

NORTHPOINT

EAST CAMBRIDGE DESIGN GUIDELINES

October 11, 2016 - Draft



DIVCO WEST

OWNER AND DEVELOPER

HYM

DEVELOPMENT ADVISOR

CBT ARCHITECTS

MASTER-PLANNING AND URBAN DESIGN

MICHAEL VAN VALKENBURGH ASSOCIATES

LANDSCAPE ARCHITECT

GOULSTON & STORES

GALLUCCIO & WATSON

LEGAL

GSP

PCA

RETAIL

BEALS + THOMAS

CIVIL

VHB

TRAFFIC

WALKER

PARKING

TABLE OF CONTENTS

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

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

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

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

06	
MODEL IMAGES AND DIGITAL RENDERINGS	85

FIGURES APPENDIX

01 URBAN STRUCTURE 7

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

02 BUILT-FORM 19

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

03 PUBLIC REALM 37

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

04 TRANSPORTATION AND PUBLIC TRANSIT NODES 61

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

05 BLOCK GUIDELINES 65

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

06 MODEL IMAGES AND DIGITAL RENDERINGS 85

PREFACE

The layout of the new NorthPoint neighbourhood is driven in large part by the desire to structure a contiguous public realm, which is well integrated into the surrounding neighbourhoods. The streets, sidewalks, central park, and green fingers are designed to hold together as a single network, while providing formal and functional variety. The city block structure sets up an urban streetscape to create a hierarchy of uses, clarity of circulation, human scale and an animated public and pedestrian realm. Buildings exhibiting a diversity of architectural expression, establish a comfortable pedestrian scale common to all building types, framing streets and enlivening the sidewalks with entrances, life, and activity.

Design principles used to create the NorthPoint Master Plan emphasize a variety of scale and form to reflect a diversity of experience throughout the 45-acre site. Each parcel is intended to relate to its immediate surroundings as well as the larger context. The larger context is defined by overall image, legibility, cohesiveness, scale, character, connections, and movement. Local context determinants include orientation, solar exposure, parking, views to the surroundings and the central park, definition of un-built open spaces, public-private hierarchy, strategic location/program/opportunity, integration of multiple uses and interface with transit. This urban design framework builds on the Eastern Cambridge Design Guidelines and sets out the basic parameters, which will shape built form.

Attached are the Eastern Cambridge Design Guidelines: NorthPoint (“NorthPoint Guidelines”). These guidelines are based on the Eastern Cambridge Design Guidelines for the entire Eastern Cambridge area developed by the City of Cambridge and the ECaPs Committee. The North Point Design Guidelines reflect the Eastern Cambridge Design Guidelines, but are specific to the North Point area and provide additional illustration of design components that may be applicable to North Point.

PURPOSE

These Eastern Cambridge Design Guidelines: NorthPoint provide a framework for the design of a livable mixed-use community and will be provided to architects as NorthPoint buildings are designed. These guidelines will be provided to architects of each building or other public space as they are chosen to guide them in their design efforts. The guidelines represent a consensus of attitude regarding the development of the NorthPoint site as derived through several years of planning in East Cambridge by the City of Cambridge, the Eastern Cambridge Design Guidelines as well as the project specific permitting and community outreach processes for the NorthPoint site. In addition, these guidelines are consistent with the parameters of the Special Permit issued by the Cambridge Planning Board in March 2003.

It is understood that the application of these principles, including numerical guidelines, can vary with the context of specific building proposals in ways that, nevertheless, fully respect the policies’ intent. It is intended that proponents of projects and city staff, the Planning Board and the general public, where public review or approval is required, should be open to creative variations from the detailed provisions presented herein as long as the core values expressed are being served.

ORGANIZATION

The attached guidelines consist of six components as described below. Architects and reviewers should refer to additional documents including: the Planning Board Special Permit for NorthPoint and the roadway Network Schematic Plan that will be submitted to the Planning Board for review and approval prior to the issuance of a building permit for the first building at the site. The Guidelines Text is based on the Eastern Cambridge Design Guidelines developed by the City of Cambridge. It provides the dimensional guidelines that should drive the design of buildings and other public spaces at NorthPoint. The Exhibits are graphics that illustrate the concepts described in the Guidelines Text. The Guidelines Text is the controlling component of this guideline package and where there are discrepancies between the guidelines and Exhibits or Specific Block Guidelines, the Guidelines Text will rule.

Part 1: Urban Structure

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

Part 2: Built Form

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

Part 2: Public Realm

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

Part 4: Transportation and Public Transit Nodes

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

Part 5: Specific Block Guidelines

The NorthPoint team has developed examples of how the guidelines are applied to each building block. These will be provided to each building architect and include approximate size, height and use of the buildings on each block, as well as recommended locations for pedestrian and vehicular entries. The Specific Block Guidelines also highlight the unique characteristics particular to each block of which architects should be aware. These may include items such as proximity to the Central Park, integration with the MBTA transit station or requirement for a connection to the Gilmore Bridge.

Part 6: Model Images and Renderings

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

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





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

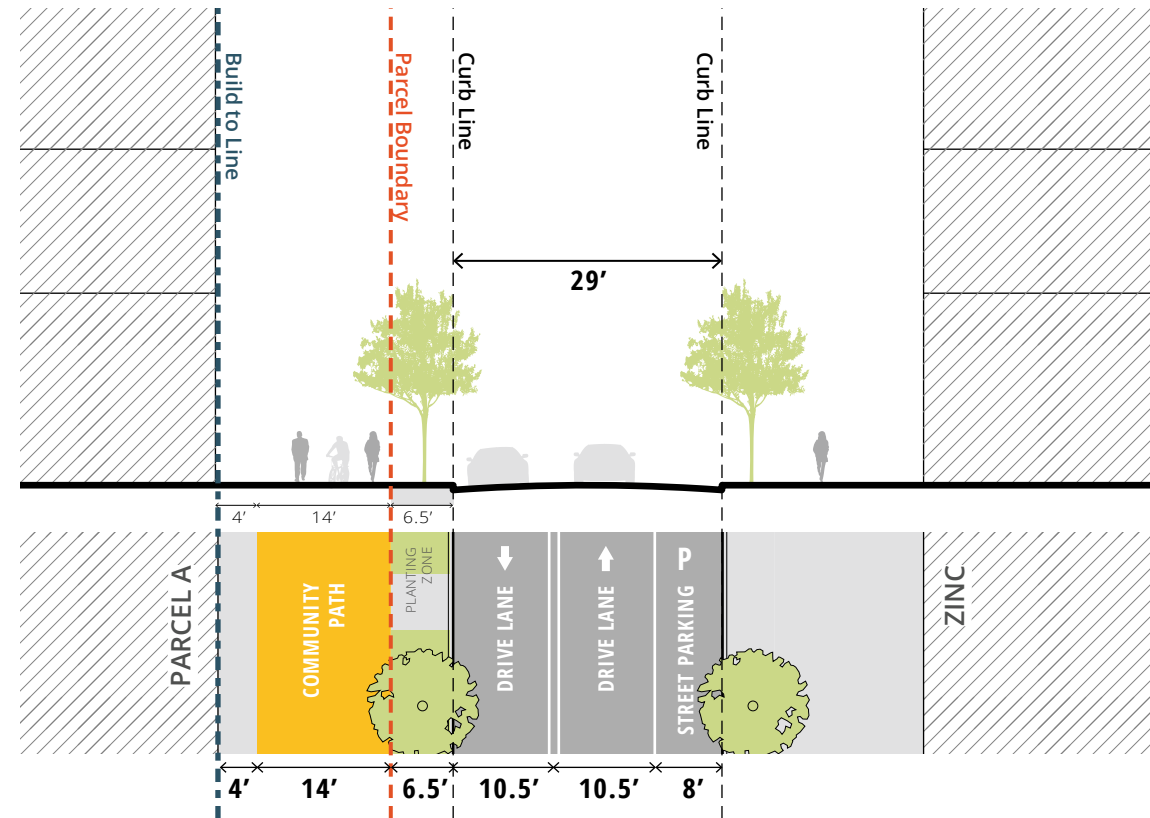
- Provide appropriate and approved wayfinding signage for bicyclists, pedestrians and vehicles.
- Provide information kiosks that show walking and biking distances to major destinations such as Lechmere Station, Community College Station, NorthPoint Park, etc.
- Accommodate the installation of real-time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

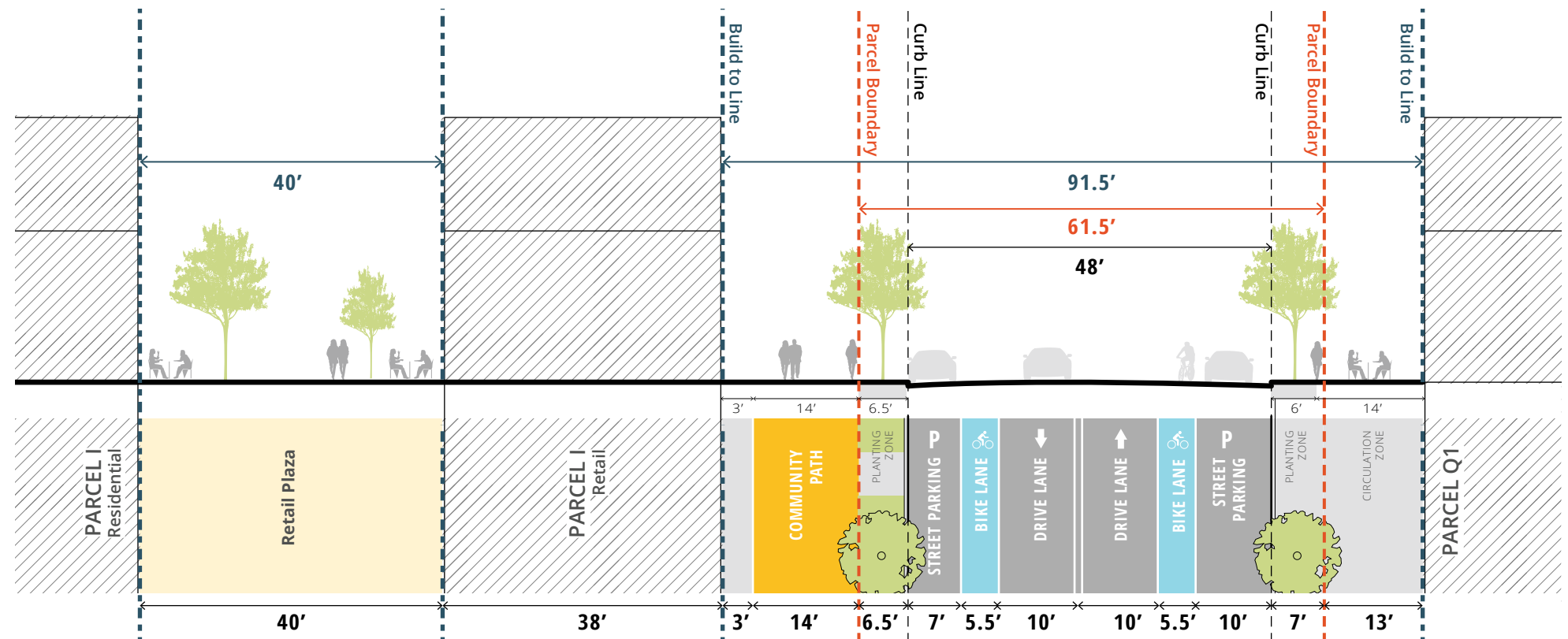
- The path should be 14' wide with 3' buffers (can be hardscape or flat landscape); 2' buffers are permissible at pinch points.
- Landscape elements should be considered to shade the path, but trees must be set back far enough from the path to maintain a 3' buffer when considering the future trunk widths, 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