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PARKING
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NORTHPOINT DESIGN GUIDELINES

cft
The larger context is defined by overall image, legibility, cohesiveness, scale, character, 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.

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 sizes, 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.

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.

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

This section outlines 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 2: 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.
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
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

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

5. The Plaza, Harvard University, Cambridge. Image Source: www.stoss.net
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

2. Basketball Court. Image Source: https://parks.arlingtonva.us/rentals/basketball-courts/
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**

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.
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
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
5. Street in Washington DC. Image Source: MVVA photo
EXHIBIT: 44  DAWES STREET ILLUSTRATIVE DRAWINGS

Dawes Street

Dawes St. Concept Section 1

Dawes St. Concept Section 2

Dawes St. Concept Section 3

Dawes St. Concept Plan 1

Dawes St. Concept Plan 2

Dawes St. Concept Plan 3

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
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
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.
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 to the open space within Northpoint.

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

EXHIBIT: 49 WATER STREET ILLUSTRATIVE DRAWINGS
Note: Building setbacks are based on “EXHIBIT: 14 SETBACK DIAGRAM” on page 21
3.2.8 CHILD STREET

Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21.
3.2.9 SERVICE DRIVES

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