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
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREFACE</td>
<td>5</td>
</tr>
<tr>
<td>PURPOSE</td>
<td>5</td>
</tr>
<tr>
<td>ORGANIZATION</td>
<td>5</td>
</tr>
<tr>
<td>01 URBAN STRUCTURE</td>
<td>7</td>
</tr>
<tr>
<td>1.1 THE NORTHPOINT NEIGHBORHOOD</td>
<td>8</td>
</tr>
<tr>
<td>1.2 URBAN DESIGN GOALS</td>
<td>9</td>
</tr>
<tr>
<td>1.3 GREEN CONNECTIONS</td>
<td>10</td>
</tr>
<tr>
<td>1.4 VIEW CORRIDORS &amp; LANDMARKS</td>
<td>11</td>
</tr>
<tr>
<td>1.5 MASTERPLAN EXHIBITS</td>
<td>12</td>
</tr>
<tr>
<td>02 BUILT-FORM</td>
<td>19</td>
</tr>
<tr>
<td>2.1 SCALE AND MASSING</td>
<td>20</td>
</tr>
<tr>
<td>2.1.1 BUILD TO LINE</td>
<td>21</td>
</tr>
<tr>
<td>2.1.2 PUBLIC STREETS</td>
<td>21</td>
</tr>
<tr>
<td>2.1.3 PARK EDGES</td>
<td>21</td>
</tr>
<tr>
<td>2.1.4 ROOFTOPS</td>
<td>21</td>
</tr>
<tr>
<td>2.1.5 RESIDENTIAL MASSING AND ARTICATION</td>
<td>22</td>
</tr>
<tr>
<td>2.1.6 COMMERCIAL MASSING AND ARTICATION</td>
<td>23</td>
</tr>
<tr>
<td>2.2 STREET-LEVEL USES AND DESIGN</td>
<td>24</td>
</tr>
<tr>
<td>2.2.1 RESIDENTIAL BLOCKS</td>
<td>25</td>
</tr>
<tr>
<td>2.2.2 MIXED-USE BLOCKS OR COMMERCIAL BLOCKS</td>
<td>26</td>
</tr>
<tr>
<td>2.2.3 RETAIL BLOCKS</td>
<td>27</td>
</tr>
<tr>
<td>2.3 ARCHITECTURAL CHARACTER</td>
<td>30</td>
</tr>
<tr>
<td>2.3.1 RESIDENTIAL</td>
<td>30</td>
</tr>
<tr>
<td>2.3.2 COMMERCIAL</td>
<td>31</td>
</tr>
<tr>
<td>2.3.3 LIGHTING</td>
<td>31</td>
</tr>
<tr>
<td>2.4 ENVIRONMENTAL GUIDELINES (LEED PRINCIPLES)</td>
<td>32</td>
</tr>
<tr>
<td>2.5 PARKING/SERVICE</td>
<td>33</td>
</tr>
<tr>
<td>03 PUBLIC REALM</td>
<td>37</td>
</tr>
<tr>
<td>3.1 OPEN SPACES</td>
<td>39</td>
</tr>
<tr>
<td>3.1.1 OPEN SPACE PROGRAMMING</td>
<td>39</td>
</tr>
<tr>
<td>3.1.2 PARKS</td>
<td>41</td>
</tr>
<tr>
<td>3.1.3 PLAZAS</td>
<td>42</td>
</tr>
<tr>
<td>3.1.4 POCKET PARK CONNECTORS</td>
<td>43</td>
</tr>
<tr>
<td>3.1.5 ACTIVE POCKET PARKS</td>
<td>45</td>
</tr>
<tr>
<td>3.1.6 SEMI PRIVATE OPEN SPACES</td>
<td>46</td>
</tr>
<tr>
<td>3.2 STREETSCAPE AND CIRCULATION</td>
<td>47</td>
</tr>
<tr>
<td>3.2.1A CHARACTER</td>
<td>48</td>
</tr>
<tr>
<td>3.2.1 FIRST STREET</td>
<td>48</td>
</tr>
<tr>
<td>3.2.2 DAVES STREET</td>
<td>50</td>
</tr>
<tr>
<td>3.2.3 NORTH POINT BOULEVARD</td>
<td>52</td>
</tr>
<tr>
<td>3.2.4 WEST BOULEVARD</td>
<td>54</td>
</tr>
<tr>
<td>3.2.5 NORTH STREET</td>
<td>55</td>
</tr>
<tr>
<td>3.2.6 WATER STREET</td>
<td>56</td>
</tr>
<tr>
<td>3.2.7 EAST STREET</td>
<td>57</td>
</tr>
<tr>
<td>3.2.8 CHILD STREET</td>
<td>58</td>
</tr>
<tr>
<td>3.2.9 SERVICE DRIVES</td>
<td>59</td>
</tr>
<tr>
<td>04 TRANSPORTATION AND PUBLIC TRANSIT NODES</td>
<td>61</td>
</tr>
<tr>
<td>4.1 TRANSIT</td>
<td>62</td>
</tr>
<tr>
<td>4.2 PEDESTRIAN</td>
<td>62</td>
</tr>
<tr>
<td>4.3 BICYCLE/OFFICE NON-MOTORIZED VEHICLES</td>
<td>62</td>
</tr>
<tr>
<td>4.4 GILMORE BRIDGE/ORANGE LINE LOCUS</td>
<td>62</td>
</tr>
<tr>
<td>4.5 LECHMERE SQUARE LOCUS</td>
<td>62</td>
</tr>
<tr>
<td>4.6 MBTA FACILITIES</td>
<td>62</td>
</tr>
<tr>
<td>4.7 WAYFINDING</td>
<td>62</td>
</tr>
<tr>
<td>4.8 MULTI-USE PATH</td>
<td>63</td>
</tr>
<tr>
<td>05 BLOCK GUIDELINES</td>
<td>65</td>
</tr>
<tr>
<td>5.1 PARCEL A</td>
<td>66</td>
</tr>
<tr>
<td>5.2 PARCEL B</td>
<td>67</td>
</tr>
<tr>
<td>5.3 PARCEL C</td>
<td>68</td>
</tr>
<tr>
<td>5.4 PARCEL D</td>
<td>69</td>
</tr>
<tr>
<td>5.5 PARCEL EF</td>
<td>70</td>
</tr>
<tr>
<td>5.6 PARCEL G</td>
<td>71</td>
</tr>
<tr>
<td>5.7 PARCEL H</td>
<td>72</td>
</tr>
<tr>
<td>5.8 PARCEL J</td>
<td>73</td>
</tr>
<tr>
<td>5.9 PARCEL I RETAIL</td>
<td>74</td>
</tr>
<tr>
<td>5.10 PARCEL JK</td>
<td>75</td>
</tr>
<tr>
<td>5.11 PARCEL LM</td>
<td>76</td>
</tr>
<tr>
<td>5.12 PARCEL Q1</td>
<td>77</td>
</tr>
<tr>
<td>5.13 PARCEL Q2</td>
<td>78</td>
</tr>
<tr>
<td>5.14 PARCEL R</td>
<td>79</td>
</tr>
<tr>
<td>5.15 PARCEL U</td>
<td>80</td>
</tr>
<tr>
<td>5.16 PARCEL V</td>
<td>81</td>
</tr>
<tr>
<td>5.17 PARCEL W</td>
<td>82</td>
</tr>
<tr>
<td>06 MODEL IMAGES AND DIGITAL RENDERINGS</td>
<td>85</td>
</tr>
</tbody>
</table>
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

02 BUILT-FORM 19
- Exhibit 12: Illustrative Overall Massing Strategy 20
- Exhibit 13: Build-to-line Diagram 21
- Exhibit 14: Setback Diagram 21
- Exhibit 15: Typical Residential Massing 22
- Exhibit 16: Residential Massing Precedent 22
- Exhibit 17: Typical Commercial Massing 23
- Exhibit 18: Commercial Massing Precedent 23
- Exhibit 19: Small Retail Building Massing Precedent 24
- Exhibit 20: Street Level Use Plan 25
- Exhibit 21: Residential Ground Floor Precedents 26
- Exhibit 22: Commercial Ground Floor Precedents 27
- Exhibit 23: Ground Floor Retail Precedents 28
- Exhibit 24: Stand Alone Retail Precedents 29
- Exhibit 25: Residential Facades 30
- Exhibit 26: Commercial Facades 31
- Exhibit 27: Stormwater Collection in Northpoint Common 32
- Exhibit 28: Loading Plan 33
- Exhibit 29: Integration of Above Grade Parking Along MBTA Tracks 34
- Exhibit 30: Protected Bike Racks and Bike Stations 35

03 PUBLIC REALM 37
- Exhibit 31: Rendered Site Plan 38
- Exhibit 32: Public Realm Hierarchy 39
- Exhibit 33: Programming and Activation 40
- Exhibit 34: Parks Precedents 41
- Exhibit 35: Plaza Precedents 42
- Exhibit 36: Pocket Park Connector Precedents 43
- Exhibit 37: Baldwin Park Illustrative Drawings 44
- Exhibit 38: Active Pocket Parks Precedents 45
- Exhibit 39: Semi Private Open Space Precedents 46
- Exhibit 40: First Street Conceptual Aerial 47
- Exhibit 41: First Street Precedents 48
- Exhibit 42: First Street Illustrative Drawings 49
- Exhibit 43: Dawes Street Precedents 50
- Exhibit 44: Dawes Street Illustrative Drawings 51
- Exhibit 46: Northpoint Blvd. Precedents 52
- Exhibit 45: Northpoint Blvd. Illustrative Drawings 52
- Exhibit 47: West Blvd. Illustrative Drawings 54
- Exhibit 48: North Street Illustrative Drawings 55
- Exhibit 49: Water Street Illustrative Drawings 56
- Exhibit 50: East Street Illustrative Drawings 57
- Exhibit 51: Child Street & Illustrative Drawings 58
- Exhibit 52: Service Drive Illustrative Drawings 59

04 TRANSPORTATION AND PUBLIC TRANSIT NODES 61
- Exhibit 53: Multi-use Path Illustrative Drawings 63

05 BLOCK GUIDELINES 65
- Exhibit 54: Parcel A Illustrative Drawings 66
- Exhibit 55: Parcel B Illustrative Drawings 67
- Exhibit 56: Parcel C Illustrative Drawings 68
- Exhibit 57: Parcel D Illustrative Drawings 69
- Exhibit 58: Parcel EF Illustrative Drawings 70
- Exhibit 59: Parcel G Illustrative Drawings 71
- Exhibit 60: Parcel H Illustrative Drawings 72
- Exhibit 61: Parcel I Illustrative Drawings 73
- Exhibit 62: Parcel I Retail Illustrative Drawings 74
- Exhibit 63: Parcel JK Illustrative Drawings 75
- Exhibit 64: Parcel LM Illustrative Drawings 76
- Exhibit 65: Parcel Q1 Illustrative Drawings 77
- Exhibit 66: Parcel Q2 Illustrative Drawings 78
- Exhibit 67: Parcel R Illustrative Drawings 79
- Exhibit 68: Parcel U Illustrative Drawings 80
- Exhibit 69: Parcel V Illustrative Drawings 81
- Exhibit 70: Parcel W Illustrative Drawings 82

06 MODEL IMAGES AND DIGITAL RENDERINGS 85
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 unbuilt 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.

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.

The 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 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 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: 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 TRANSPORTATION

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.

4.2 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

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.

4.5 LECHMERE SQUARE LOCUS

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.
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 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.
5.2 PARCEL B

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.

EXHIBIT 5.5  PARCEL B 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
5.3 PARCEL C

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.

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

Sample Massing 1”=150’
Sample Massing Axonometric
Building Envelope Axonometric
Key Map
5.4 PARCEL D

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.
5.5 PARCEL EF

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.

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 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.

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.
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.

- 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.
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 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.
- 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.
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 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 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 roscapes as they will be highly visible from majority of the buildings at NorthPoint.

- 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.

Building Envelope Axonometric

Key Map

Sample Massing Axonometric

Sample Massing 1"=150’

Site Plan 1” = 100’
5.10 PARCEL JK

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.

- 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.
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.

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.
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.
5.13 PARCEL Q2

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.

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

Site Plan 1” = 100’
Building Envelope 1”=150’
Sample Massing 1”=150’
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.

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
5.15 PARCEL U

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.

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
5.16 PARCEL V

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.

 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

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

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 are 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.
Model Images and Digital Renderings
06 MODEL IMAGES AND DIGITAL RENDERINGS

NORTHPOINT DESIGN GUIDELINES