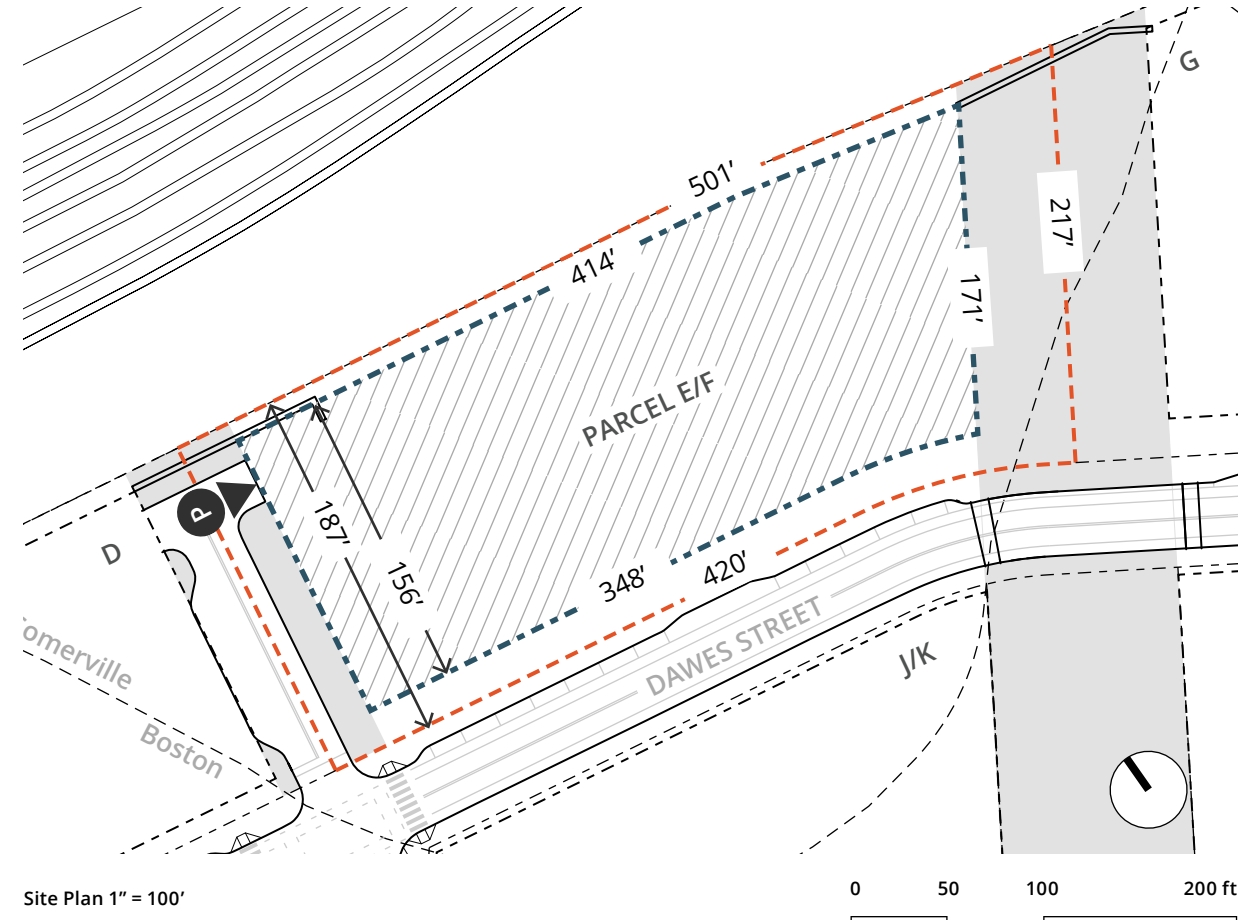
Uses: Commercial
Parking: TBD

Maximum Height: 220'
Lot Coverage: 69%

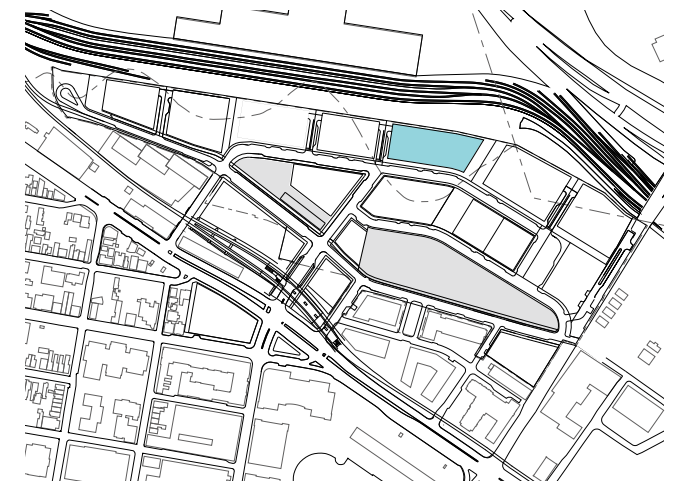
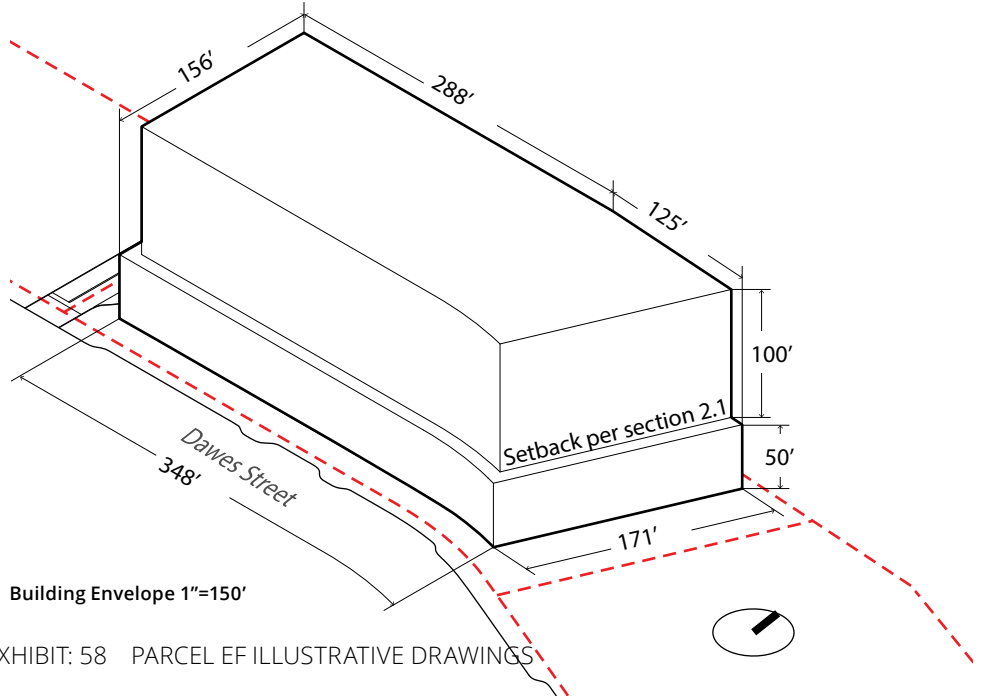
Primary pedestrian access: Dawes St
Vehicular access: Dawes St

Parcel EF is a commercial building on Dawes Street with one of its corners located prominently at the visual terminus of North First Street and at its intersection with Dawes Street. The other corner of this building also enjoys a prominent location on pocket park north of Baldwin Park.

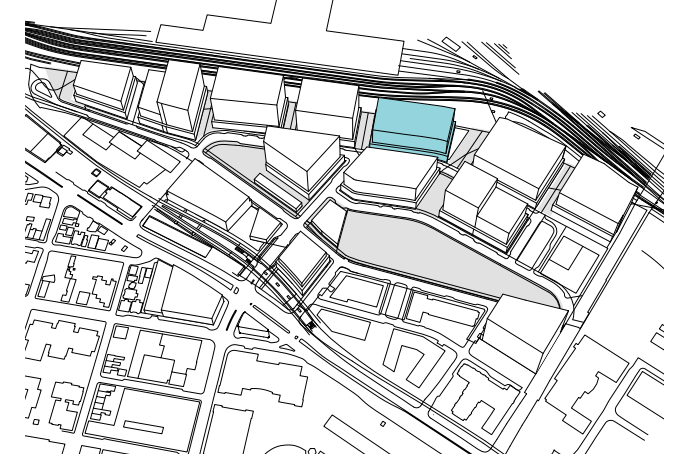
- Create a special visual terminus to North First Street using visual articulation.
- Ground floor of the building should engage the Dawes Street and the pocket park north of Baldwin Park.
- Special corner treatment should be considered at Dawes Street and pocket park north of Baldwin Park to create a visual relationship from NorthPoint Common.
- Special consideration should be made to the relationship to the north with the rail-yards
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Taller elements of the building should be set back from pocket park north of pocket park north of Baldwin Park to create a comfortable scale
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (refer to Dawes Street Guidelines 3.2.2)
- Relationship to Parcel JK building should be carefully studied in creating a comfortable pedestrian experience along Dawes Street
- Parking and Service uses should be located on service streets to the west



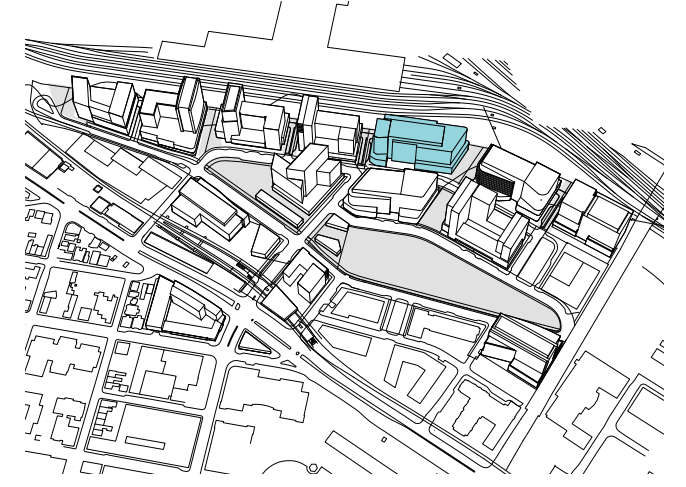
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces
- Refer to Section 2.1 regarding the length of the facade



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 58 PARCEL EF ILLUSTRATIVE DRAWINGS

5.6 PARCEL G

Parcel Size: 101,610 sq ft
Permitted GFA: 410,000 sq ft

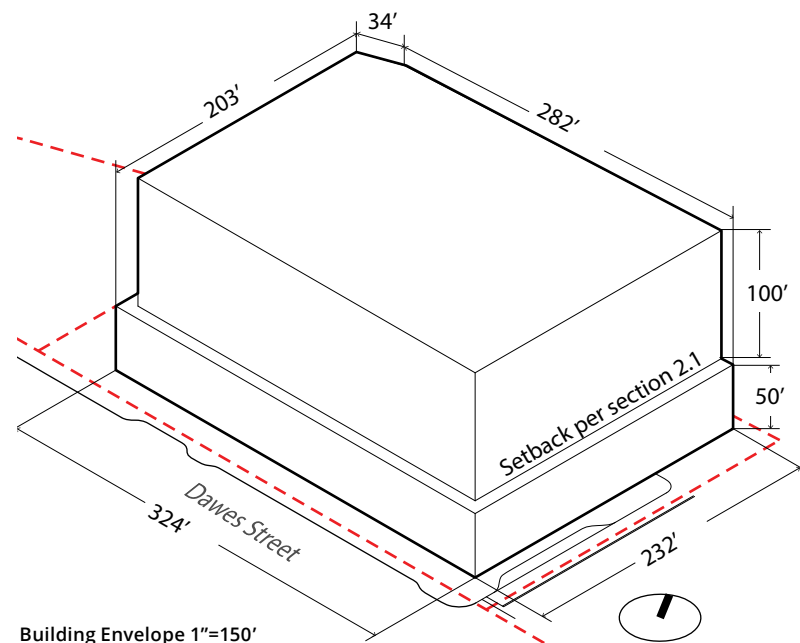
Uses: Commercial
Parking: TBD

Maximum Height: 220'
Lot Coverage: 71%

Primary pedestrian access: Dawes St
Vehicular access: Dawes St

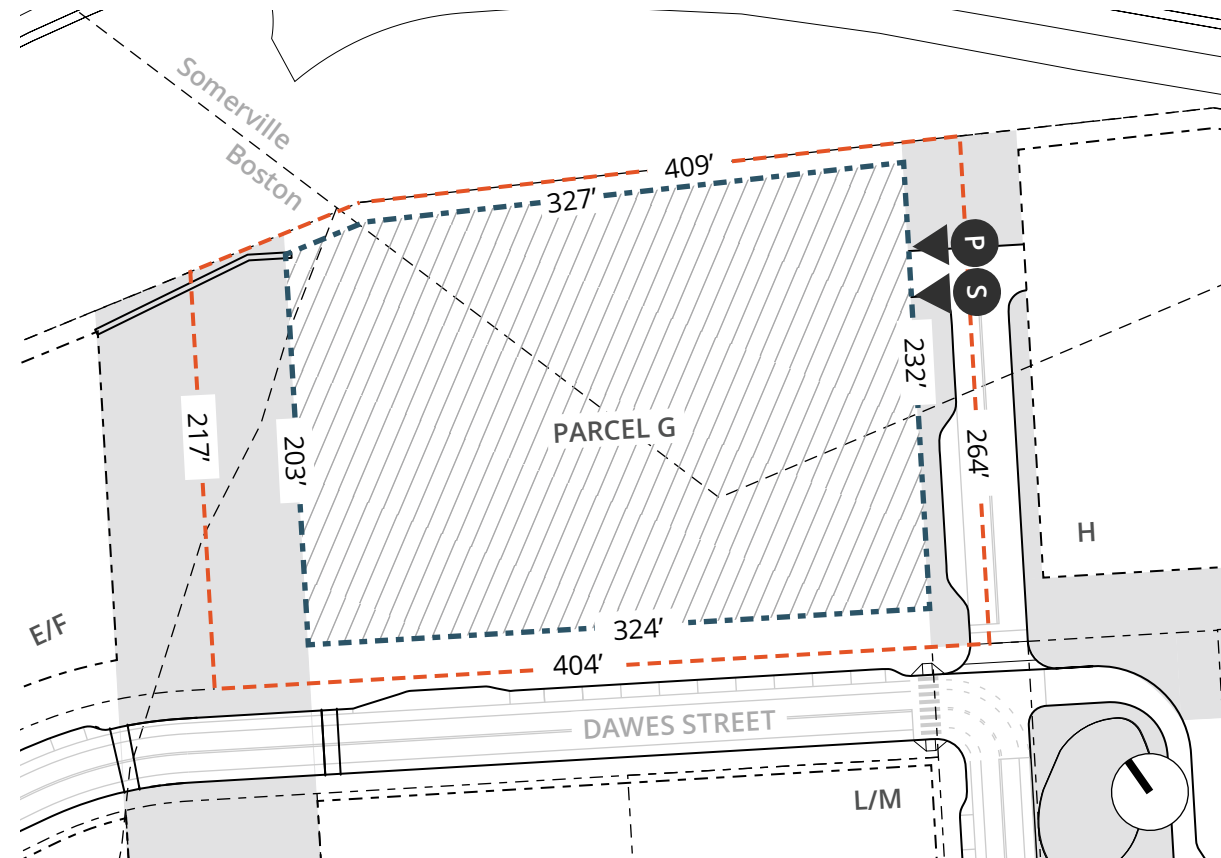
Parcel G is a commercial building located on Dawes Street. The western corner of this building enjoys a prominent location on pocket park north of pocket park north of Baldwin Park.

-
- Special corner treatment should be considered at Dawes Street and pocket park north of Baldwin Park to create a visual relationship from NorthPoint Common.
- Ground floor of the building should engage the Dawes Street and the pocket park north of Baldwin Park
- Special consideration should be made to the relationship to the north with the rail-yards
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Taller elements of the building should be set back from pocket park north of Baldwin Park to create a comfortable scale
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (refer to Dawes Street Guidelines 3.2.2)
- Relationship to Parcel L and M buildings should be carefully studied in creating a comfortable pedestrian experience along Dawes Street and skyline identity

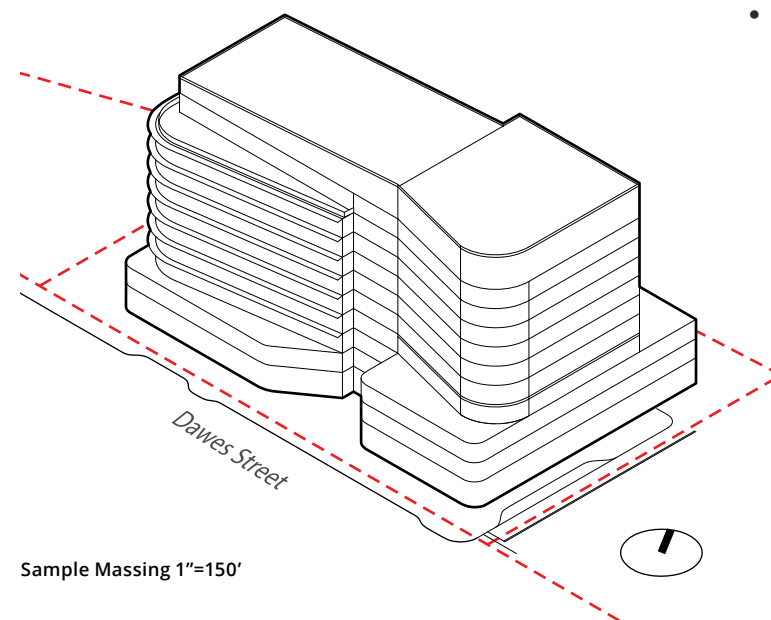


Building Envelope 1"=150'

EXHIBIT: 59 PARCEL G ILLUSTRATIVE DRAWINGS

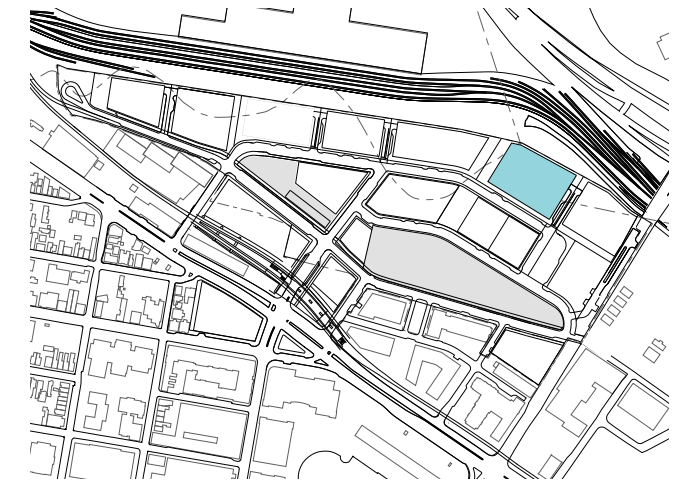


Site Plan 1"=100'

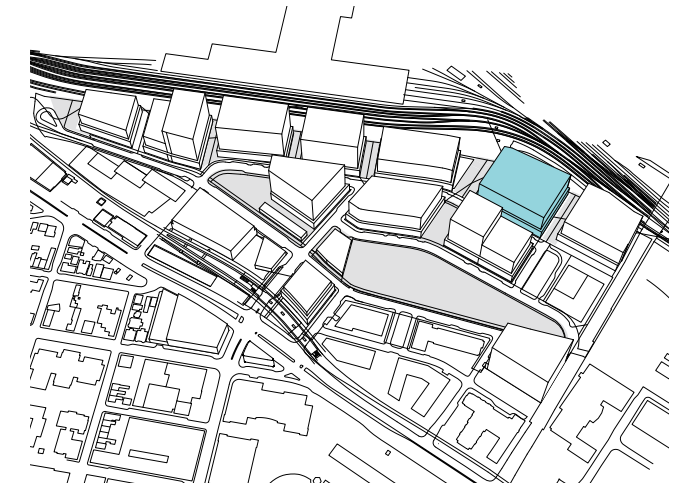


Sample Massing 1"=150'

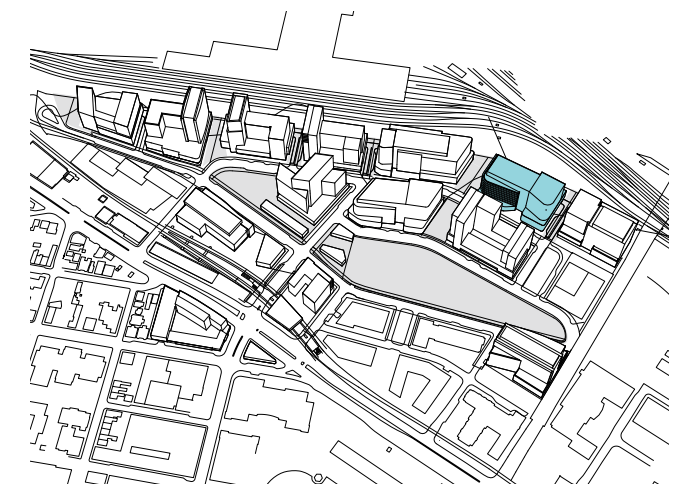
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

5.7 PARCEL H

Parcel Size: 79,430 sq ft
Permitted GFA: 345,000 sq ft

Uses: Commercial
Parking: TBD

Maximum Height: 220'
Lot Coverage: 75%

Primary pedestrian access: Dawes St
Vehicular access: Dawes St

Parcel H is a commercial building prominently located on Gilmore Bridge, the Brian P. Murphy Memorial Staircase and at the end of Child's Street Park

- Create a special visual terminus to Child's Street Park using visual articulation and welcoming ground floor programs such as lobbies.
- Iconic presence of the building on Gilmore Bridge from the City of Boston and regional transit ways should be carefully considered.
- Engagement with and activation of Brian P. Murphy Stair should be carefully considered
- Ground floor of the building should engage Dawes Street, The Brian P. Murphy Memorial Staircase and the Gilmore Bridge.
- The building design should also consider the northeast corner to be inviting to pedestrians and bicycles arriving from Community College Orange Line Station.
- Special consideration should be made to the relationship to the north with the rail-yards
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Taller elements of the building should be set back from Child's Street Park to create a comfortable scale
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (refer to Dawes Street Guidelines 3.2.2)
- Relationship to Parcel N and G buildings should be carefully studied in creating an overall skyline identity

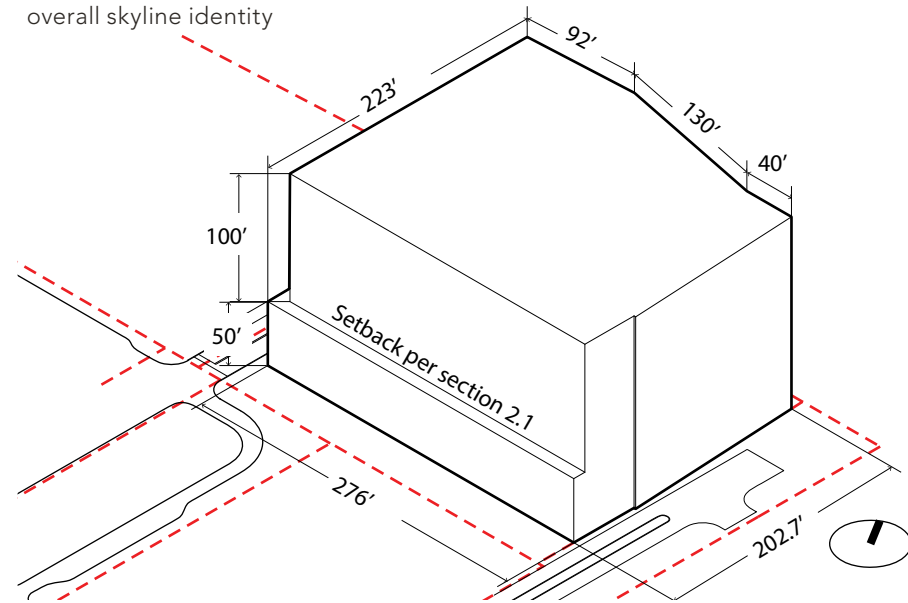
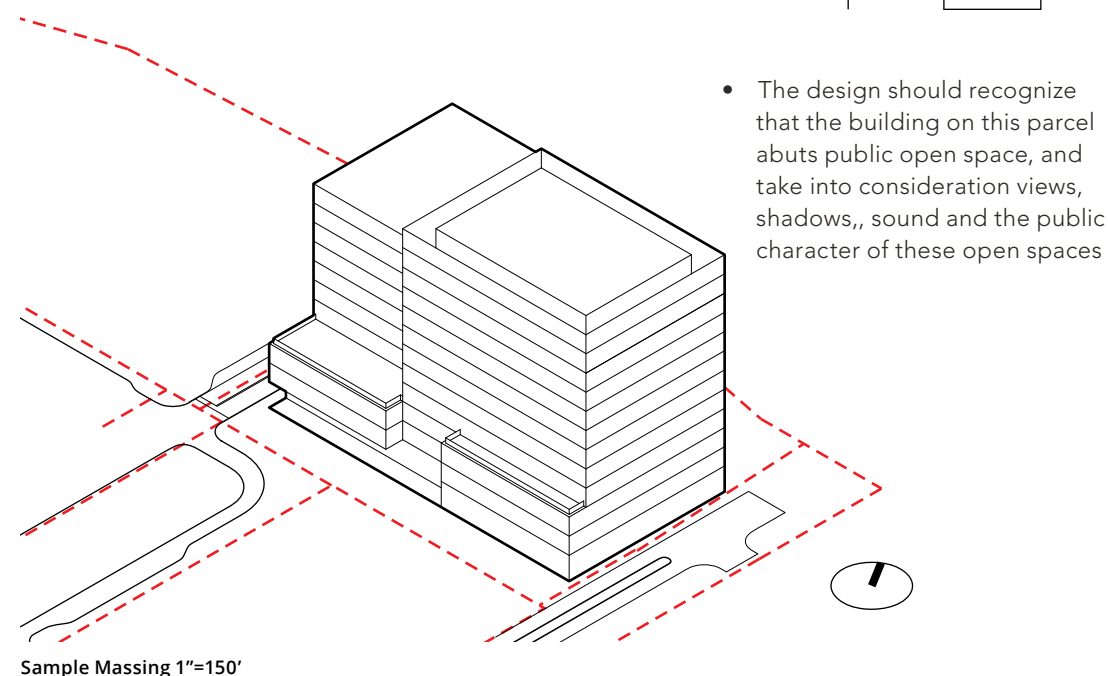
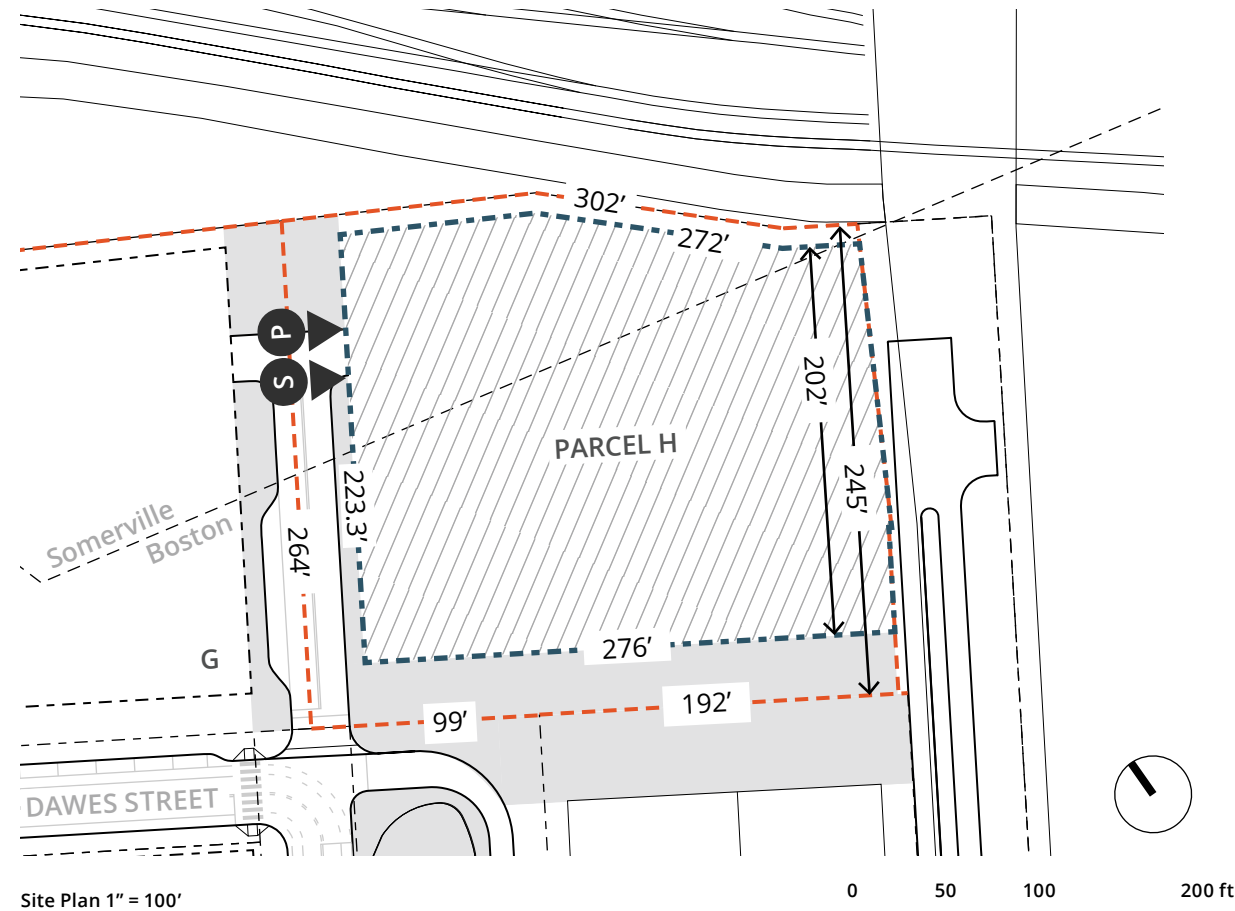
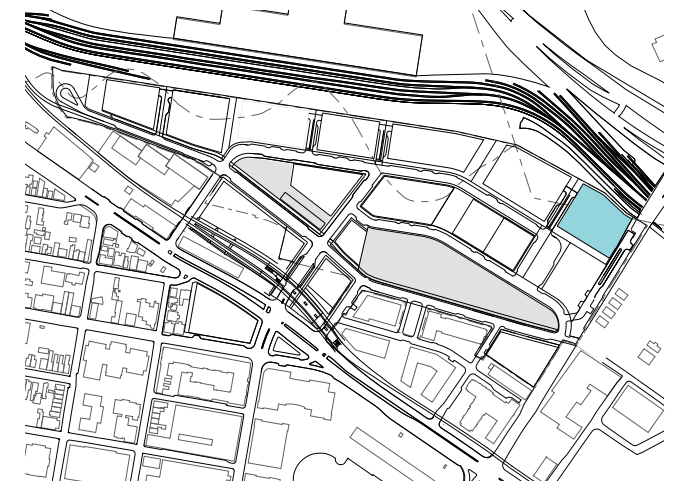
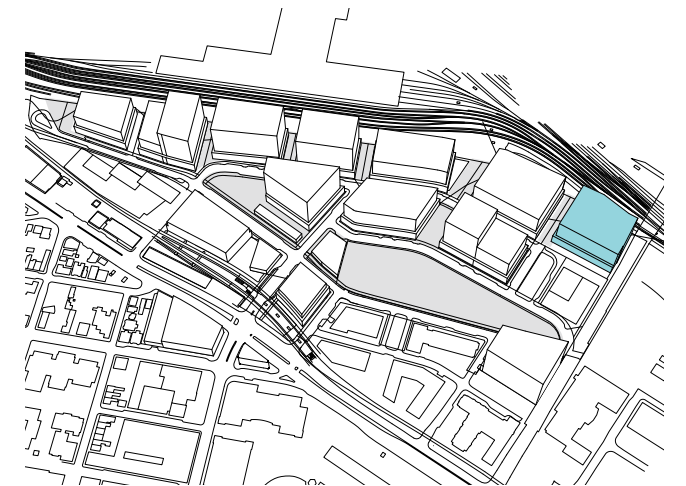


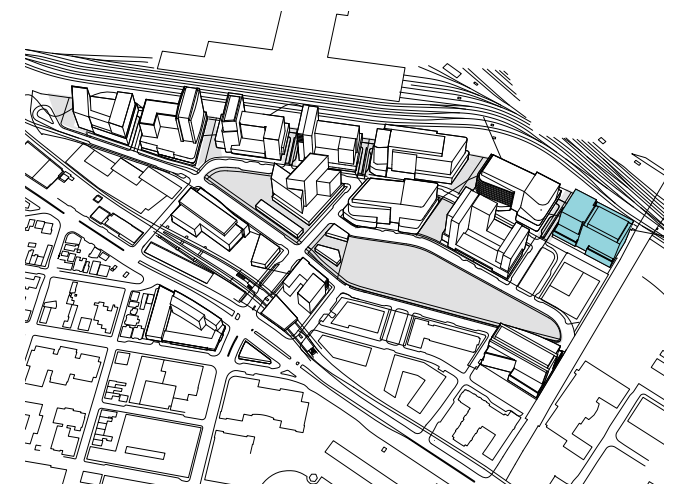
EXHIBIT: 60 PARCEL H ILLUSTRATIVE DRAWINGS



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

5.8 PARCEL I

Parcel Size: 100,837 sq ft
Permitted GFA: 390,000 sq ft

Uses: Mixed-use
Parking: TBD

Maximum Height: 120'/220'
Lot Coverage: 50%

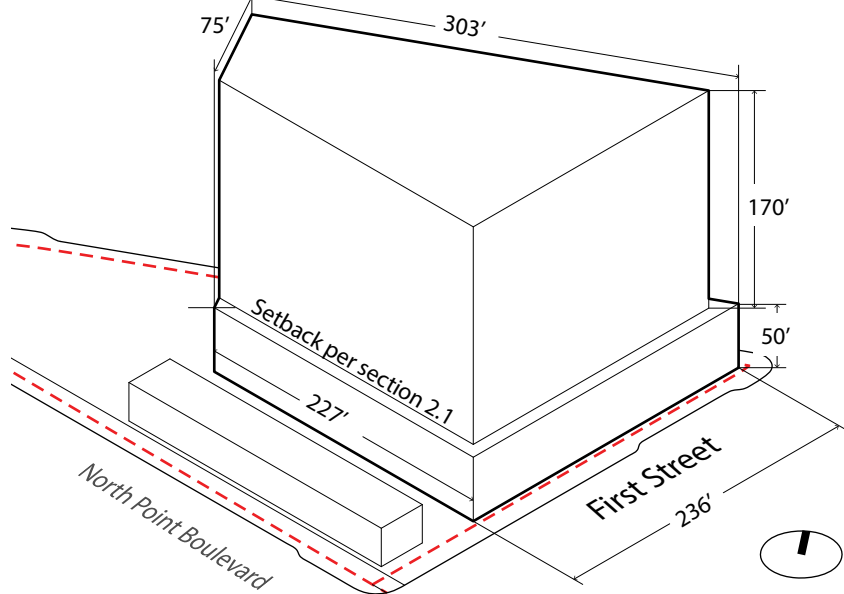
Primary pedestrian access: First St, Dawes St, North Point Blvd
Vehicular access: Dawes St

Parcel I is the most prominent building in NorthPoint situated at the lynch pin intersection of North First Street, NorthPoint Boulevard, NorthPoint Common and Dawes Street. This residential building also consists of the retail plaza and park at the end of Water Street.

- The building on Parcel I should resolve multiple geometries that converge on this site to create an iconic tower that is also becomes a visual landmark for NorthPoint
- In designing the tower, its presence as it is seen from First Street in East Cambridge, NorthPoint Common and Water Street Park should be considered
- Ground floor of the building should engage the park at the end of Water Street, North First Street, Dawes Street and Retail Plaza
- Retail frontage should be maximized along North First Street and Retail Plaza.
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Taller elements of the building should be set back from Retail Plaza to create a comfortable scale along the plaza and in relationship to small retail buildings.
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes and North First Street
- Relationship to Parcel JK and D buildings should be carefully studied in creating an overall skyline identity

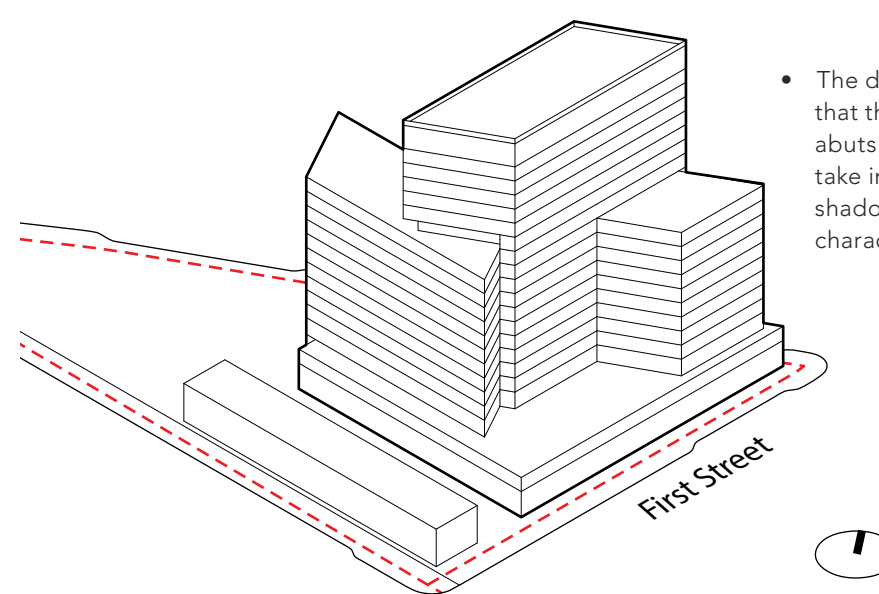


Site Plan 1" = 100'



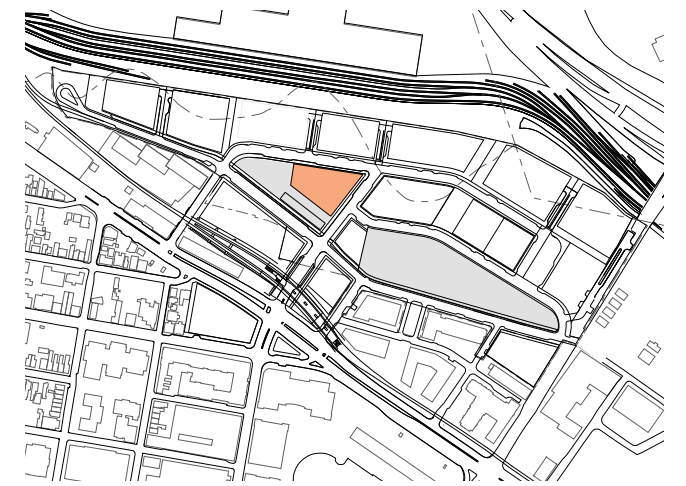
Building Envelope 1" = 150'

EXHIBIT: 61 PARCEL I ILLUSTRATIVE DRAWINGS

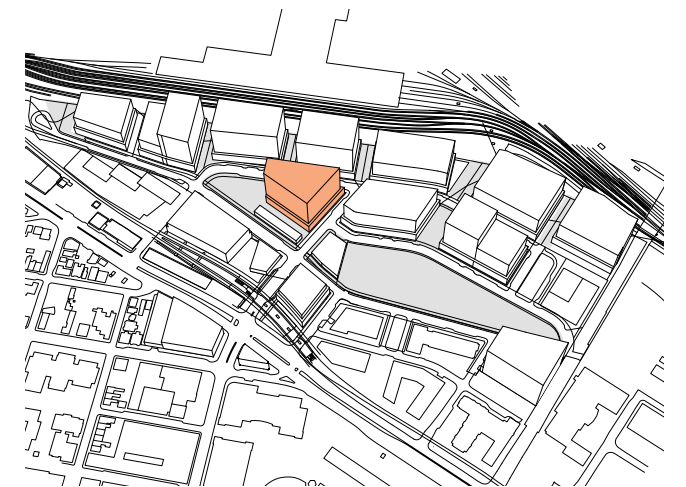


Sample Massing 1" = 150'

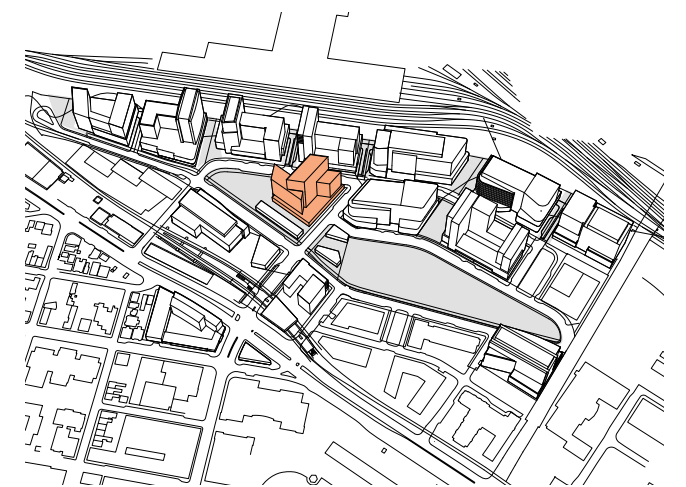
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces



Key Map



Building Envelope Axonometric

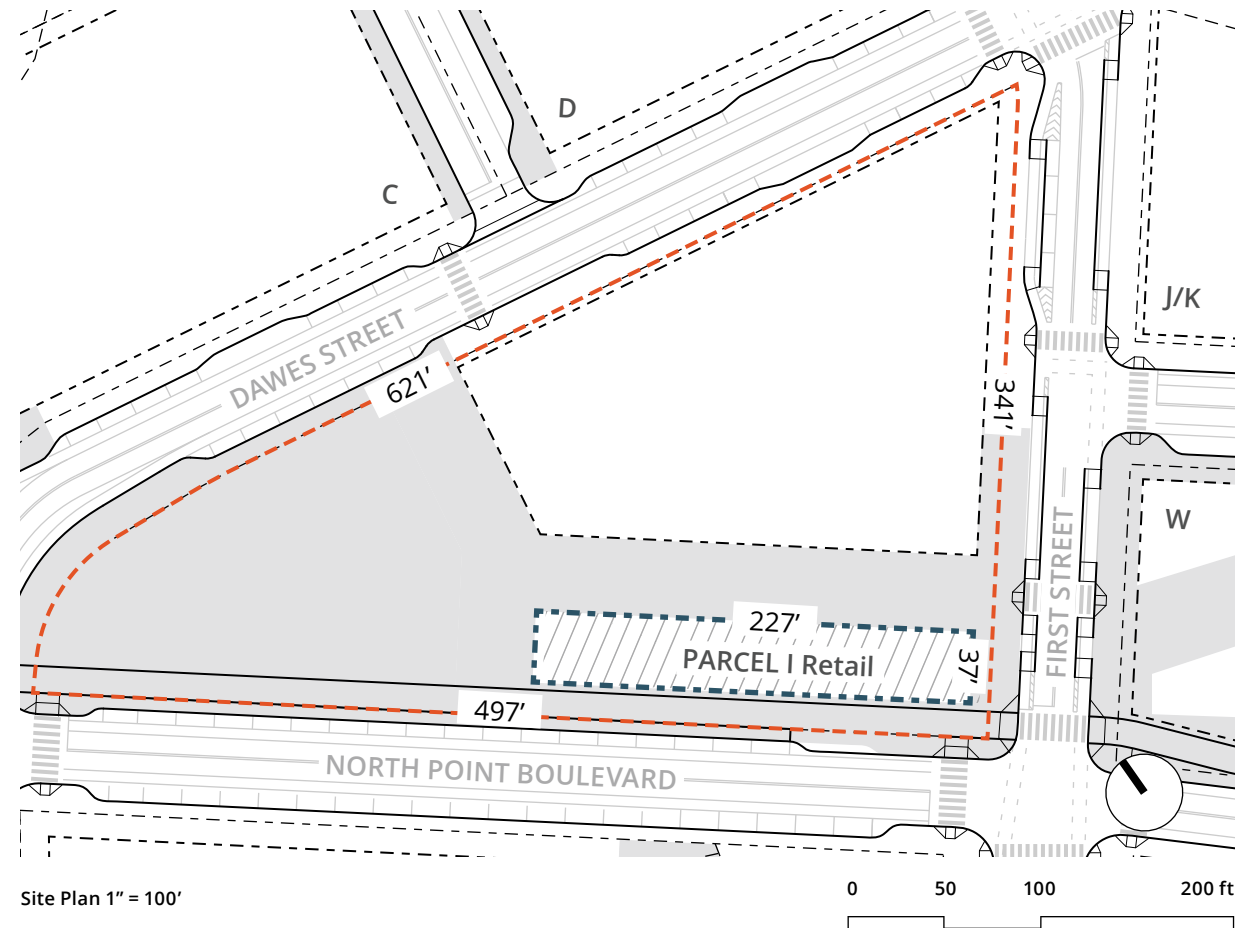


Sample Massing Axonometric

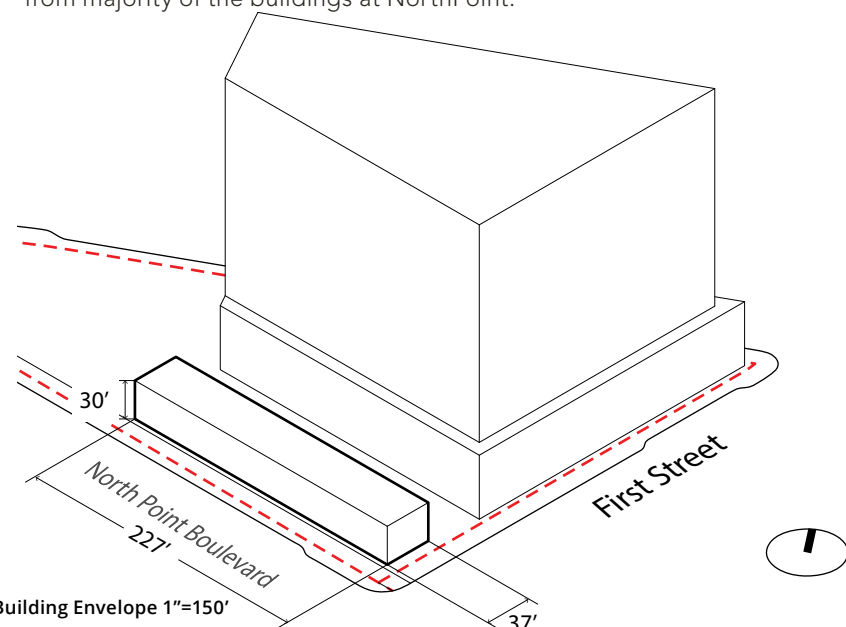
5.9 PARCEL I RETAIL

Parcel I small retail buildings are an important component of NorthPoint public realm. They are created to activate the public realm and also create a sense of human scale that will balance the scale of adjacent buildings. Further they are important elements in enhancing east west connectivity between NorthPoint Common and Water Street Park, while defining North First Street as a retail corridor.

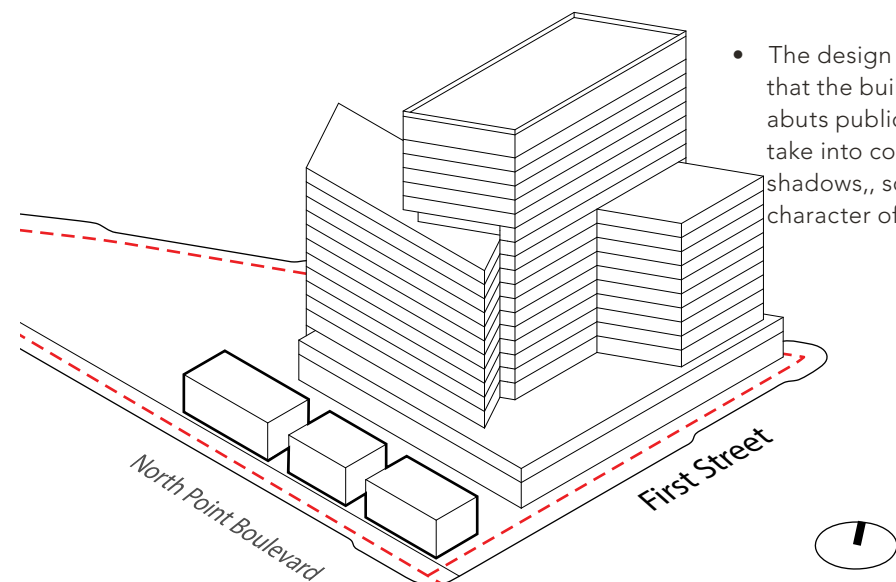
- The small retail buildings should be designed to have a visual presence from First Street as well as Water Street Park
- N-S through connections from NorthPoint Boulevard/Multi-use trail to the Retail Plaza should be maintained.
- The design of these buildings should carefully follow 'Multi-Use path guidelines in Section xx.
- In designing the tower, its presence as it is seen from First Street in East Cambridge,
- NorthPoint Common and Water Street Park should be considered.
- Transparency is highly encouraged to enable views through the retail buildings
- Ground floor of the building should engage the water street Park and the retail plaza and retail frontage should be maximized along all sides.
- Second floor terraces for restaurant seating is encouraged.
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- The design of the retail buildings should maintain clear physical and visual lines of sight between NorthPoint Common/Parcel W and Water Street Parks.
- These structures should have interesting roofscape as they will be highly visible from majority of the buildings at NorthPoint.



Site Plan 1" = 100'

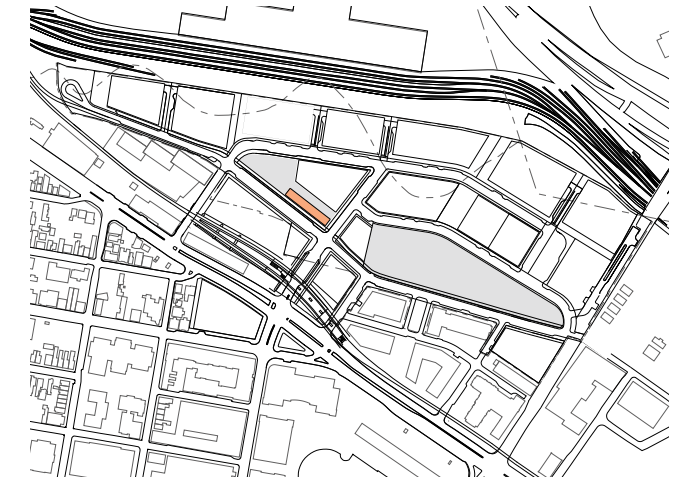


Building Envelope 1"=150'
EXHIBIT: 62 PARCEL I RETAIL ILLUSTRATIVE DRAWINGS

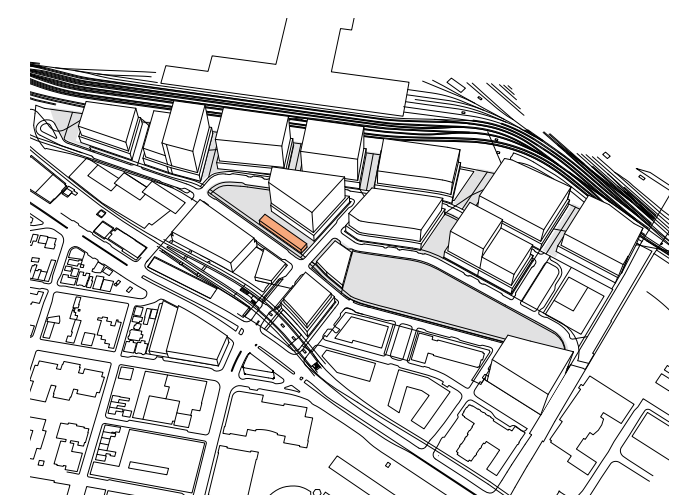


Sample Massing 1"=150'

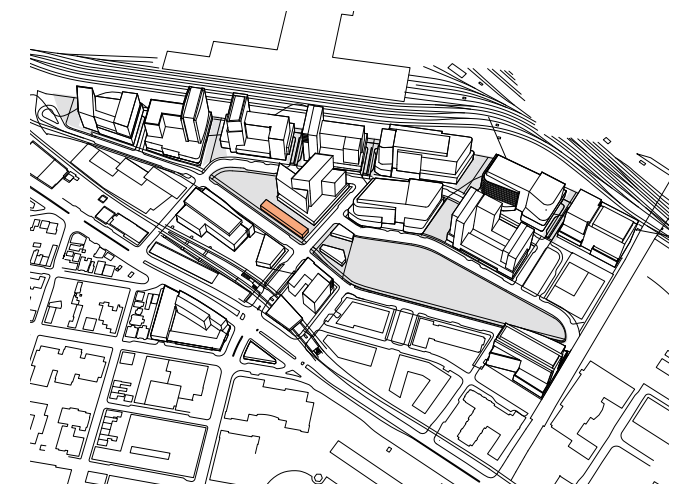
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

5.10 PARCEL JK

Parcel Size: 62,502 sq ft
Permitted GFA: 370,000

Uses: Mixed-use
Parking: TBD

Maximum Height: 220'
Lot Coverage: 95%

Primary pedestrian access: North St, First St
Vehicular access: Dawes St

Parcel JK is a prominent building in NorthPoint situated on North First Street at North Street. This commercial building also enjoys a presence on Baldwin Park and NorthPoint Common.

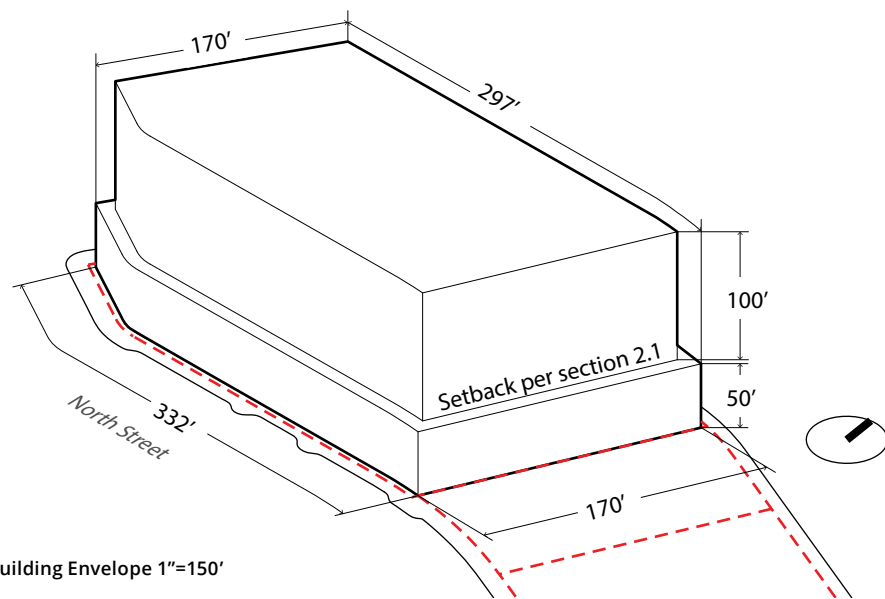
- The building on Parcel JK will be highly visible from North First Street and also presents a broad facade along the Park. The opportunity to create an iconic presence should be balanced with massing and scale of the building.
- In designing this building, its presence as it is seen from North First Street, NorthPoint Common and Baldwin Park should be carefully considered
- Ground floor of the building should engage the North First Street, North Street and Baldwin Park
- Retail frontage should be maximized along North First Street and western portion of North Street.
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes and North Street
- Relationship to Parcel EF and I buildings should be carefully studied in creating an overall skyline identity



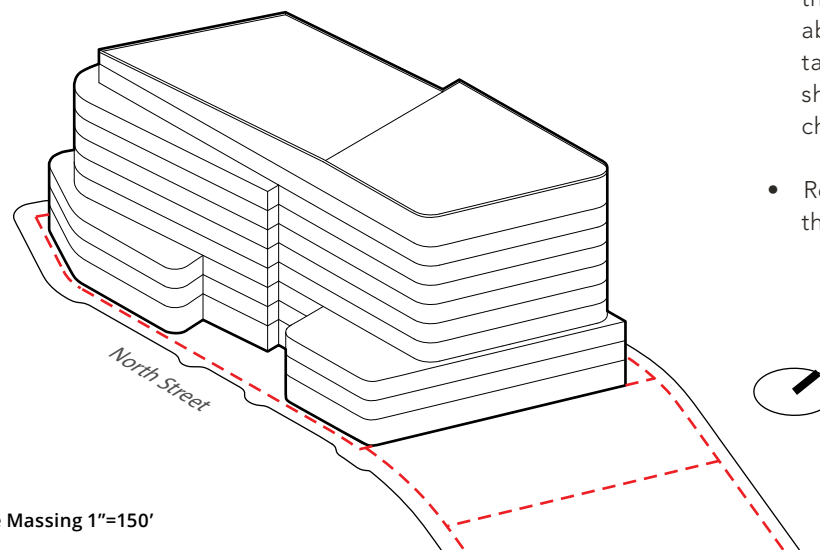
Site Plan 1" = 100'

0 50 100 200 ft

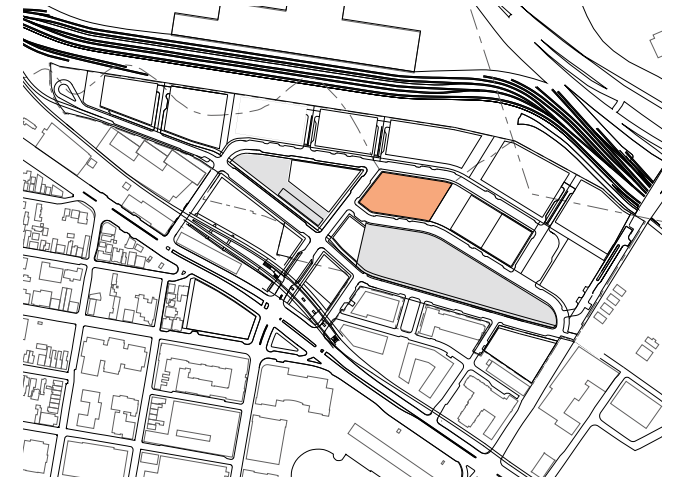
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces
- Refer to Section 2.1 regarding the length of the facade



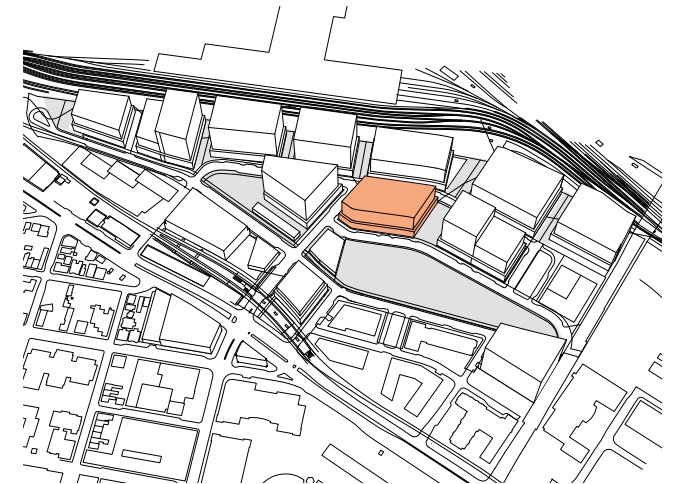
Building Envelope 1"=150'



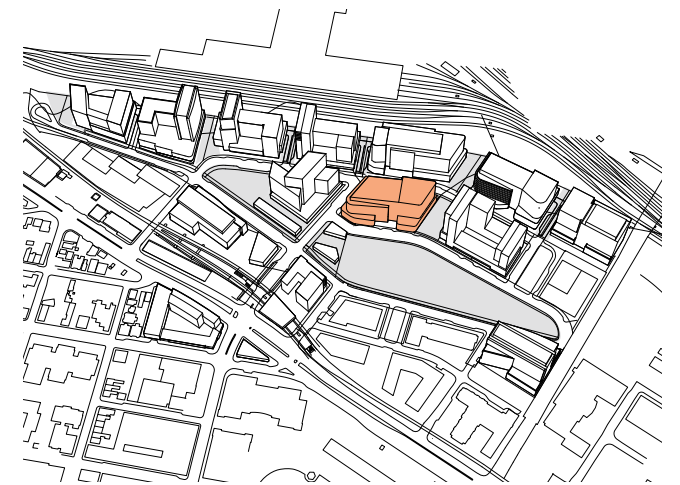
Sample Massing 1"=150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

5.11 PARCEL LM

Parcel Size: 30,475 sq ft (L) 30,475 sq ft (M)
 Permitted GFA: 286,000 sq ft (L) 208,400 sq ft (M)

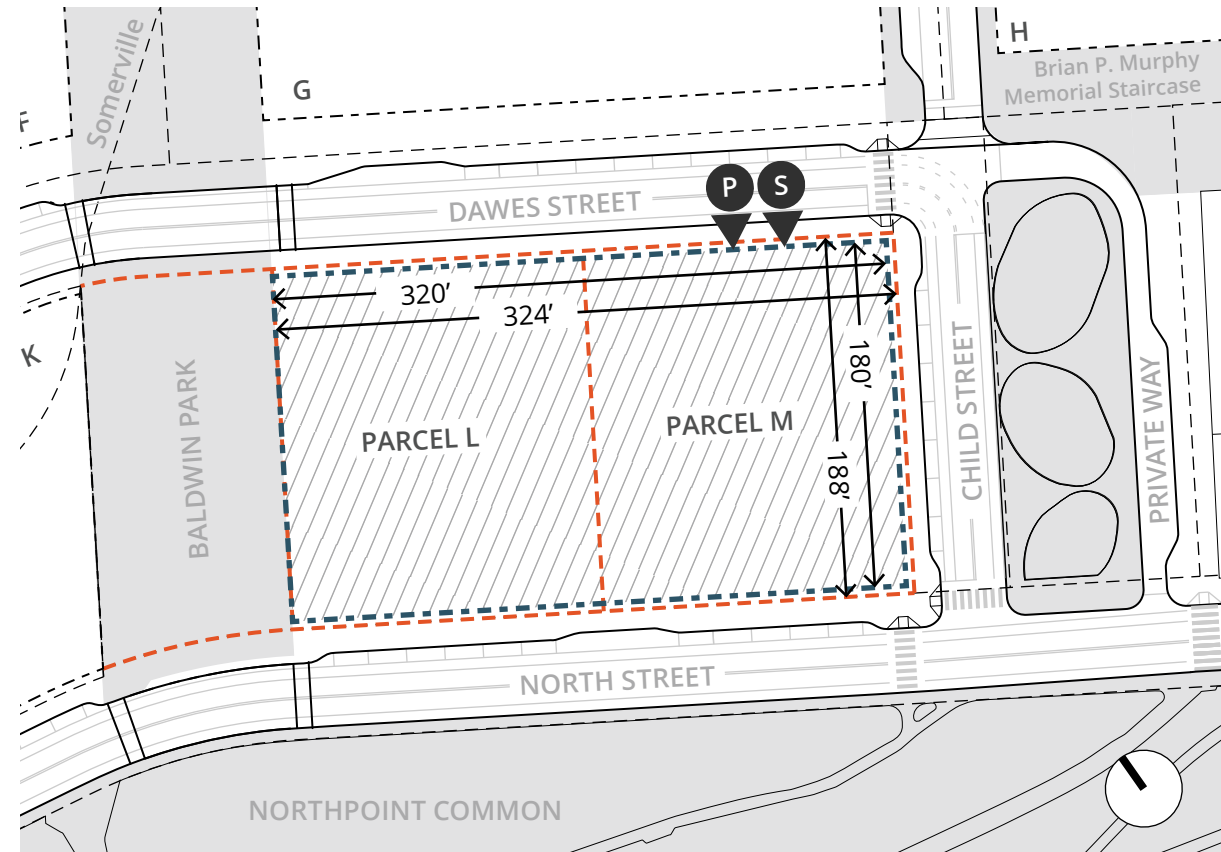
Uses: Residential
 Parking: TBD

Maximum Height: 220'
 Lot Coverage: 95%

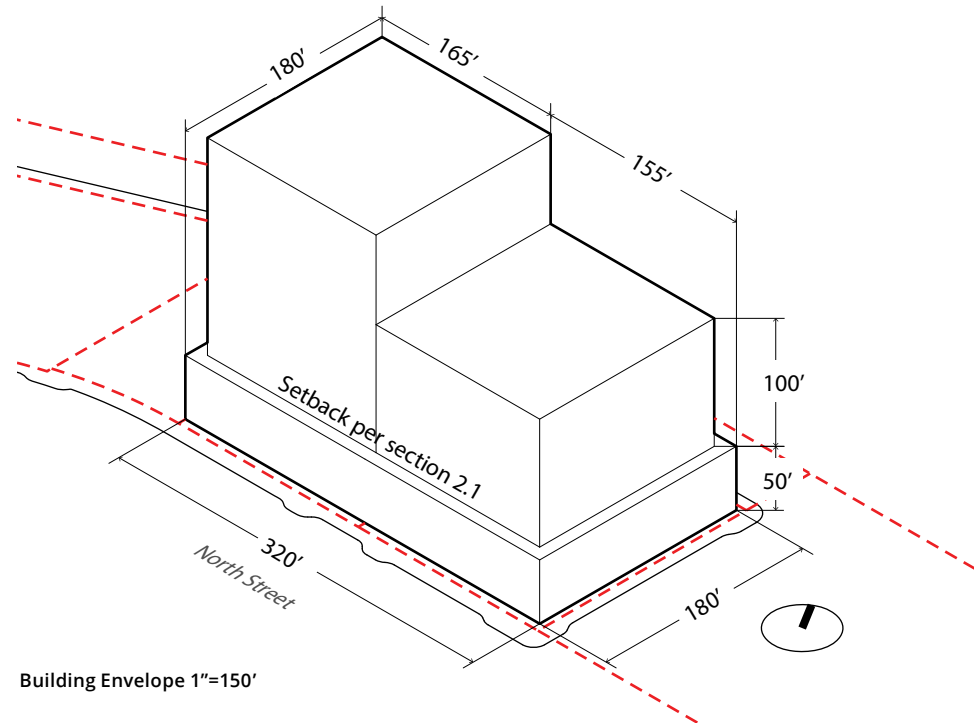
Primary pedestrian access: North St, Dawes St
 Vehicular access: Dawes St

Parcel L is a residential building located at the corner of NorthPoint Common and Baldwin Park on North Street.

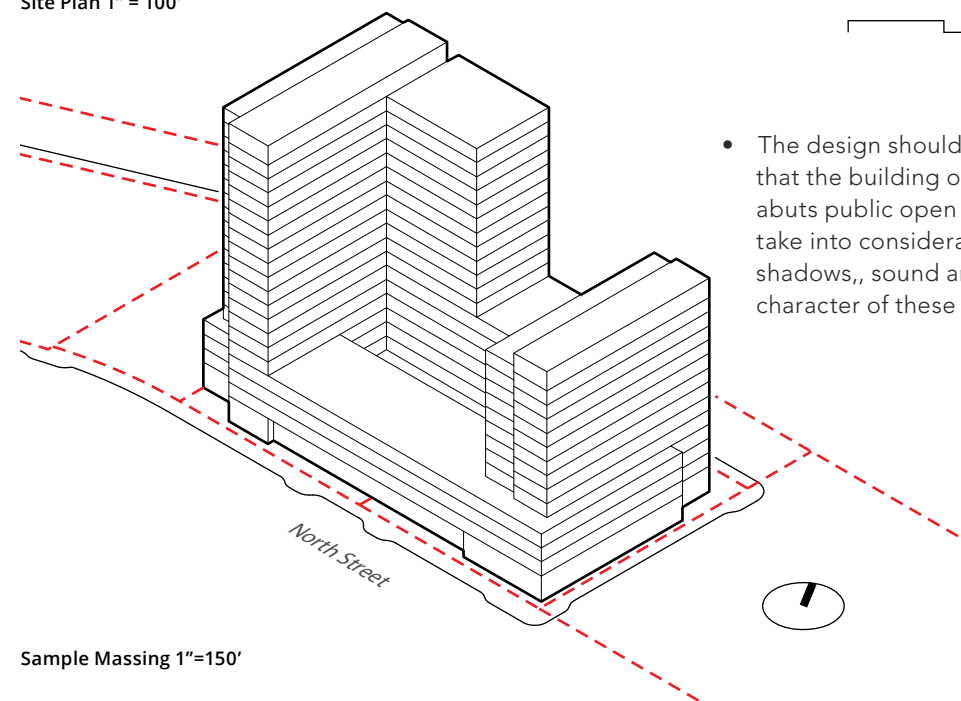
- In designing this building, its presence as it is seen from NorthPoint Common, Child Street and Baldwin Park should be carefully considered
- Ground floor of the building should engage North Street, Dawes Street, Child Street and Baldwin Park
- Retail frontage should be focused at the corner of Baldwin Park and North Street
- Special treatment should be considered on Baldwin Park and Child Street
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes and North Street and Baldwin Park
- Relationship to Parcel G and M buildings should be carefully studied in creating an overall skyline identity



Site Plan 1" = 100'

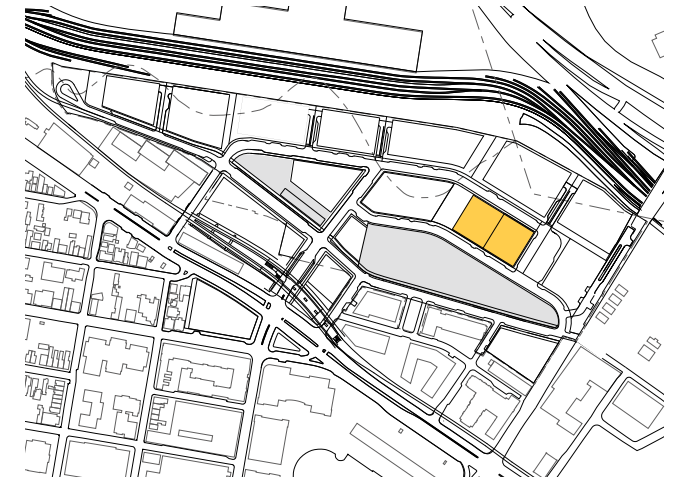


Building Envelope 1" = 150'

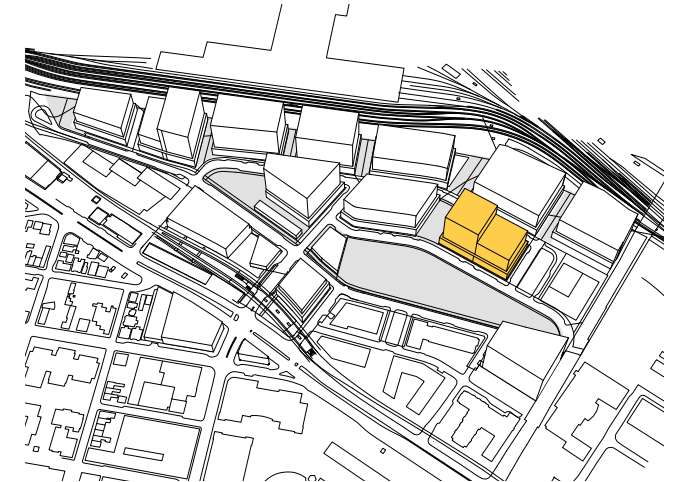


Sample Massing 1" = 150'

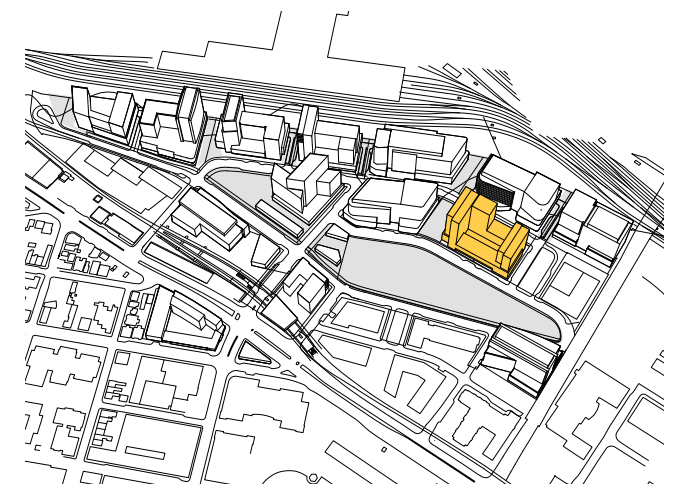
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, sound and the public character of these open spaces



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 64 PARCEL LM ILLUSTRATIVE DRAWINGS

5.12 PARCEL Q1

Parcel Size: 11,584 sq ft
Permitted GFA: 14,000 sq ft

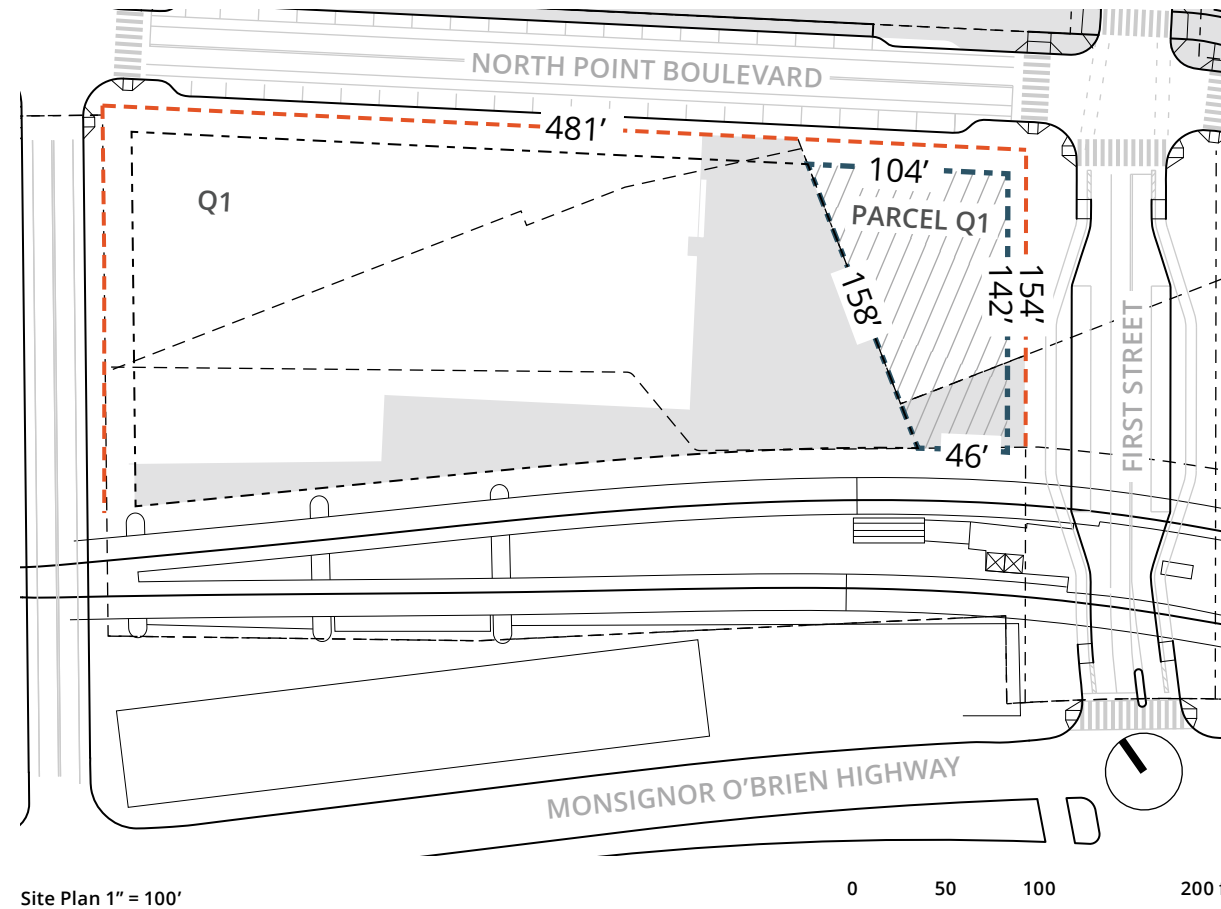
Uses: Commercial
Parking: TBD

Maximum Height: 85'
Lot Coverage: 79%

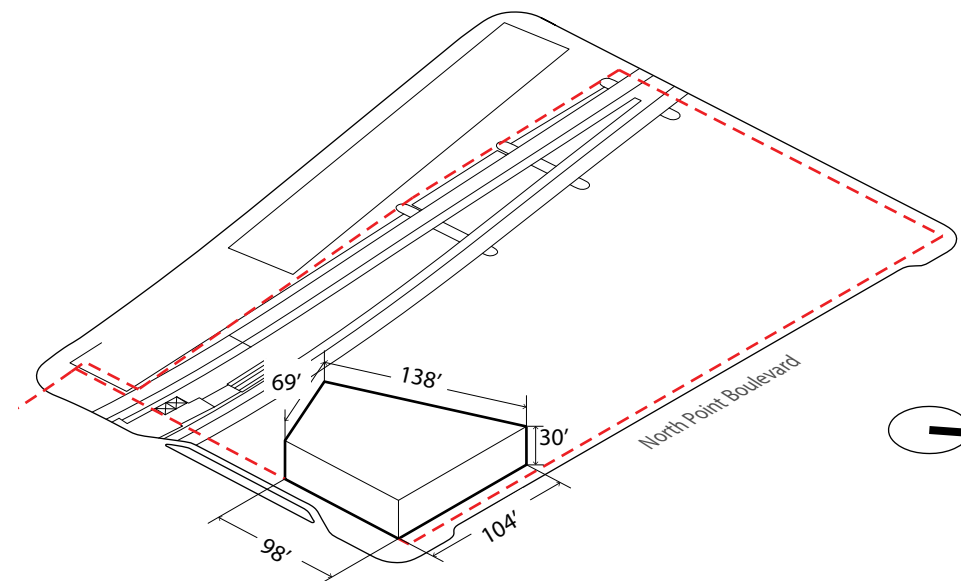
Primary pedestrian access: First St, North Point Blvd
Vehicular access: North Point Blvd

Parcel Q is an important corner retail building at the critical intersection of North First Street and NorthPoint Boulevard. Unlike the two other small retail buildings on Parcel I and W, which are a part of the public realm, Parcel Q should be treated as an urban street corner building.

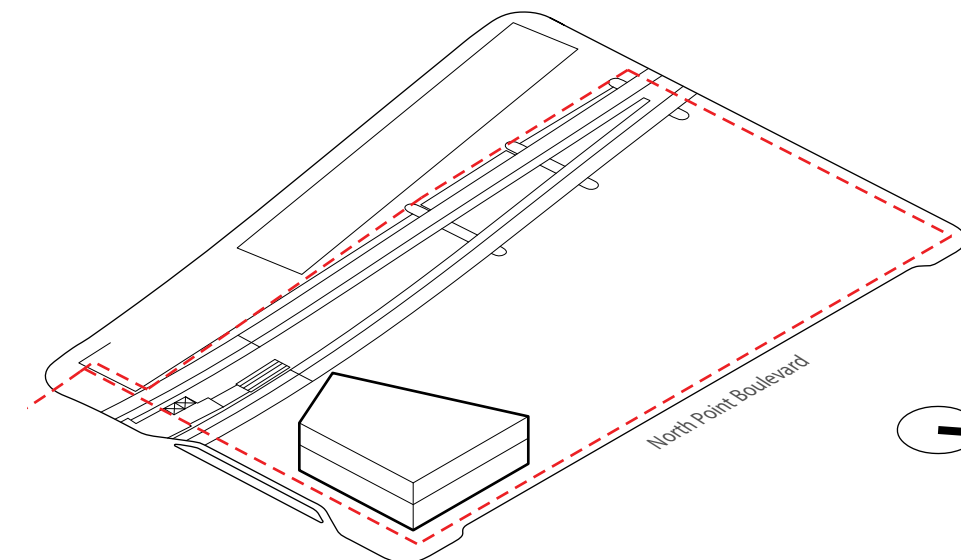
- The design of the building should recognize its significant presence on the corner of North First Street and NorthPoint Boulevard.
- Special consideration should be made to the relationship to the MBTA Green line viaduct to the south.
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Special corner treatment should be considered on NorthPoint Boulevard.
- Ground floor of the building should engage the water street Park and the retail plaza and retail frontage should be maximized along all sides.
- Second floor terraces for restaurant seating is encouraged.
- These structures should have interesting roofscape as they will be highly visible from majority of the buildings at NorthPoint.



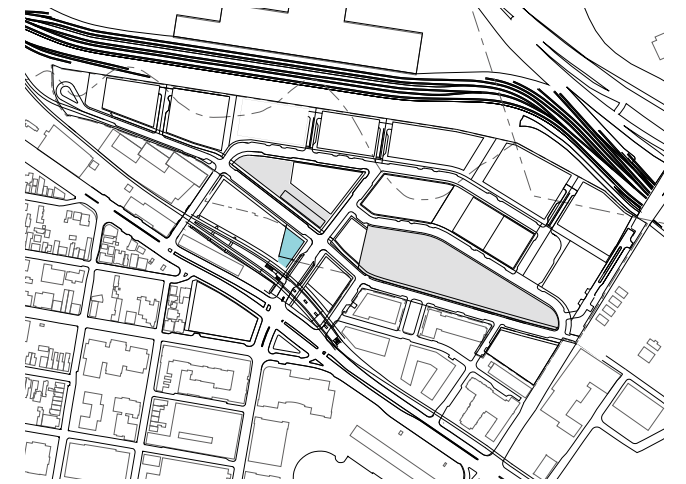
Site Plan 1" = 100'



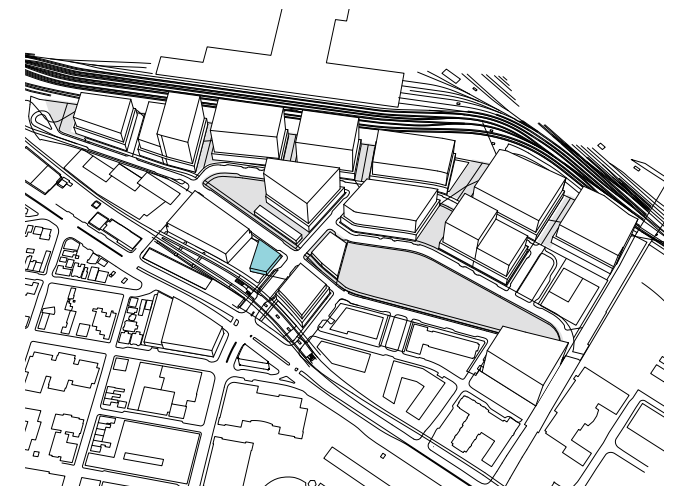
Building Envelope 1" = 150'



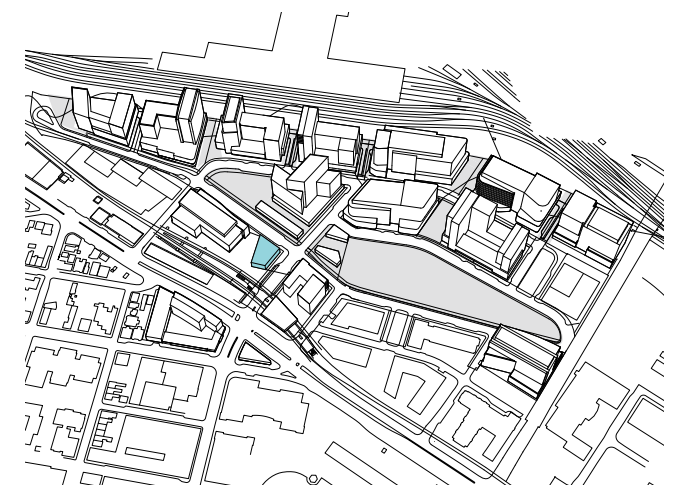
Sample Massing 1" = 150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 65 PARCEL Q1 ILLUSTRATIVE DRAWINGS

5.13 PARCEL Q2

Parcel Size: 114,928 sq ft
Permitted GFA: 151,062 sq ft

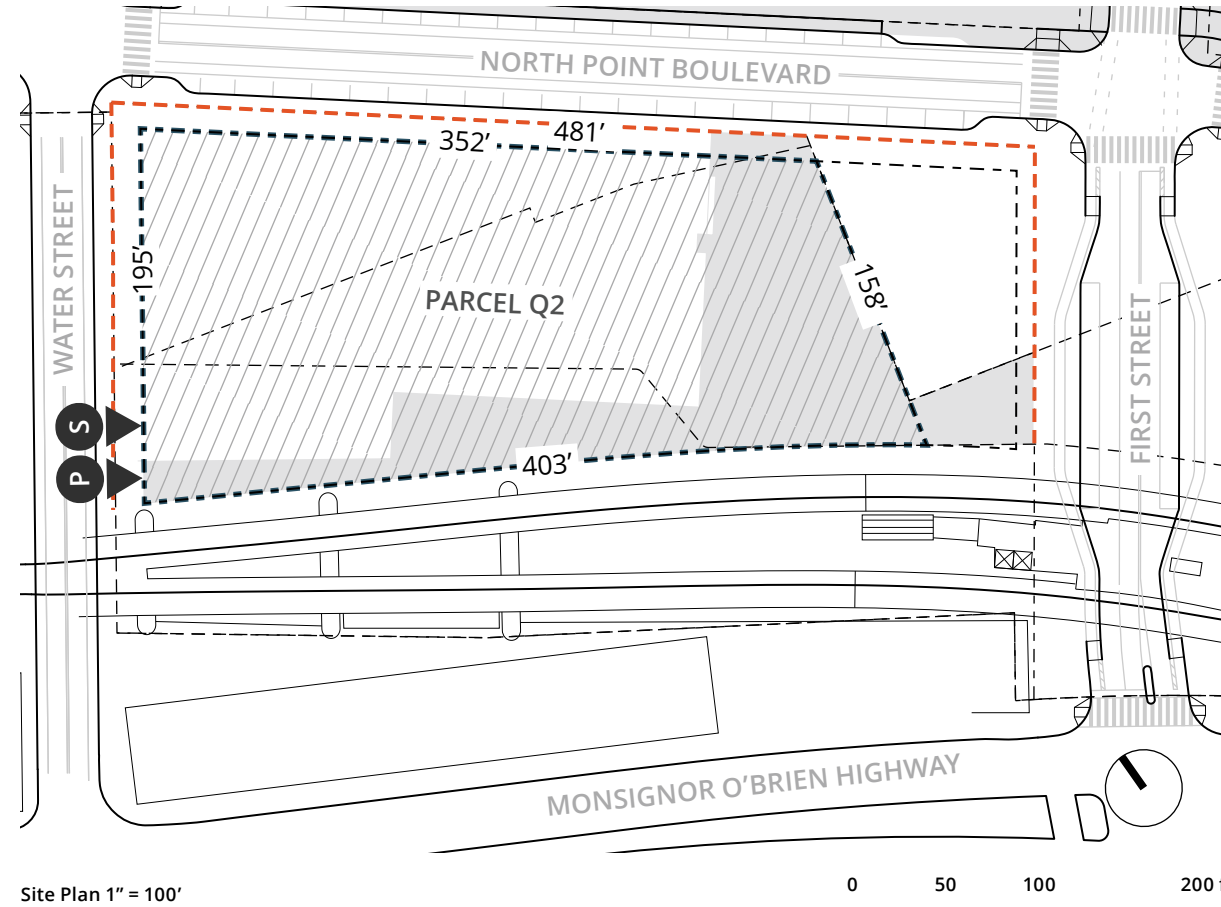
Uses: Commercial
Parking: TBD

Maximum Height: 85'
Lot Coverage: 38%

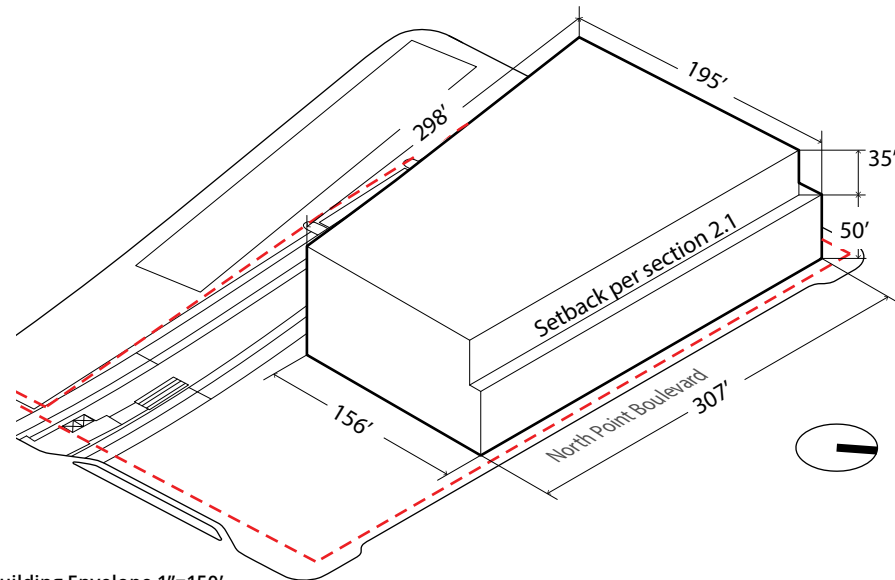
Primary pedestrian access: North Point Blvd, Water St
Vehicular access: Water St

Parcel Q is a commercial building located on NorthPoint Boulevard. The parcel enjoys a very important edge of park at the end of Water Street and a pocket open space immediately to the east (between Q1 and Q2)

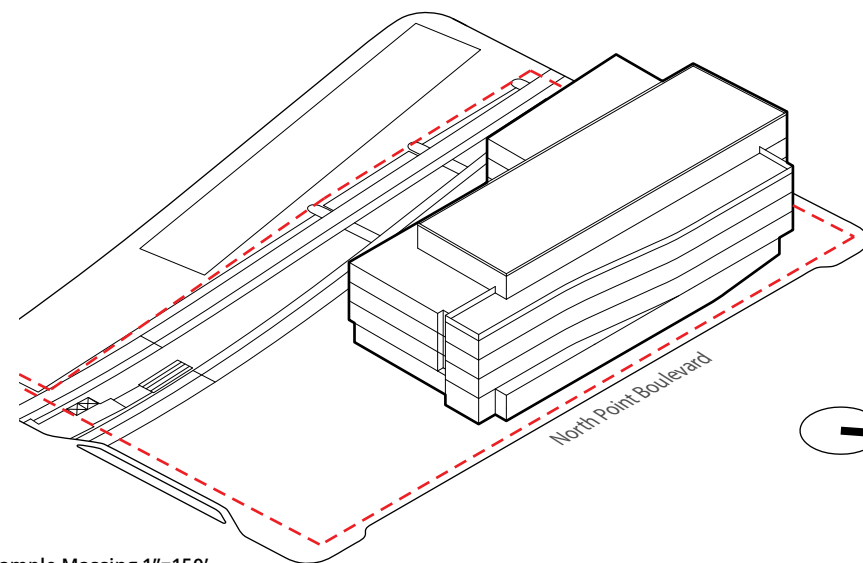
- Create a special visual terminus to Water Street using visual articulation of base/middle and top.
- Ground floor of the building should engage the NorthPoint Boulevard, Water Street and the pocket park to the east.
- The design of the building should recognize its significant visual presence on Parcel I open space.
- Retail frontage should be maximized along NorthPoint Boulevard and the pocket park.
- Special consideration should be made to the relationship to the MBTA Green line viaduct to the south
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Special corner treatment should be considered on NorthPoint Boulevard
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of NorthPoint Boulevard.
- The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows,, sound and the public character of these open spaces



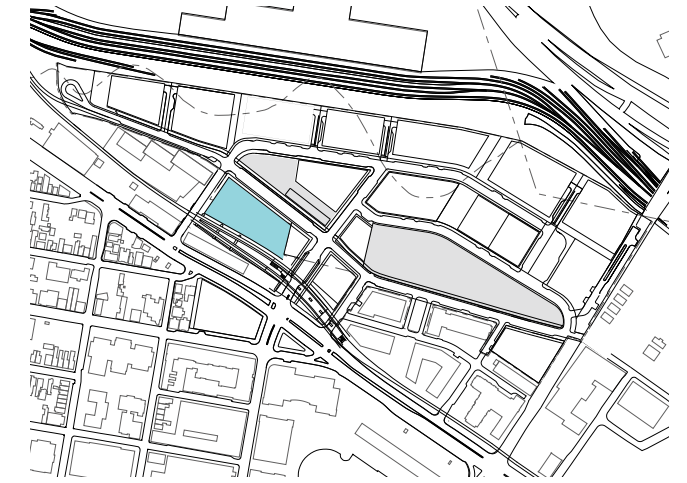
Site Plan 1" = 100'



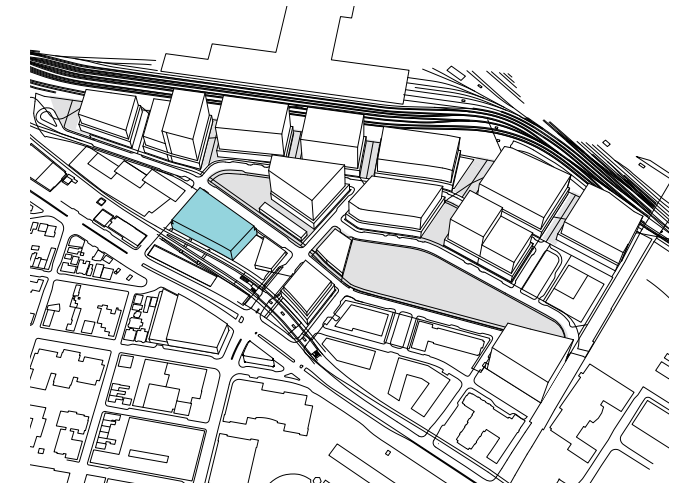
Building Envelope 1" = 150'



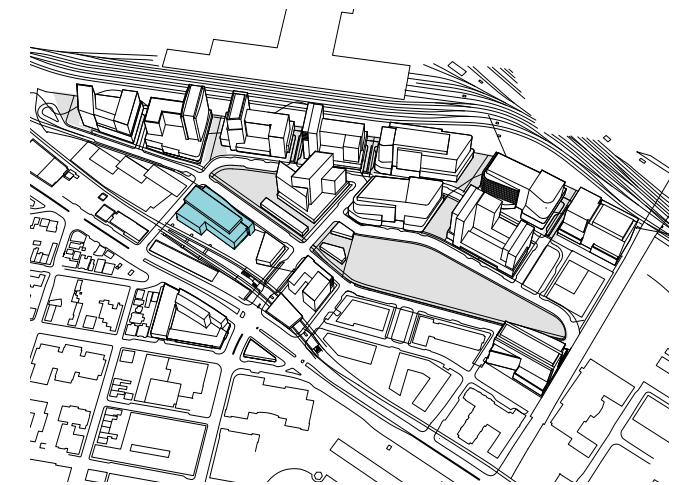
Sample Massing 1" = 150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

5.14 PARCEL R

Parcel Size: 46,343 sq ft
Permitted GFA: 148,945 sq ft

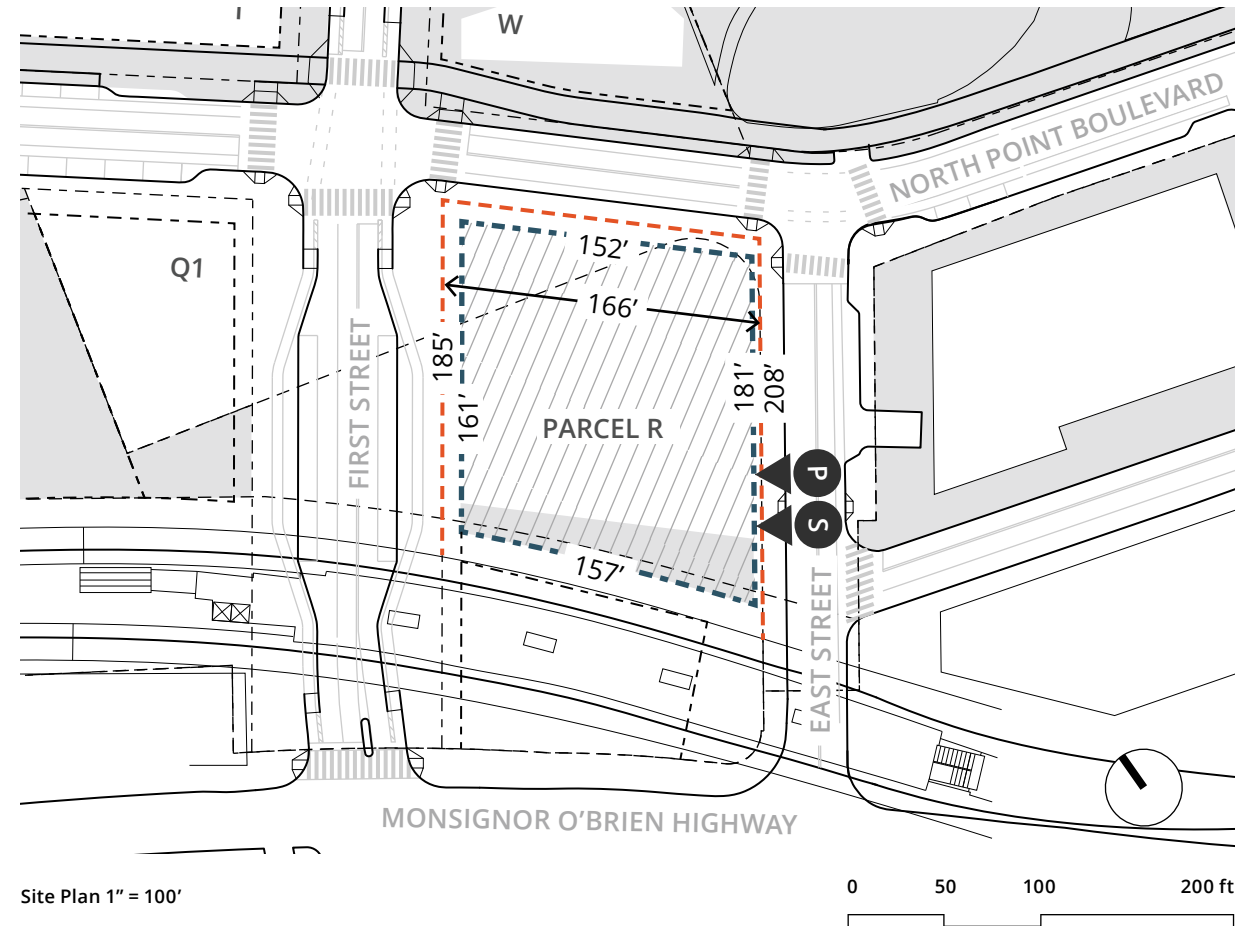
Uses: Mixed-Use
Parking: TBD

Maximum Height: 85'
Lot Coverage: 48%

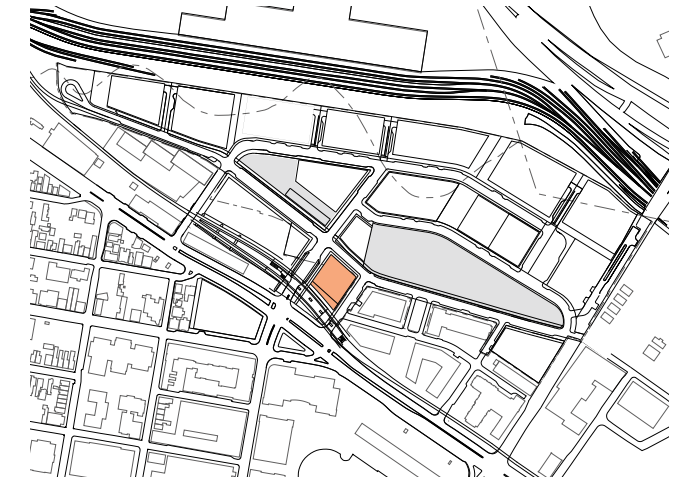
Primary pedestrian access: First St, North Point Blvd
Vehicular access: East St

Parcel R is a small, but a very important gateway building to NorthPoint. This residential building located prominently on North First Street, East Street and NorthPoint Boulevard. The parcel enjoys a very important frontage on NorthPoint Common.

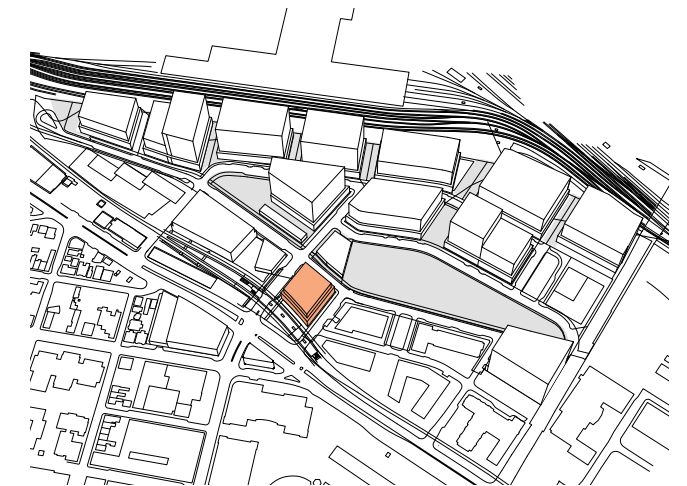
- In designing this building, its presence as it is seen from North First Street, Msgr. O'Brien Highway and NorthPoint Common should be carefully considered
- Ground floor of the building should engage the North First Street, NorthPoint Boulevard and East Street
- Retail frontage should be maximized along North First Street and NorthPoint Boulevard
- Special consideration should be made to the relationship to the MBTA Green line viaduct to the south
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Special corner treatment should be considered on NorthPoint Boulevard
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of North First Street and NorthPoint Boulevard.



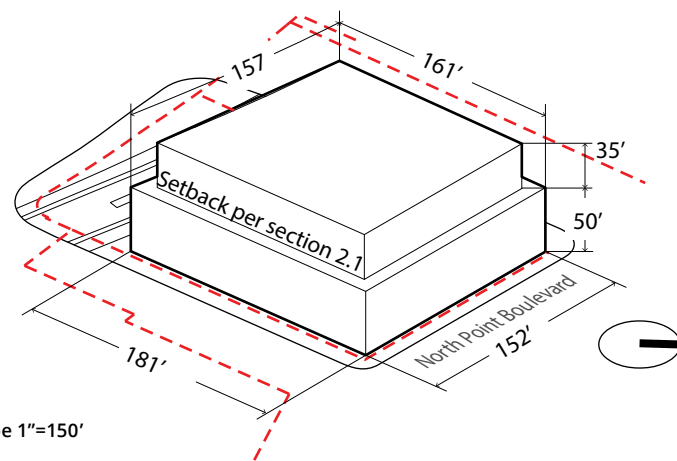
Site Plan 1" = 100'



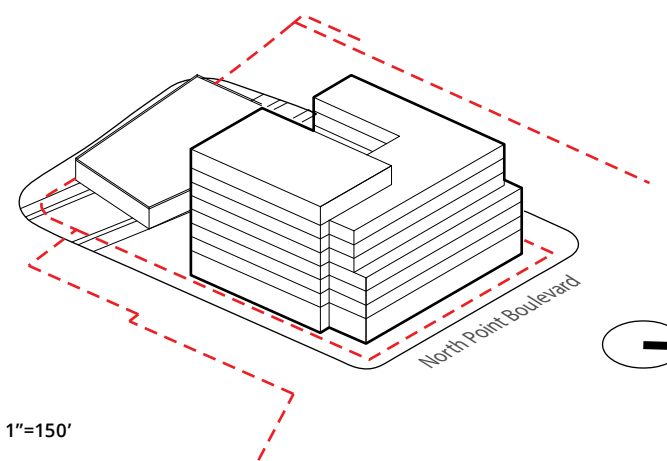
Key Map



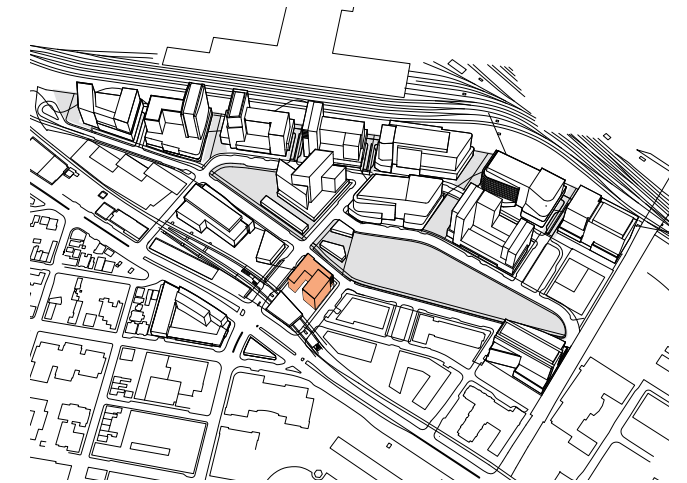
Building Envelope Axonometric



Building Envelope 1"=150'



Sample Massing 1"=150'



Sample Massing Axonometric

EXHIBIT: 67 PARCEL R ILLUSTRATIVE DRAWINGS

5.15 PARCEL U

Parcel Size: 45,969 sq ft
Permitted GFA: 320,000 sq ft

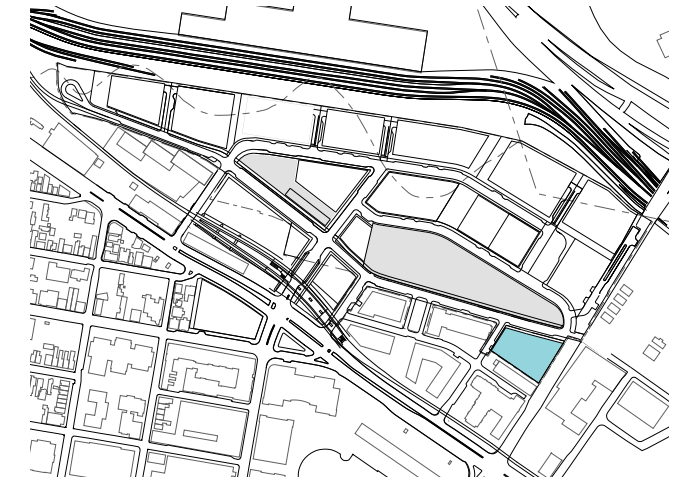
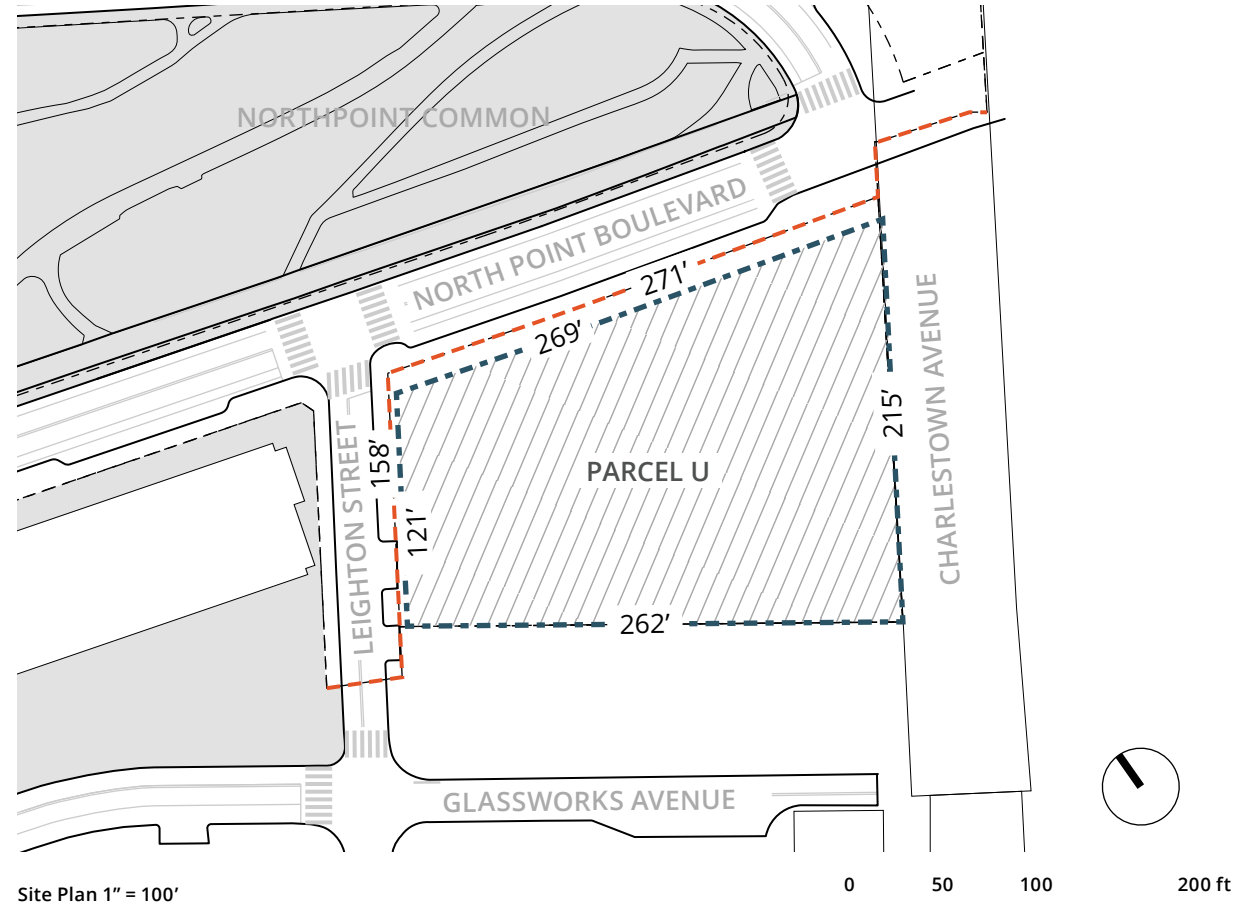
Uses: Commercial
Parking: TBD

Maximum Height: 120'/220'
Lot Coverage: 92%

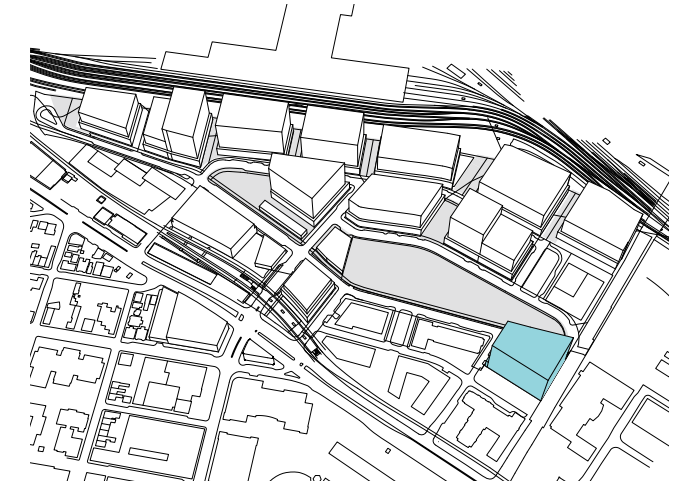
Primary pedestrian access: North Point Blvd, Charlestown Ave
Vehicular access: Leighton St

Parcel U is a commercial building prominently located on Gilmore Bridge and on NorthPoint Boulevard. The parcel enjoys a very important frontage on NorthPoint Common.

- Iconic presence of the building on Gilmore Bridge from the City of Boston and regional transit ways should be carefully considered.
- Ground floor of the building should engage the NorthPoint Boulevard, Leighton Street and the Gilmore Bridge.
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Taller elements of the building should be set back from NorthPoint Common to create a comfortable scale
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of NorthPoint Boulevard
- Relationship to Parcel Tango and Archstone should be carefully studied



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

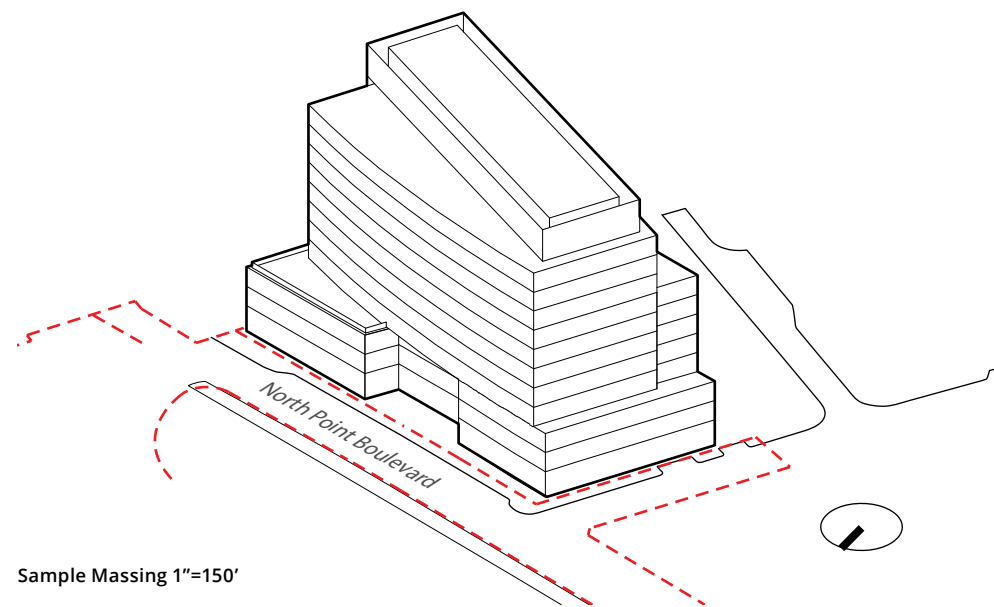
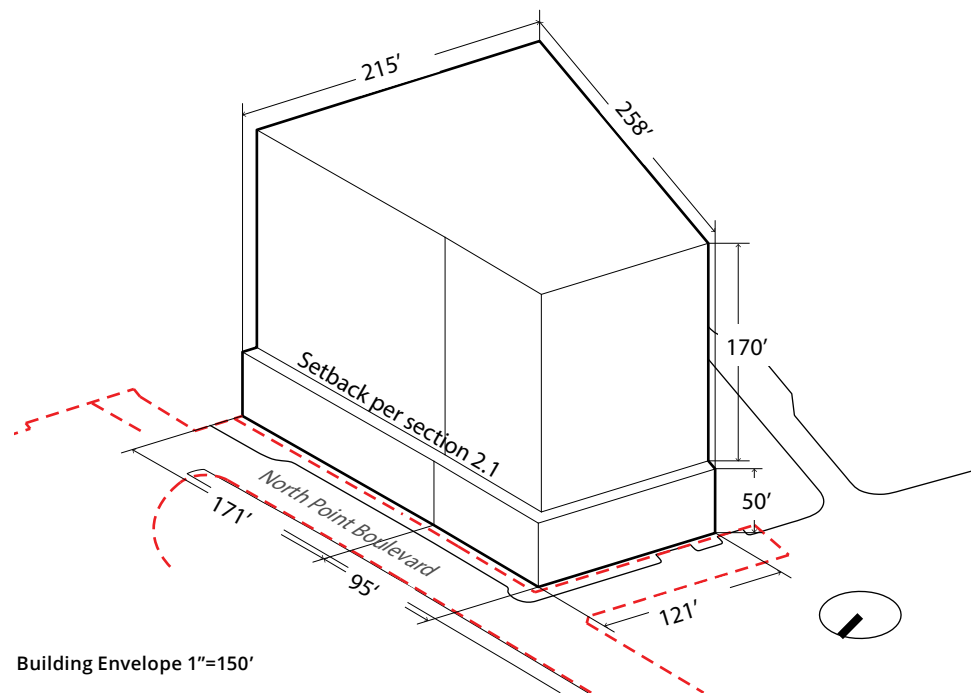


EXHIBIT: 68 PARCEL U ILLUSTRATIVE DRAWINGS

5.16 PARCEL V

Parcel Size: 60,006 sq ft
Permitted GFA: 199,855 sq ft

Uses: Residential
Parking: TBD

Maximum Height: 35'/65'
Lot Coverage: 58%

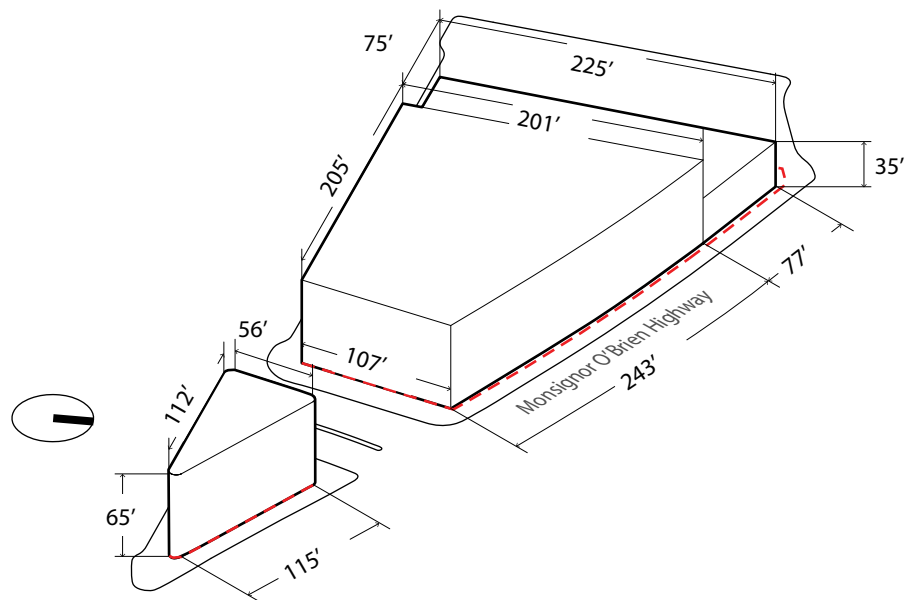
Primary pedestrian access: Cambridge St
Vehicular access: Cambridge St

Parcel V is an important parcel that integrates NorthPoint closely with East Cambridge neighborhood. It also forms a gateway to the neighborhood and Cambridge Street retail. This parcel will be a residential use and will also house a public market.

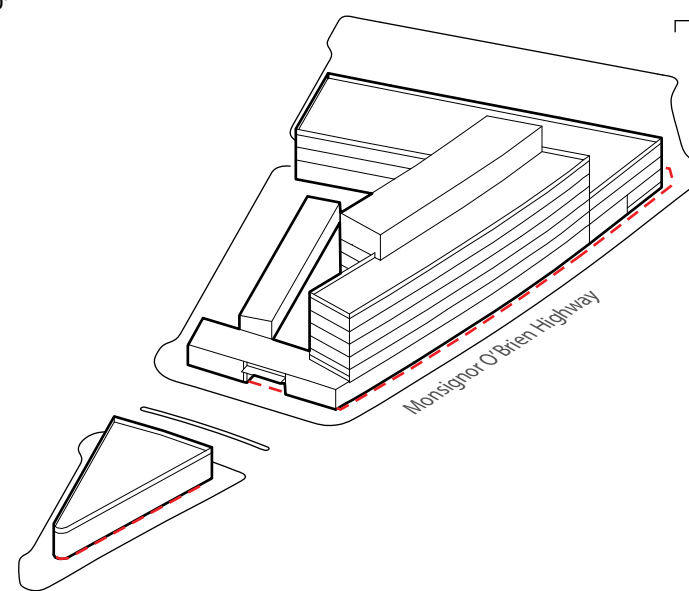
- Iconic presence of the building from Msgr. O'Brien Highway and Lechmere Station should be carefully considered
- Scale transition to smaller-scale buildings to the west should be carefully considered
- Ground floor of the building should engage the North First Street Cambridge Street and Msgr. O'Brien Highway
- The configuration shall positively use the orientation and exposure to sun and minimize shadows on parks and surrounding buildings.
- Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Cambridge Street
- Elements of the existing MBTA Green line shed or architectural character should be maintained along Cambridge Street



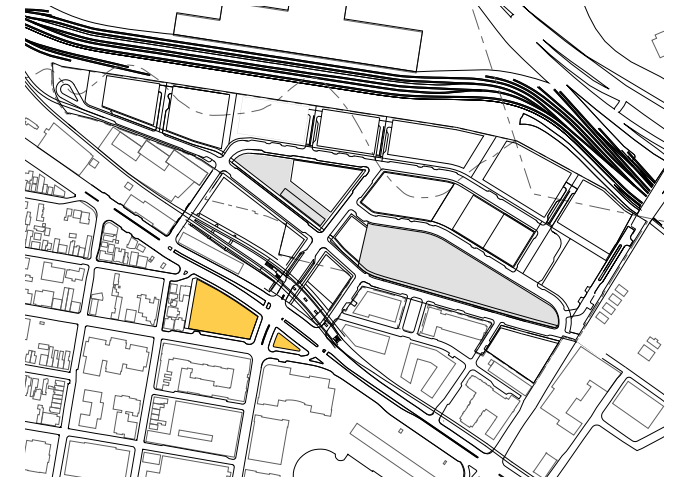
Site Plan 1" = 100'



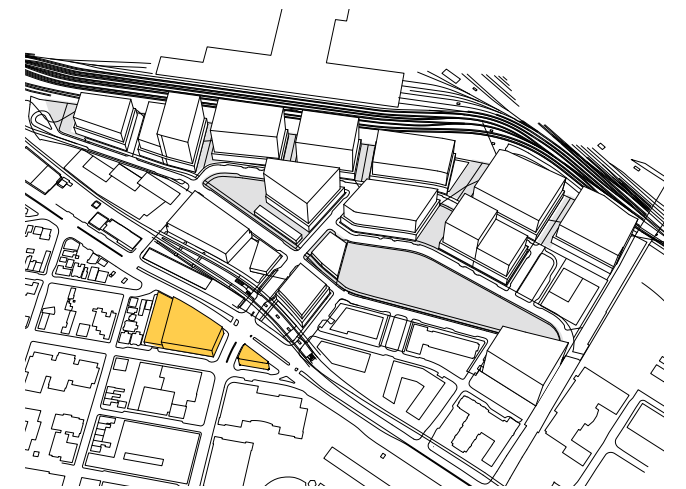
Building Envelope 1" = 150'



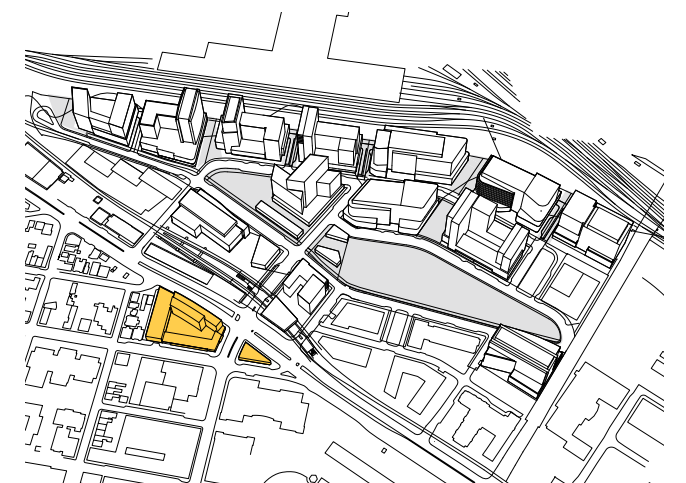
Sample Massing 1" = 150'



Key Map



Building Envelope Axonometric



Sample Massing Axonometric

EXHIBIT: 69 PARCEL V ILLUSTRATIVE DRAWINGS

5.17 PARCEL W

Parcel Size: 20,743 sq ft
Permitted GFA: 18,000 sq ft

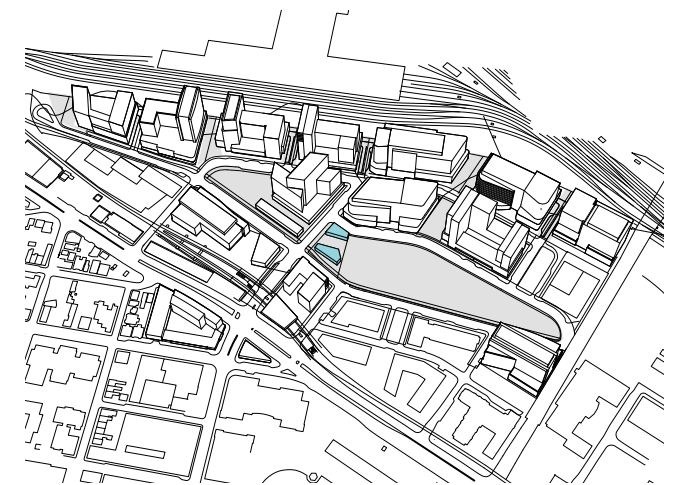
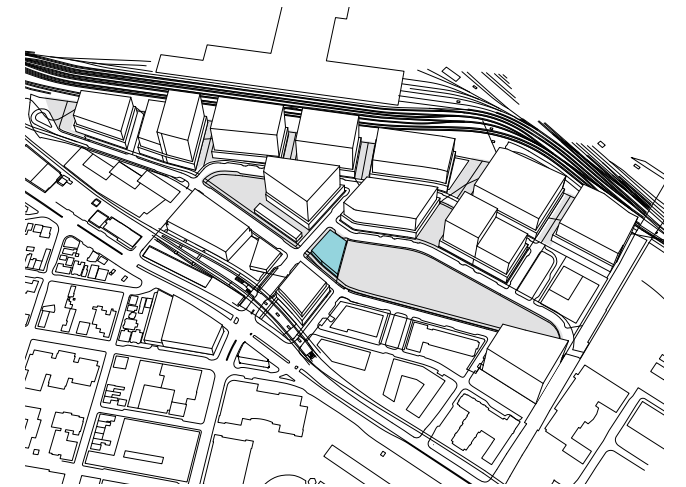
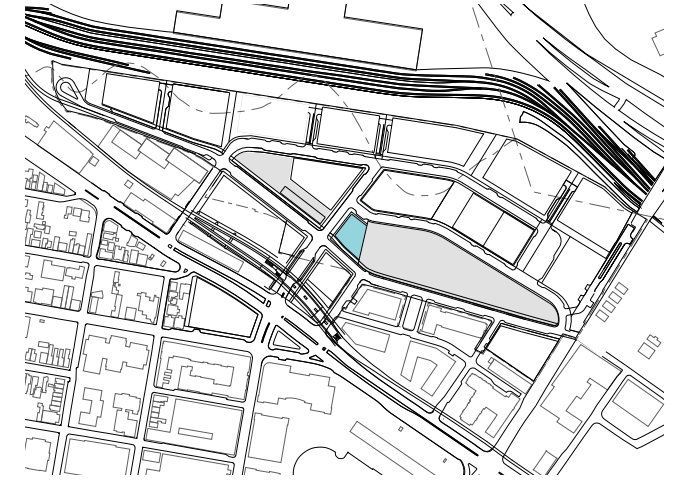
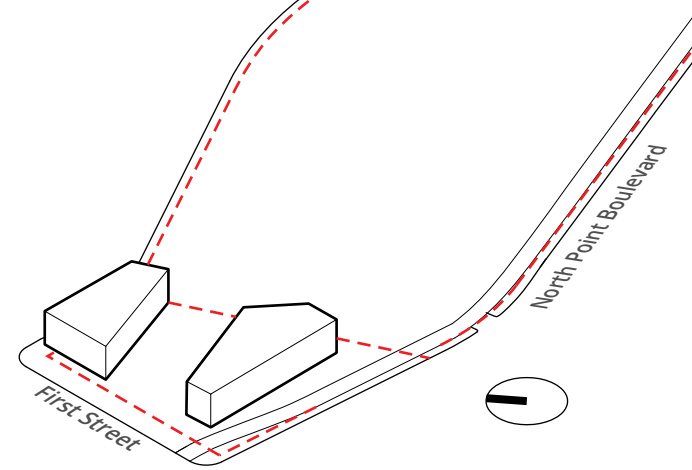
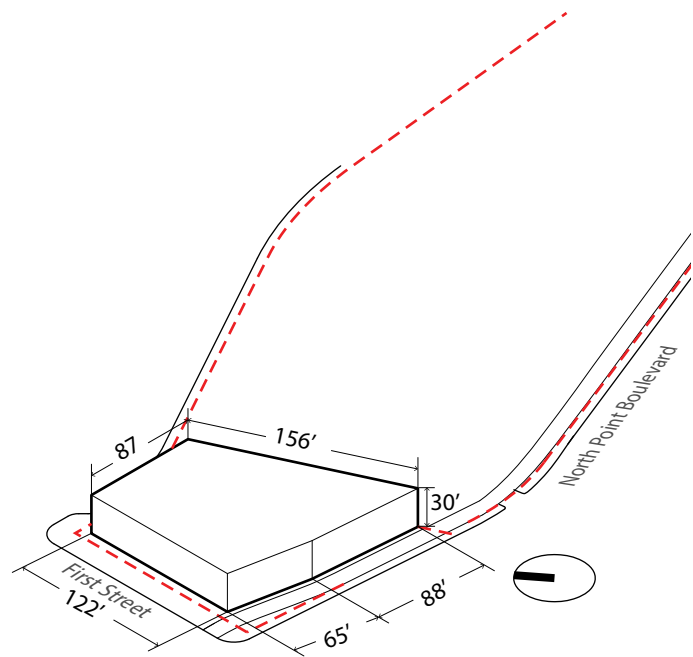
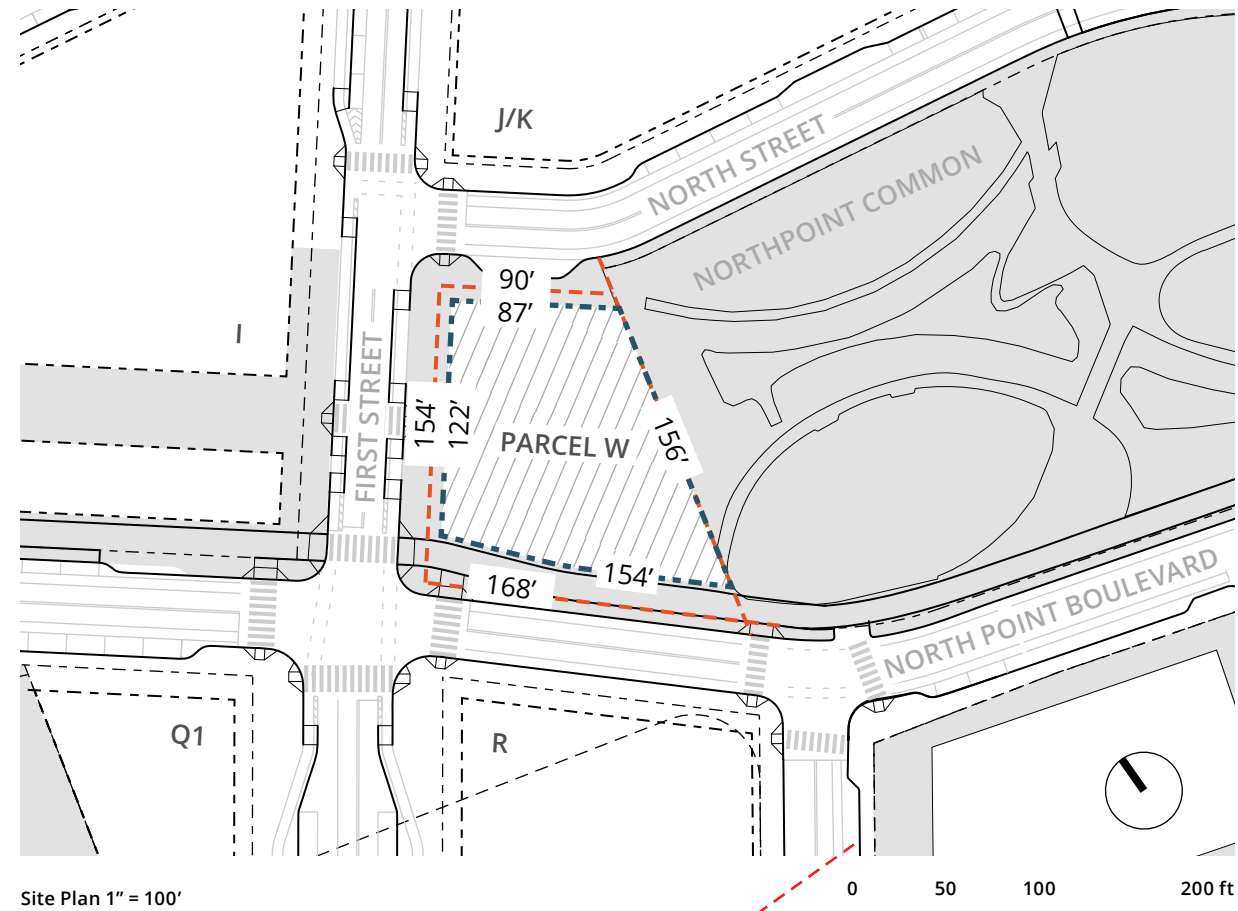
Uses: Commercial
Parking: TBD

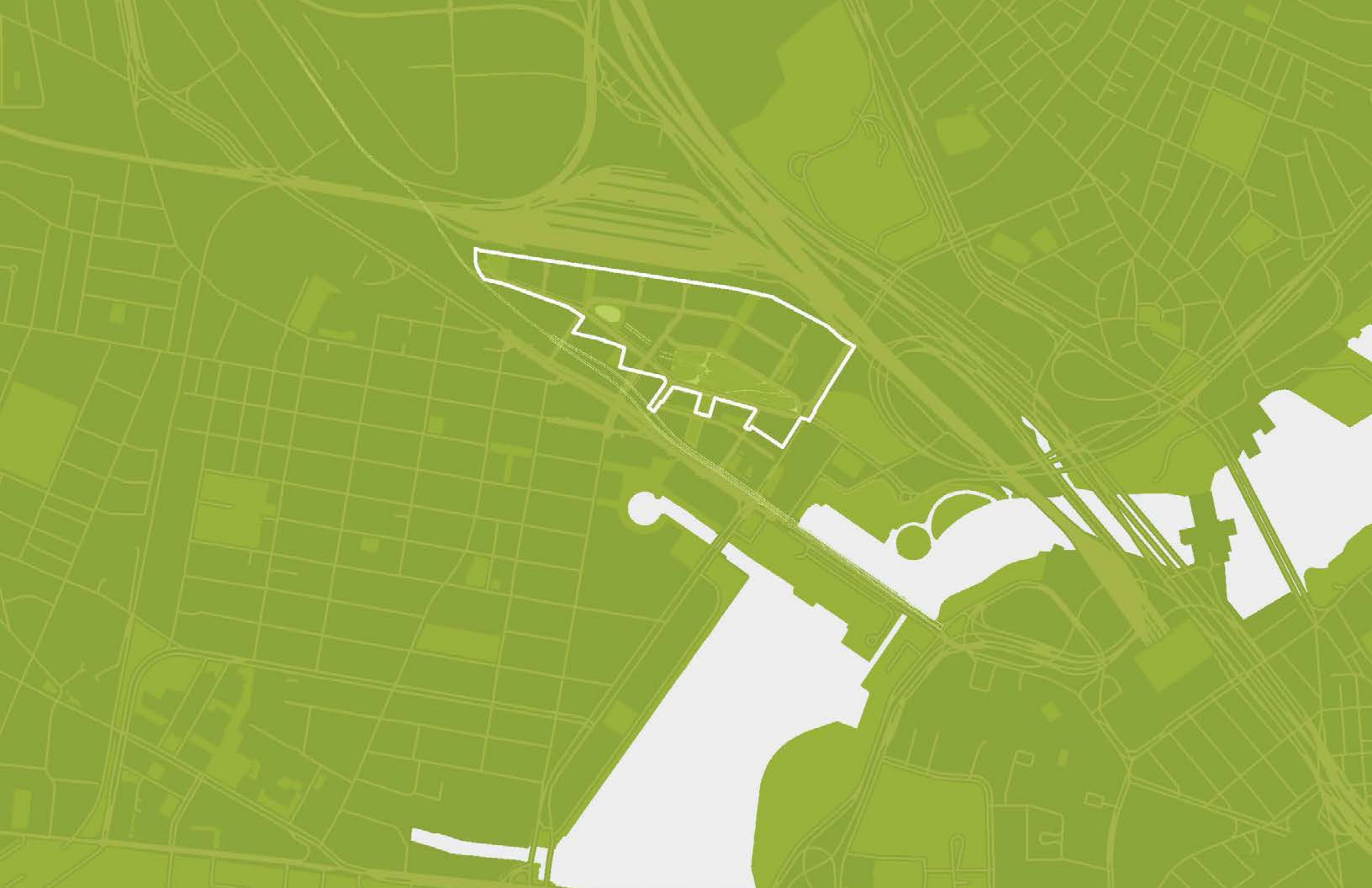
Maximum Height: 85'/220'
Lot Coverage: 77%

Primary pedestrian access: First St, North St,
North Point Blvd
Vehicular access: North St

Parcel Q small retail buildings are an important component of NorthPoint public realm and are planned to activate NorthPoint Common. They are important in establishing human scale in NorthPoint – but also enhance east west connectivity between NorthPoint Common and Parcel I.

- In designing these buildings, it is important to shape them to maintain visual connections to NorthPoint Common from First Street and Retail Square.
- The small retail buildings should be designed to have a visual presence from First Street and the train station.
- The design for the retail plaza should explore shading devices such as pergolas or canopies that create an important visual identity for Parcel W as an important component of NorthPoint's public realm.
- Transparency is highly encouraged to enable views through the retail buildings.
- Ground floor of the building should engage the water street Park and the retail plaza and retail frontage should be maximized along all sides.
- Second floor terraces for restaurant seating is encouraged.
- These structures should have interesting roofscape as they will be highly visible from majority of the buildings at NorthPoint.







06 **Model Images and** **Digital Renderings**



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

