

NORTHPOINT

EAST CAMBRIDGE DESIGN GUIDELINES

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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.

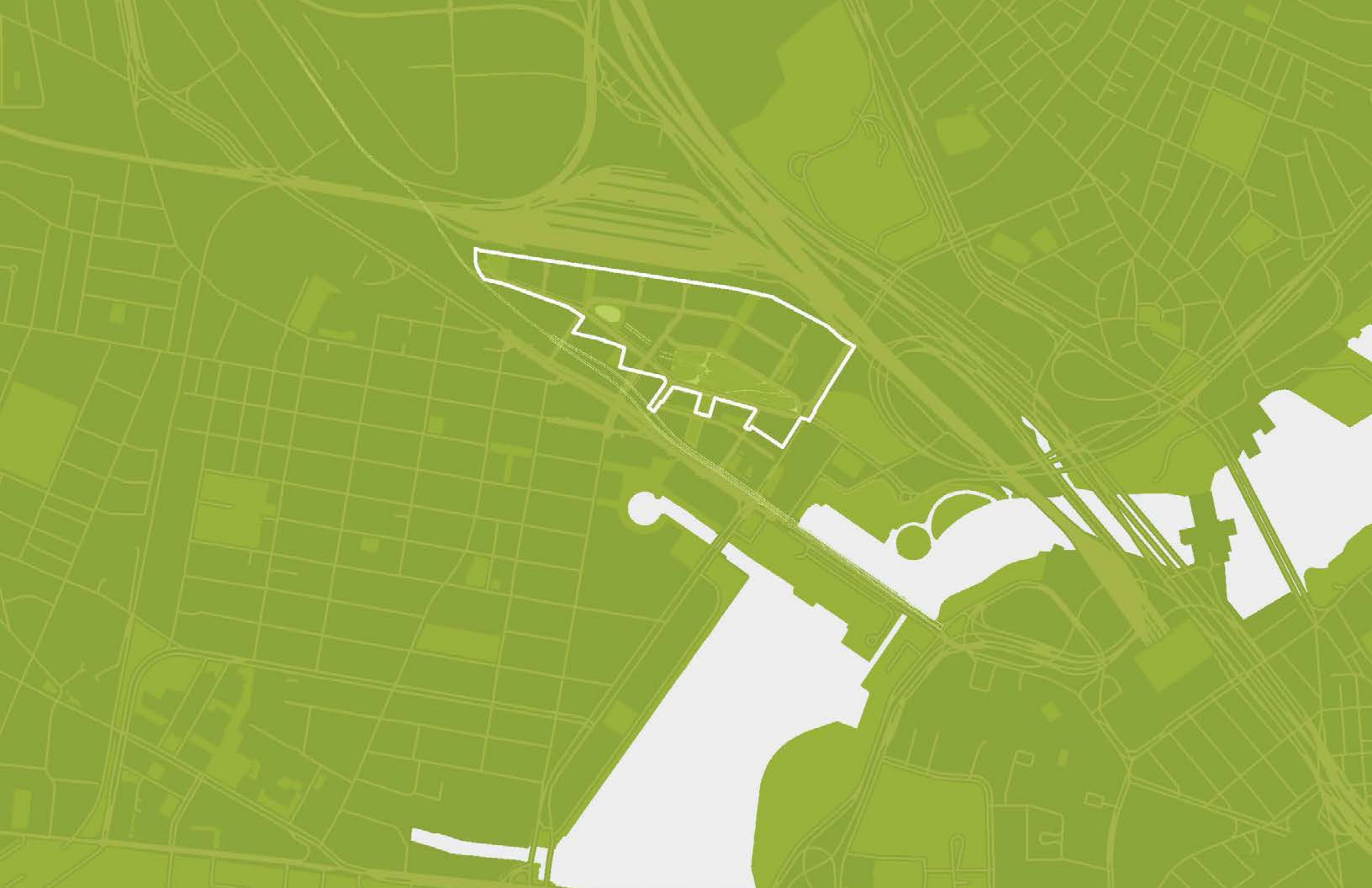
Part 5: Specific Block Guidelines

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.





03 Public Realm

3.2 STREETScape AND CIRCULATION

NOTE:
RENAMED FROM "STREETS AND SIDEWALKS"

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

1.3.2A CHARACTER

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

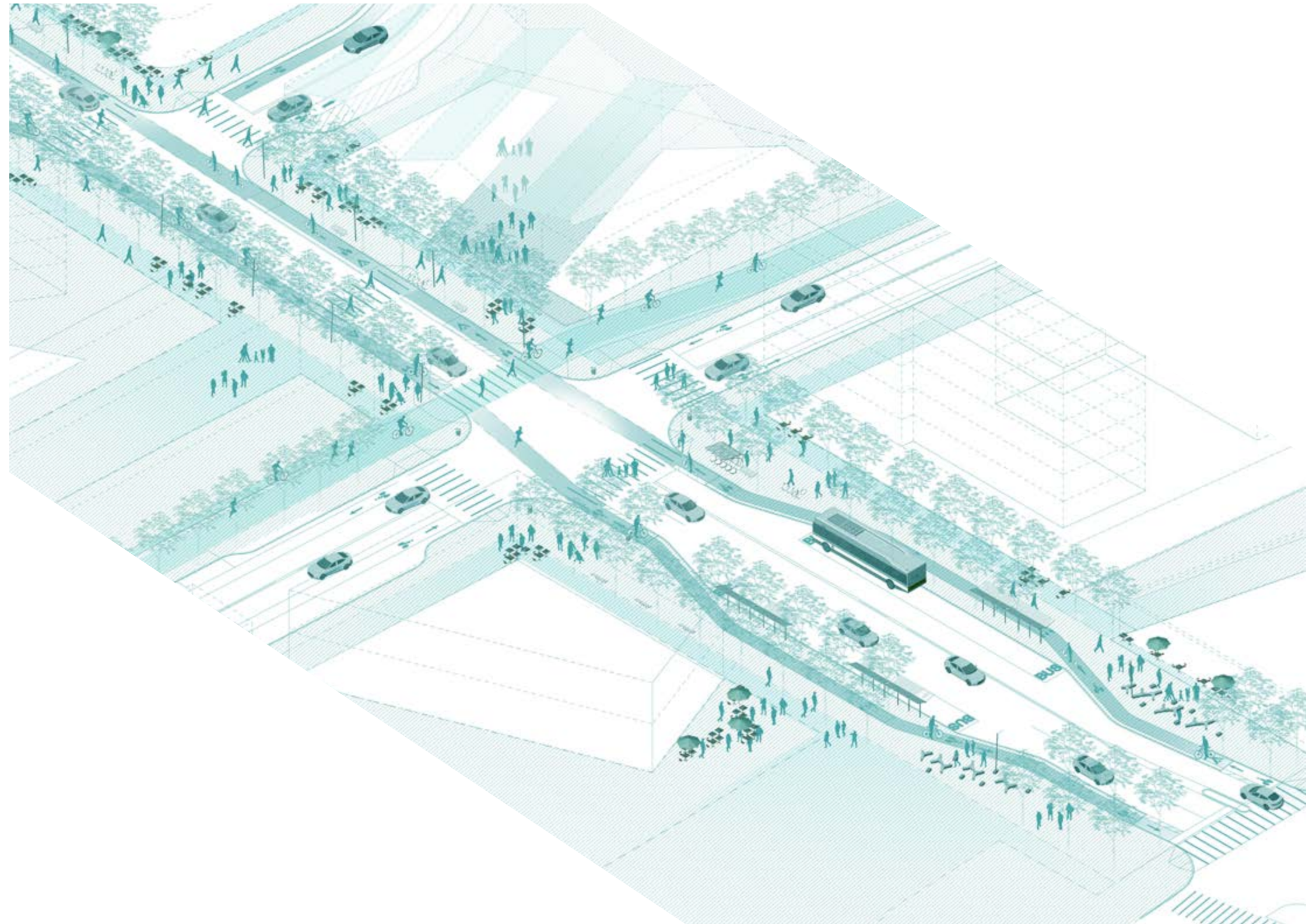


EXHIBIT: 40 FIRST STREET CONCEPTUAL AERIAL

3.2.1 FIRST STREET

First Street will connect East Cambridge to NorthPoint with the following goals. The Street has been designed to harmoniously accommodate multiple functions including MBTA Green Line Station entrance, bus stop, retail corridor, bicycle accommodation, neighborhood to open space connector and a gateway to NorthPoint. This is achieved through the design of the street as a complete street to accommodate mobility, a green identity through a double alley of trees where possible, and wide sidewalks and wayfinding.

- First Street should serve as a green connection into NorthPoint linking the neighborhood to NorthPoint Common and other interior open spaces.

The goal of First Street is to connect NorthPoint to East Cambridge with a vibrant, friendly pedestrian retail experience.

- Connect and draw the public to retail and interior open spaces.
- Setbacks will allow space for continuous rows of trees connecting Monsignor O' Brien Highway to the open space at the heart of NorthPoint.
- The developer will provide expanded sidewalks and bicycle accommodation from the transit hub to the center of the NorthPoint.
- A major view corridor will be established on First Street, with different architectural elements terminating the views as the street bends, and also providing strong visual connections to northpoint common.

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

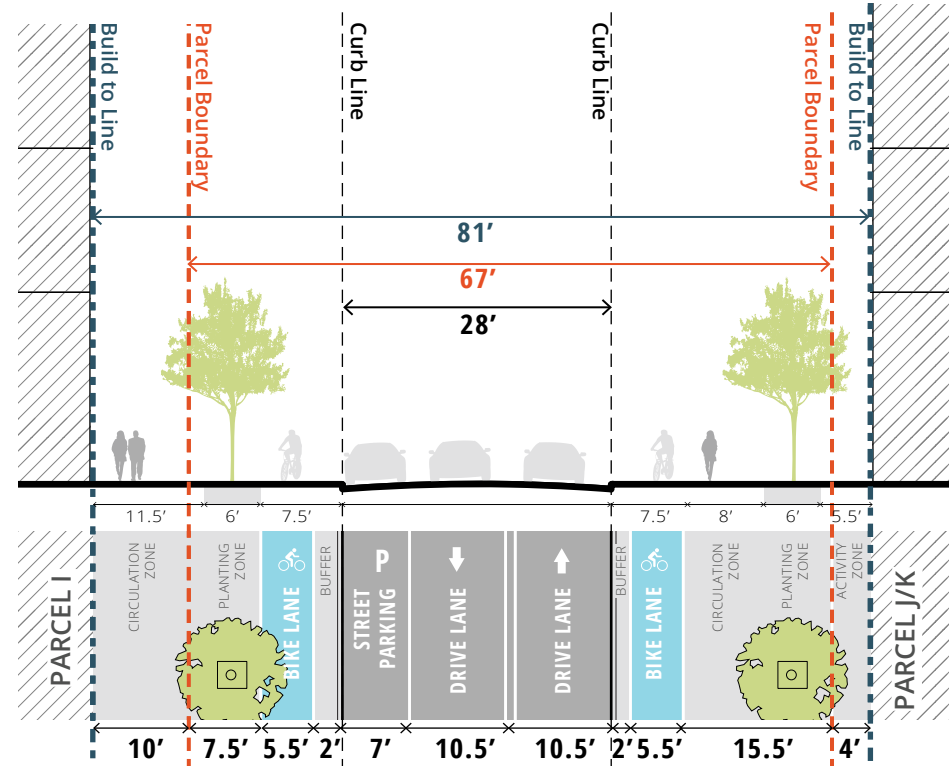


EXHIBIT: 41 FIRST STREET PRECEDENTS

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

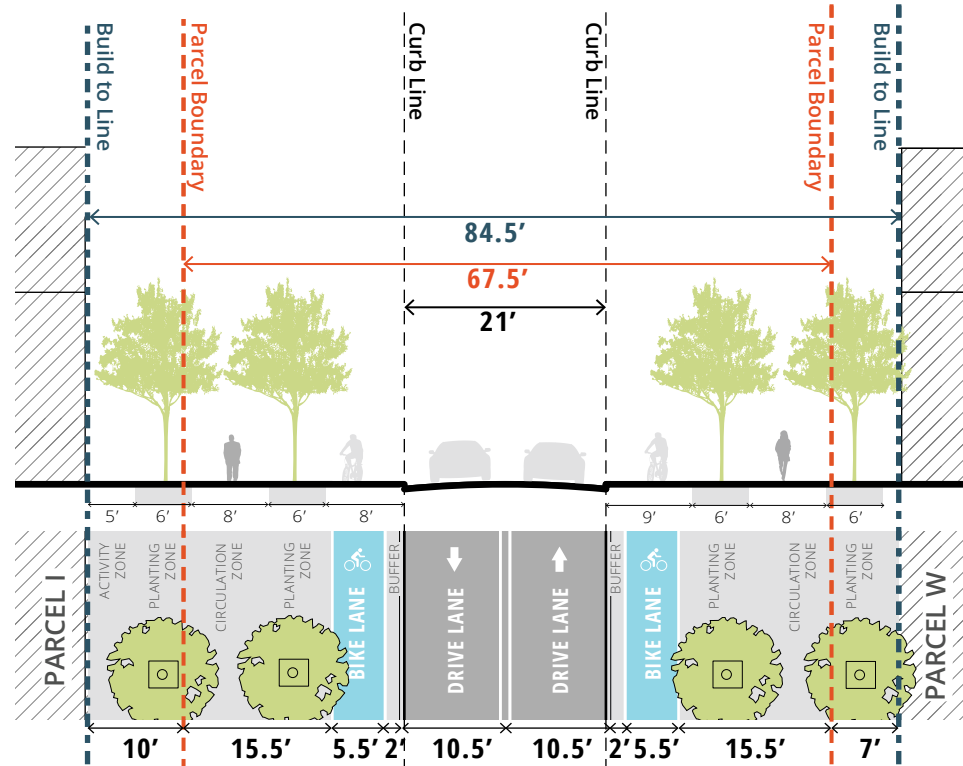


First St_ Concept Section 1



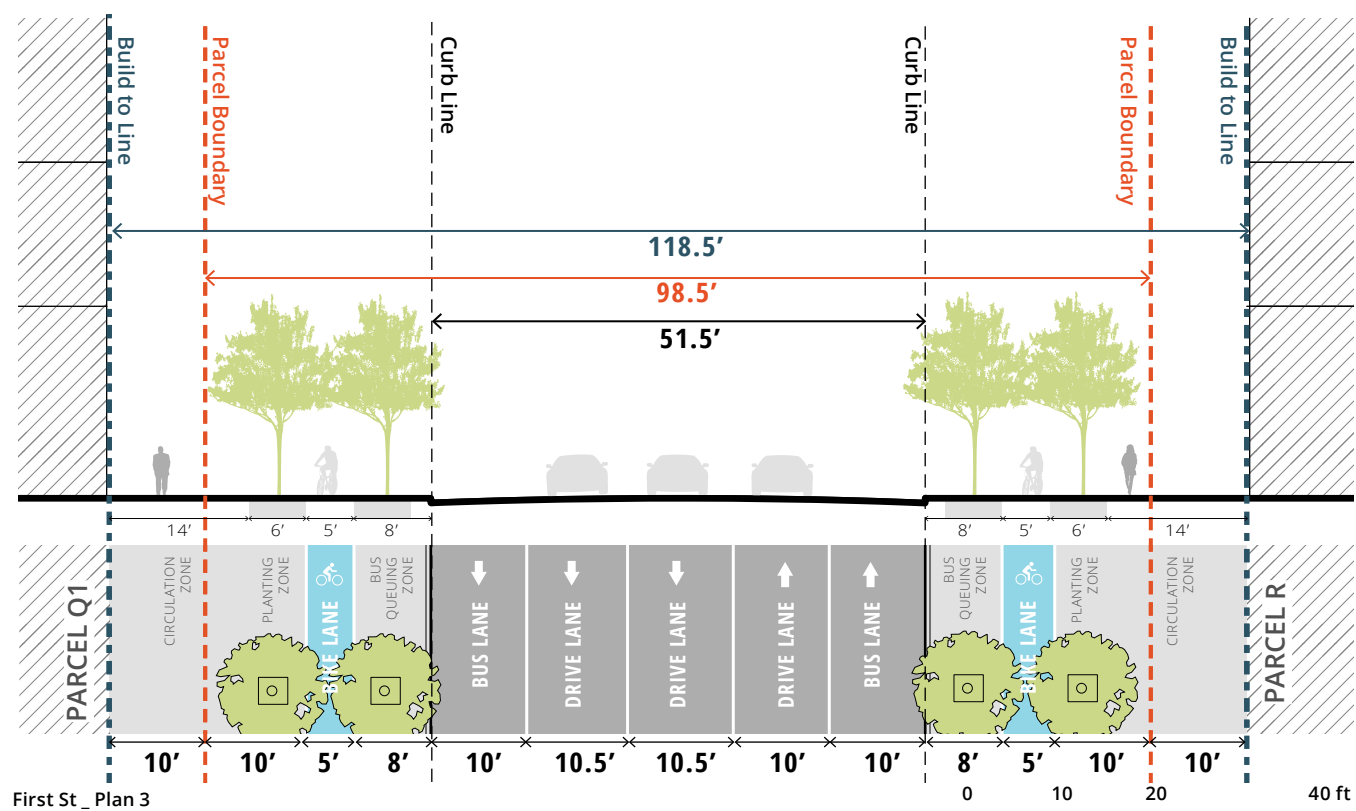
First St_ Concept Plan 1

First St_ Concept Section 2



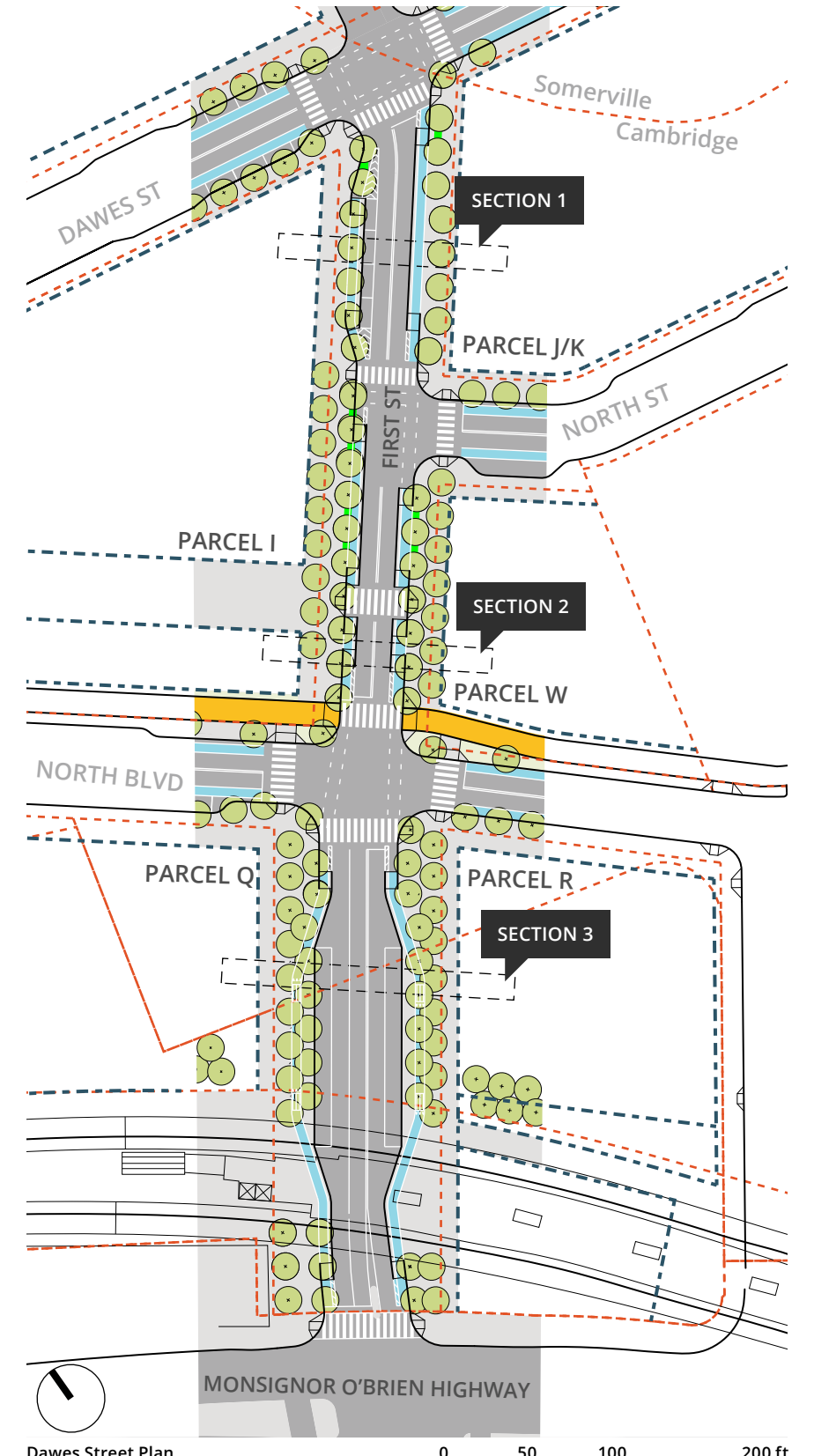
First St_ Plan 2

First St_ Concept Section 3



First St_ Plan 3

EXHIBIT: 42 FIRST STREET ILLUSTRATIVE DRAWINGS



Dawes Street Plan

3.2.2 DAWES STREET

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

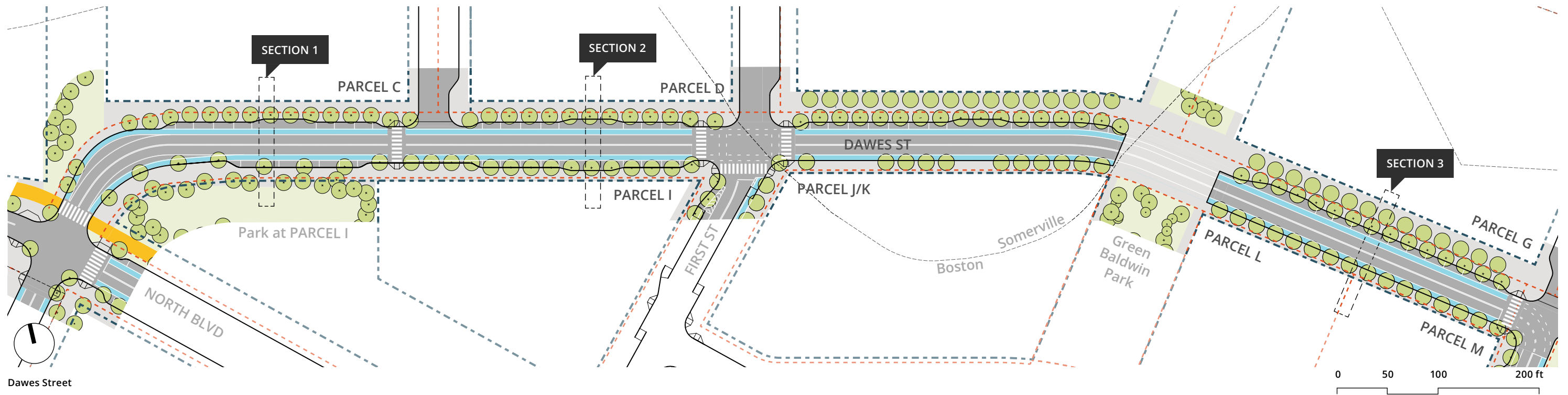
Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21



EXHIBIT: 43 DAWES STREET PRECEDENTS

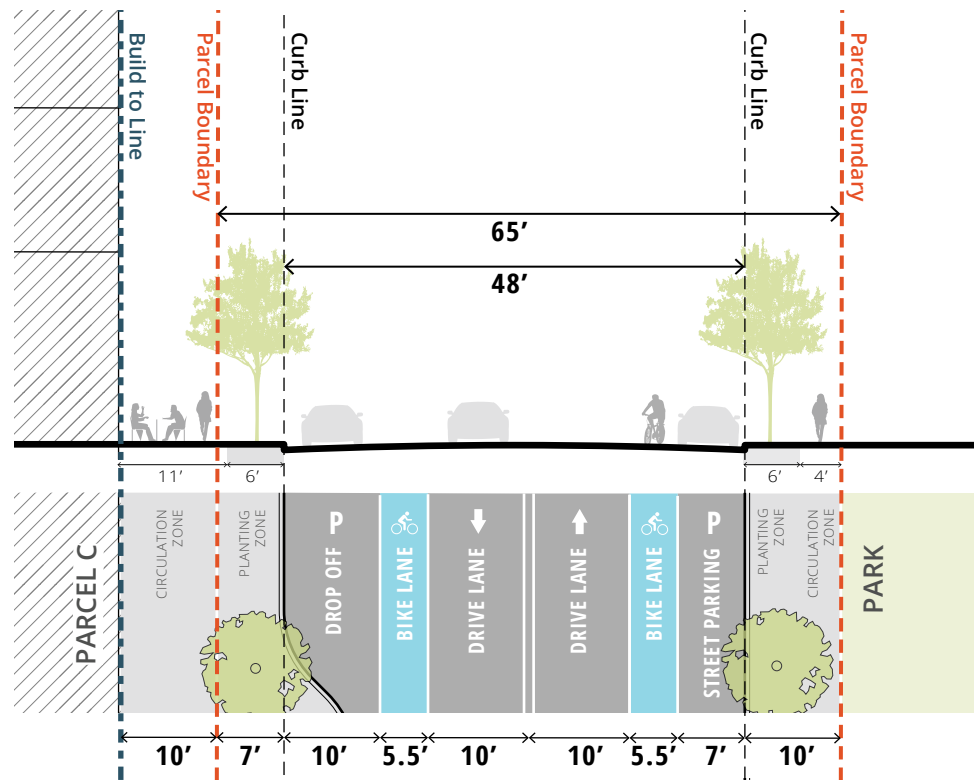
1. Street in Cambridge. Image Source: MVVA Photo
2. Kendall Square, Cambridge. Image Source: MVVA Photo
3. Binney Street, Cambridge. Image Source: MVVA Photo
4. Promenade des artistes montreal. Image Source: <https://travelhearttravel.wordpress.com/2015/06/15/the-sights-and-sounds-of-montreal/>
5. Street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





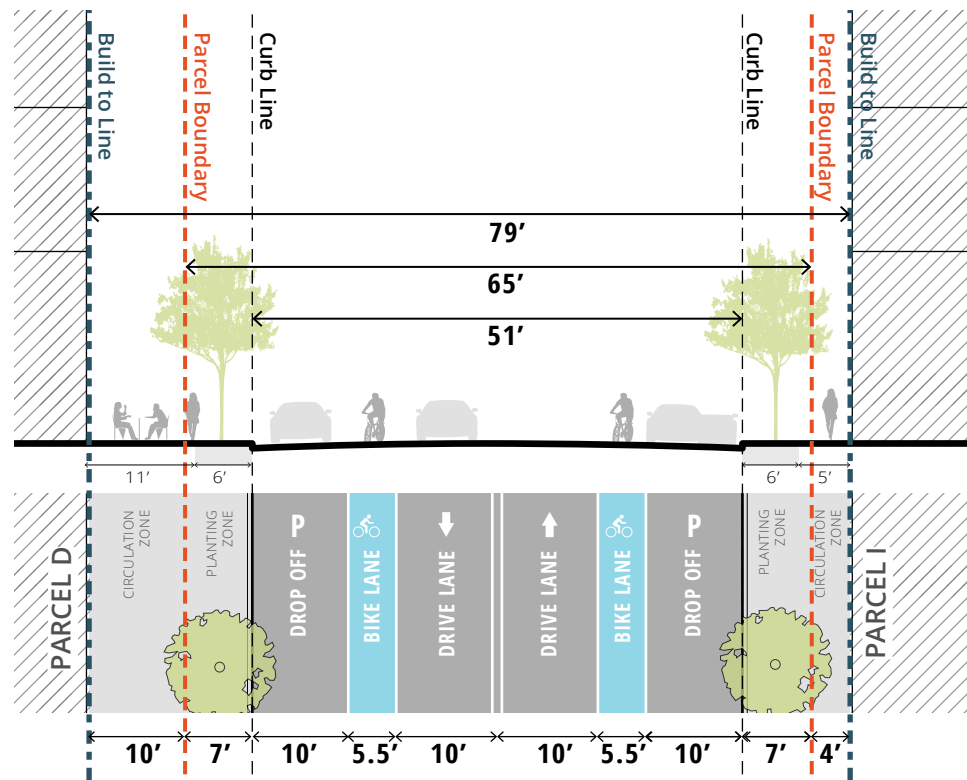
Dawes Street

Dawes St _ Concept Section 1



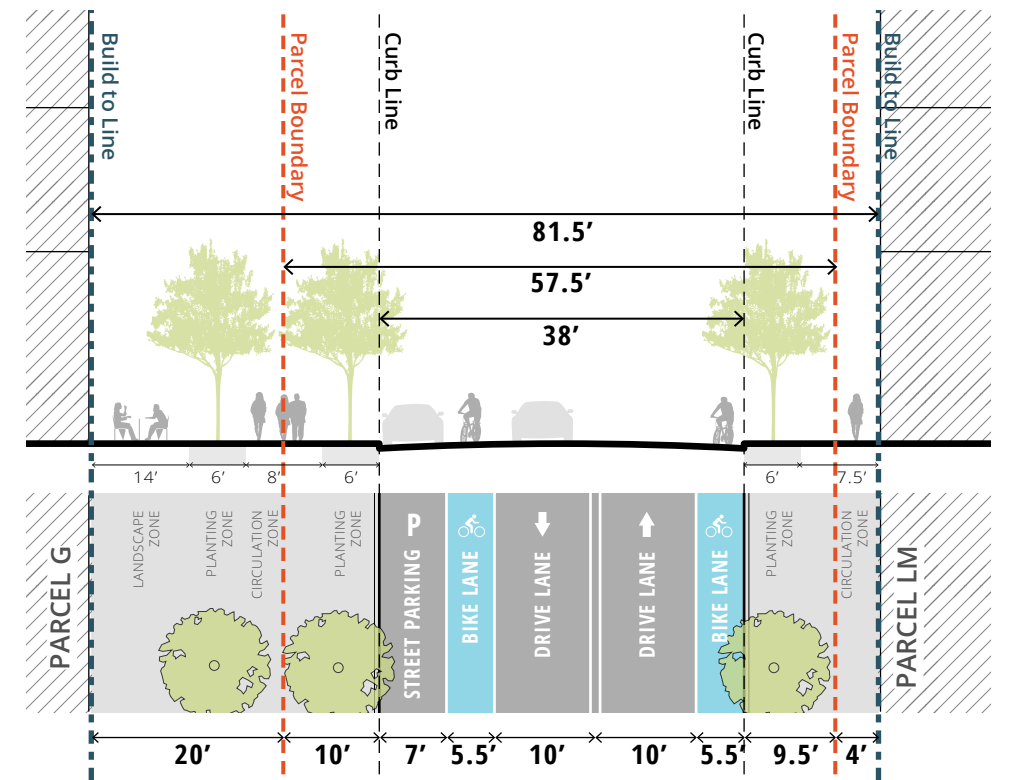
Dawes St _ Concept Plan 1

Dawes St _ Concept Section 2



Dawes St _ Concept Plan 2

Dawes St _ Concept Section 3



Dawes St _ Concept Plan 3

0 10 20 40 ft

EXHIBIT: 44 DAWES STREET ILLUSTRATIVE DRAWINGS

3.2.3 NORTH POINT BOULEVARD

NorthPoint Boulevard is an important east-west connector linking NorthPoint to North Point Park. The distinguishing character of NorthPoint Boulevard is that it is lined continuously with the multi-use path on one side, including NorthPoint Common, the Retail Plaza, and the Parcel I Park. Street trees will be planted on both sides of the street where possible, and the design of the Community Path should be handled as a part of the street and sidewalk section of NorthPoint Boulevard, and should meet the standards required for buffers and signage.

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



EXHIBIT: 45 NORTHPOINT BLVD. ILLUSTRATIVE DRAWINGS

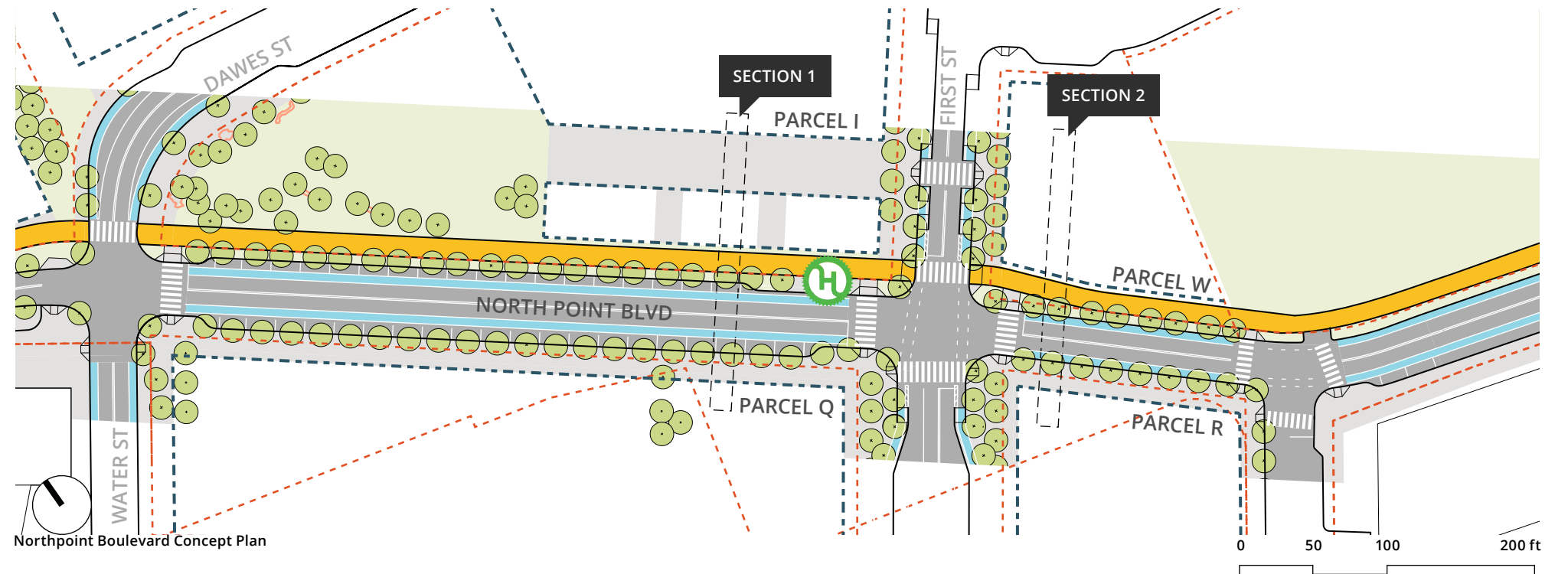
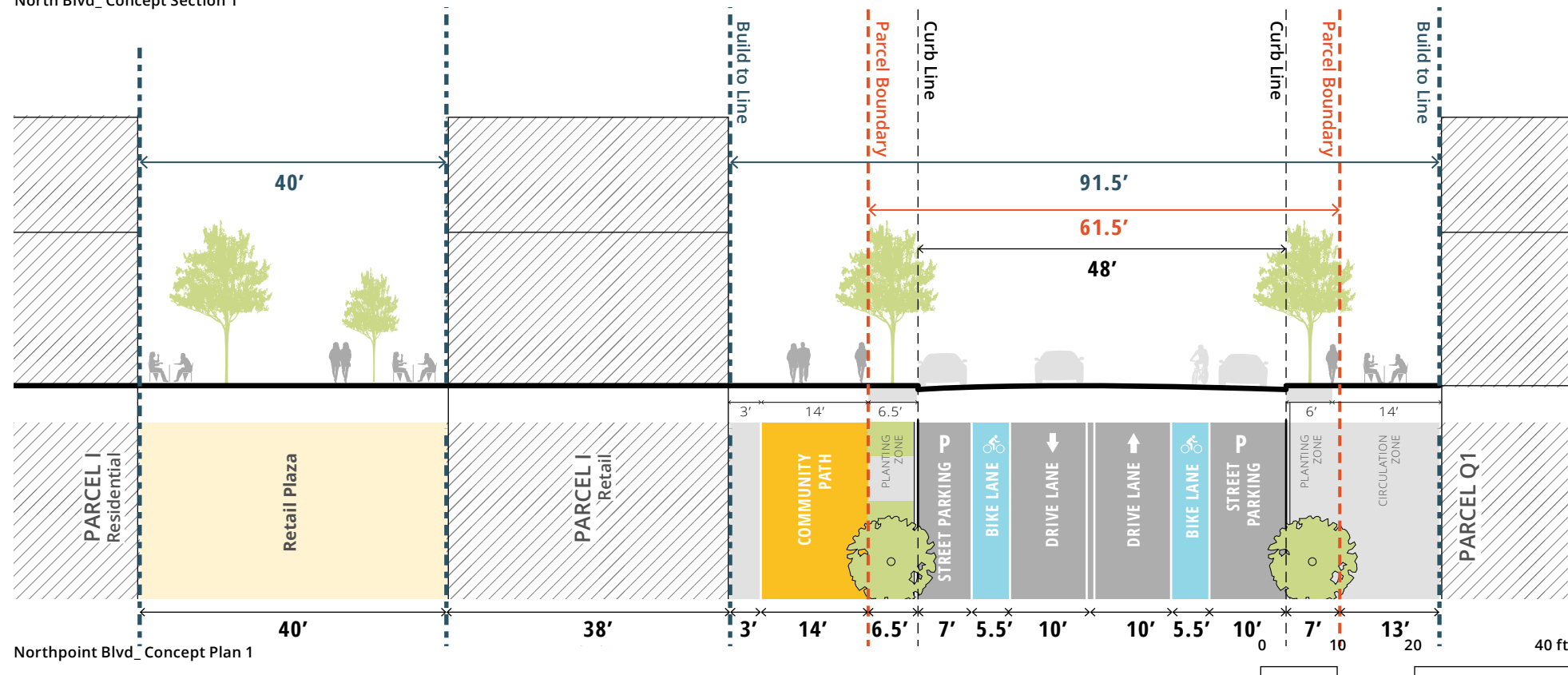


EXHIBIT: 46 NORTHPOINT BLVD. PRECEDENTS

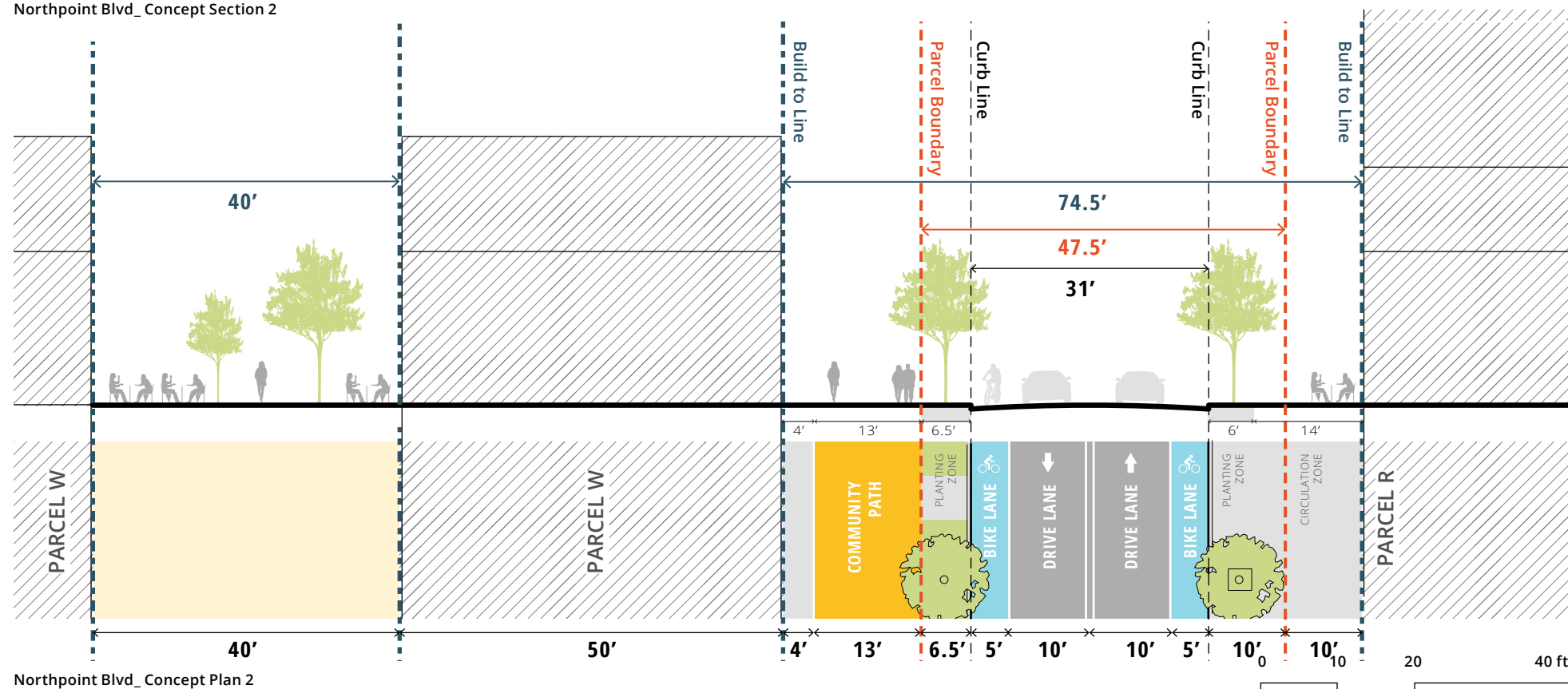
1. Street in Washington DC. Image Source: MVVA Photo
2. Bloor Street, Toronto. Image Source: <http://www.deeproot.com/blog/blog-entries/toronto-captures-rain-on-downtown-streetscape-silva-cell-case-study-bloor-street>
3. La Rambla, Barcelona. Image Source: <http://www.gettyimages.com/detail/photo/street-cafe-on-la-rambla-in-barcelona-high-res-stock-photography/5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

North Blvd_ Concept Section 1



Northpoint Blvd_ Concept Plan 1

Northpoint Blvd_ Concept Section 2



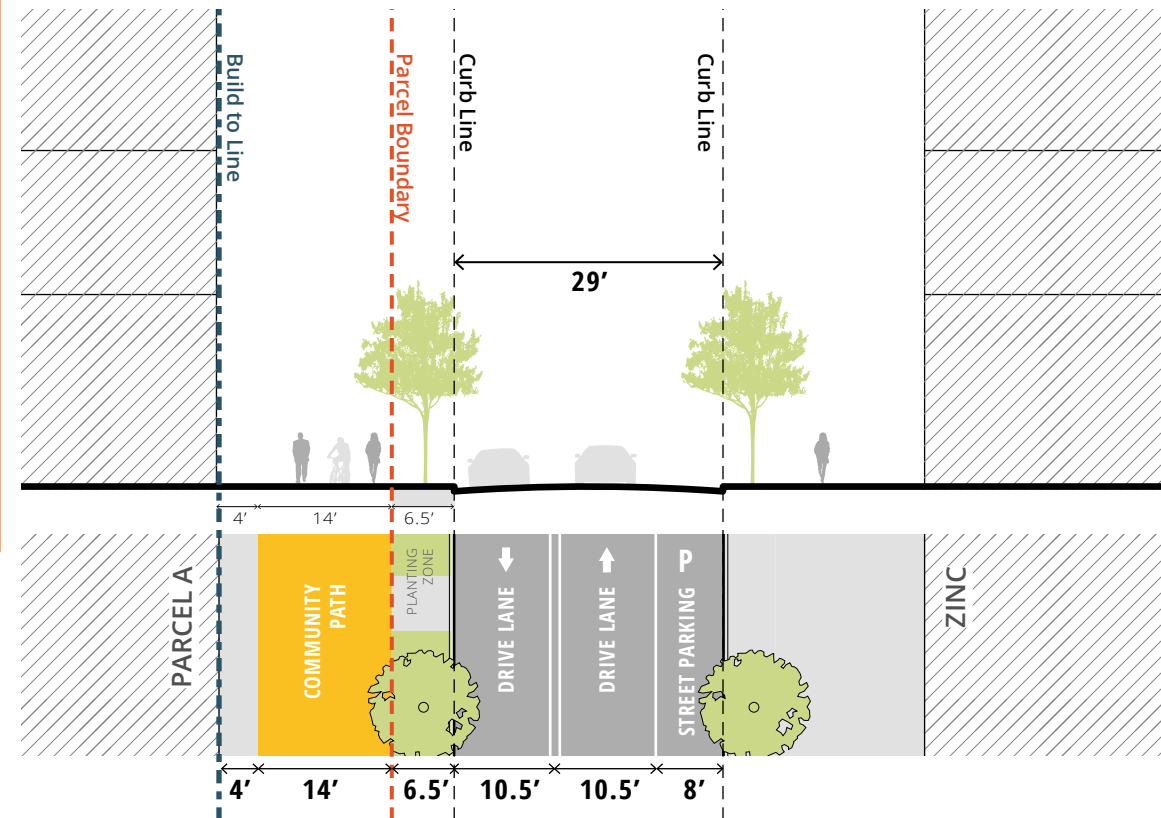
Northpoint Blvd_ Concept Plan 2

3.2.4 WEST BOULEVARD

West Boulevard is a continuation of NorthPoint Boulevard. Street trees will be planted on both sides of the street, which will terminate in a public open space at the western end of NorthPoint and the Community Path connection to Somerville. The design of the Community Path should be handled as a part of the street and sidewalk section of West Boulevard and NorthPoint Boulevard, and should meet the standards required for buffers and signage. The termination of West Boulevard at the west end of the site should be designed to accommodate the future urban ring project and other connections.

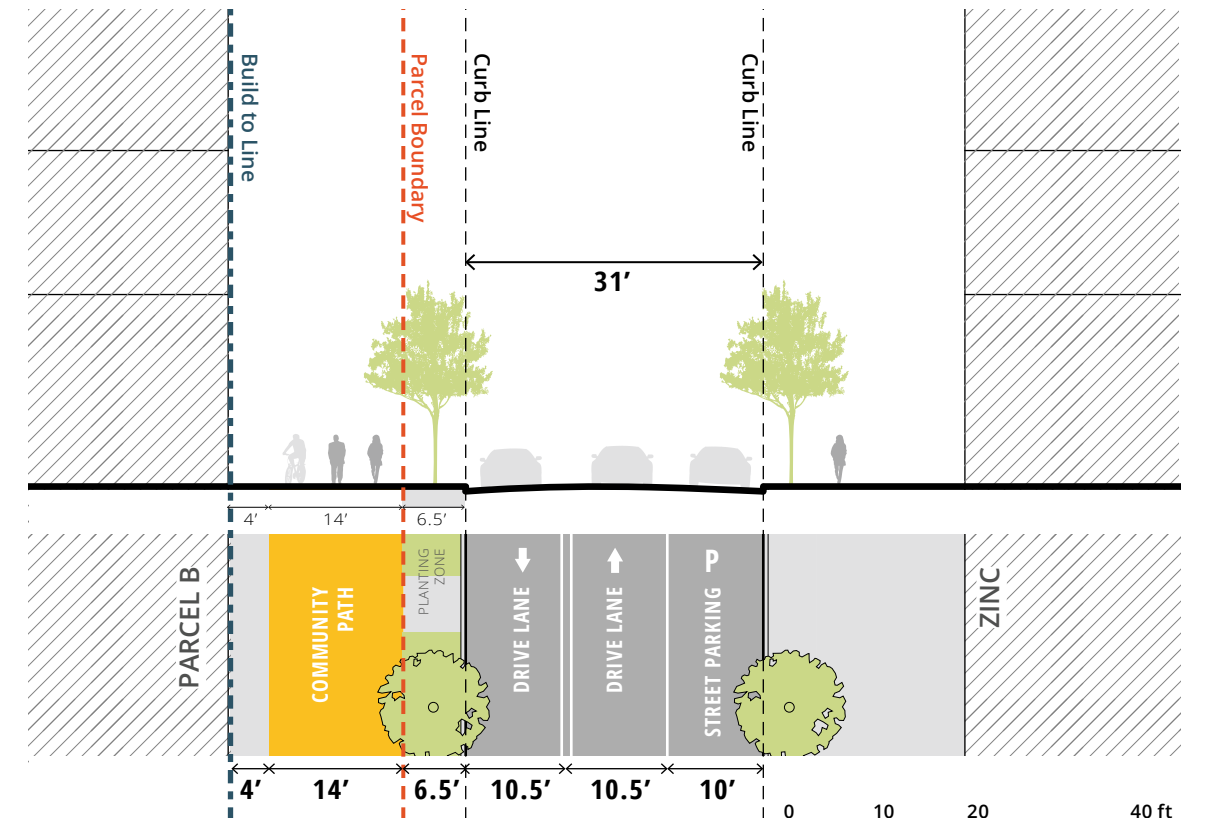
Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21

West Blvd _ Concept Section 1

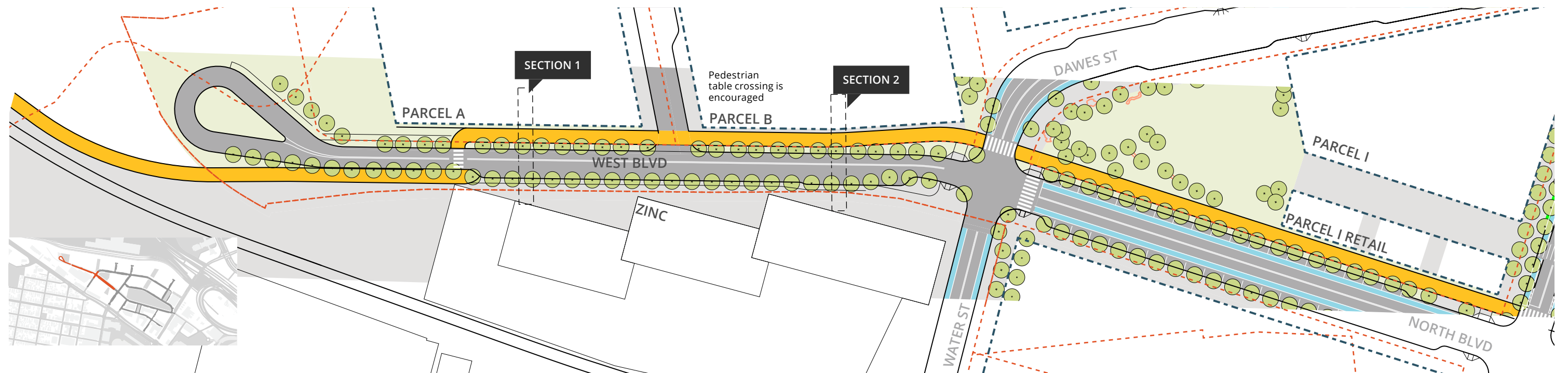


West Blvd _ Concept Plan 1

West Blvd _ Concept Section 2



West Blvd _ Concept Plan 2



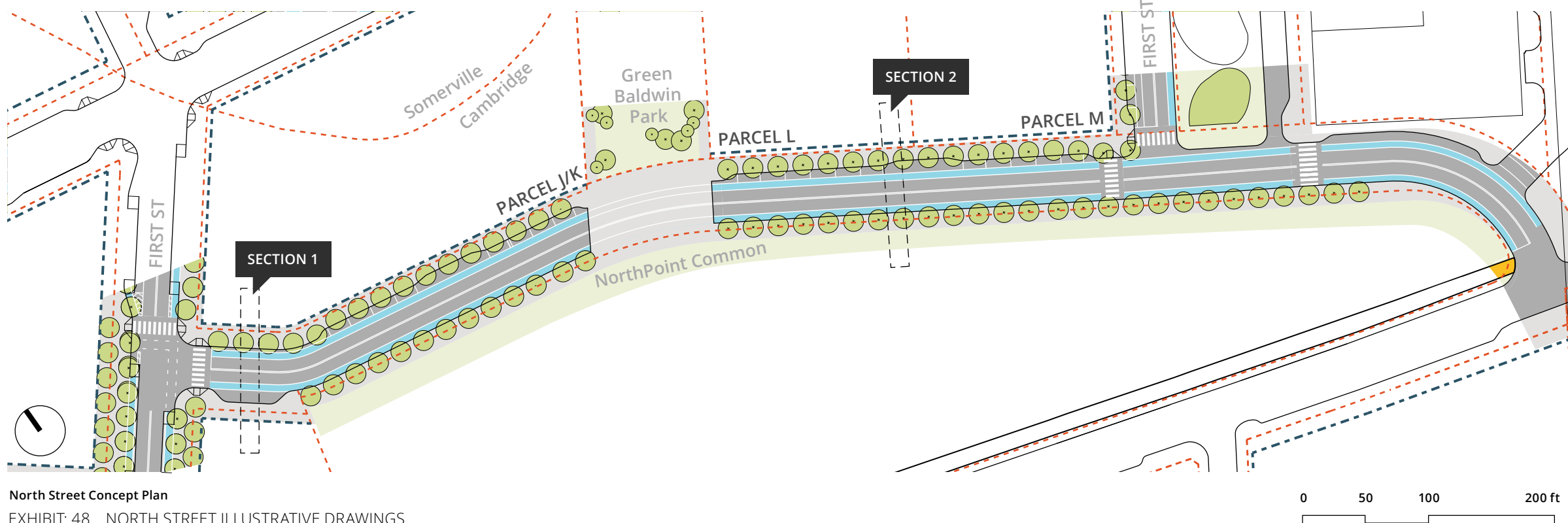
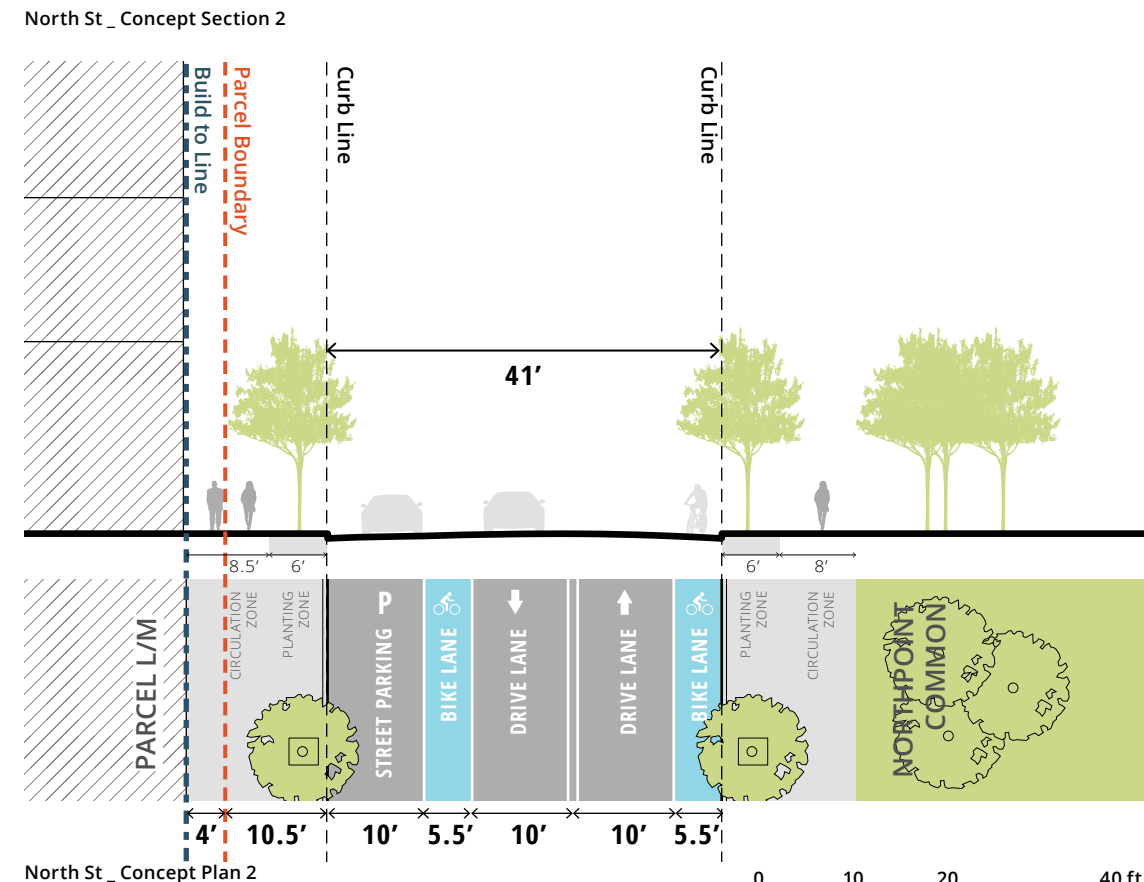
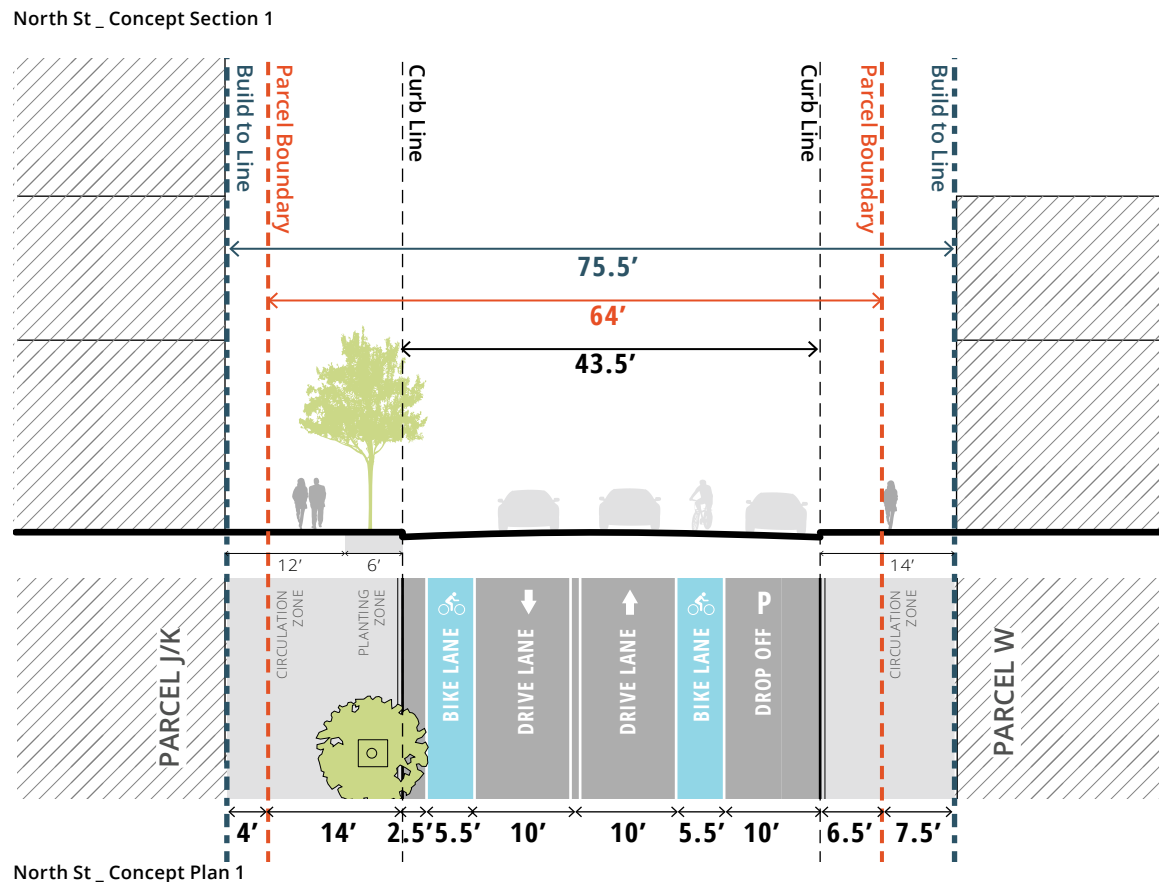
West Boulevard Concept Plan

EXHIBIT: 47 WEST BLVD. ILLUSTRATIVE DRAWINGS

3.2.5 NORTH STREET

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

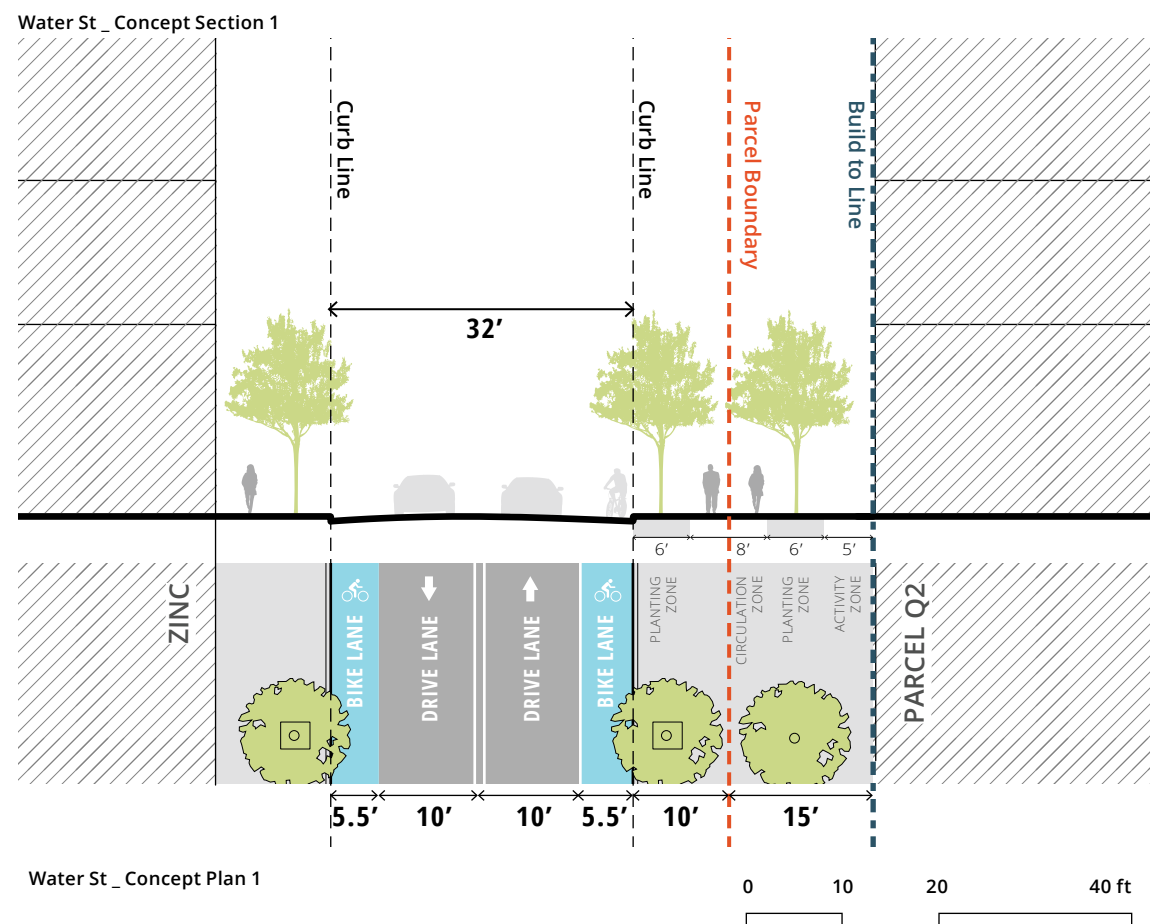
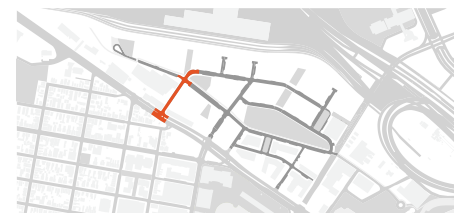
Note: Building setbacks are based on "EXHIBIT: 14 SETBACK DIAGRAM" on page 21



3.2.6 WATER STREET

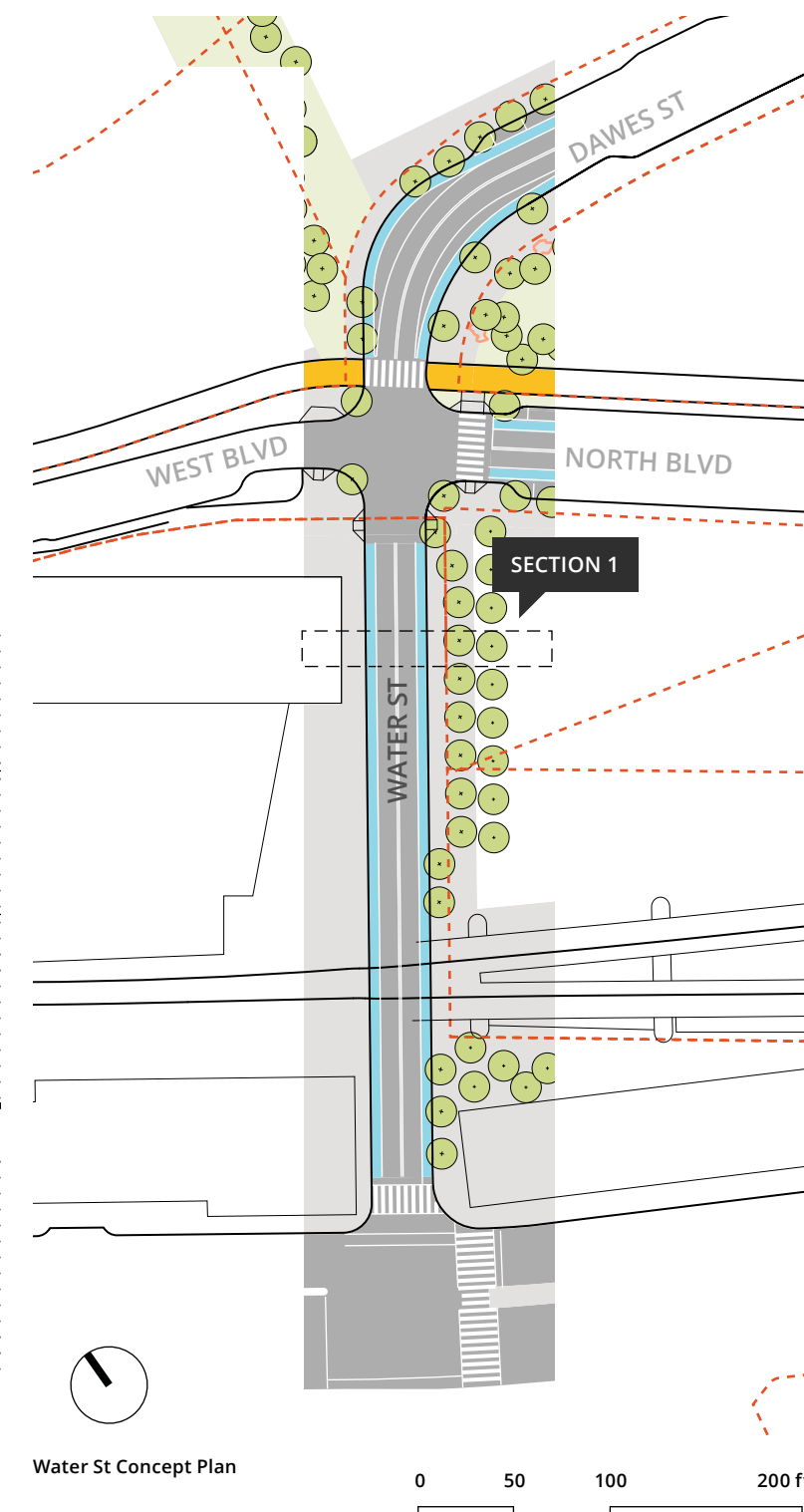
Water and East Streets are important connections to the existing East Cambridge neighborhood and entrances to NorthPoint that will be designed to emphasize visual connections to the public open space spine running through the center of NorthPoint. A double row of street trees will be planted on the east side of Water Street on land owned by NorthPoint to create a welcoming pedestrian experience and open views to the public open space on Parcel I. East Street will have trees on both sides, with an existing double row on the east side at Sierra(Parcel S), connecting to the existing NorthPoint Common. These streets will have trees lining the road to signal open space and visually connect Monsignor O'Brien highway and visually connect Monsignor O'Brien highway to the open space within Northpoint.

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



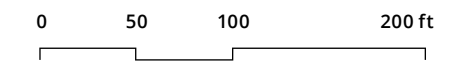
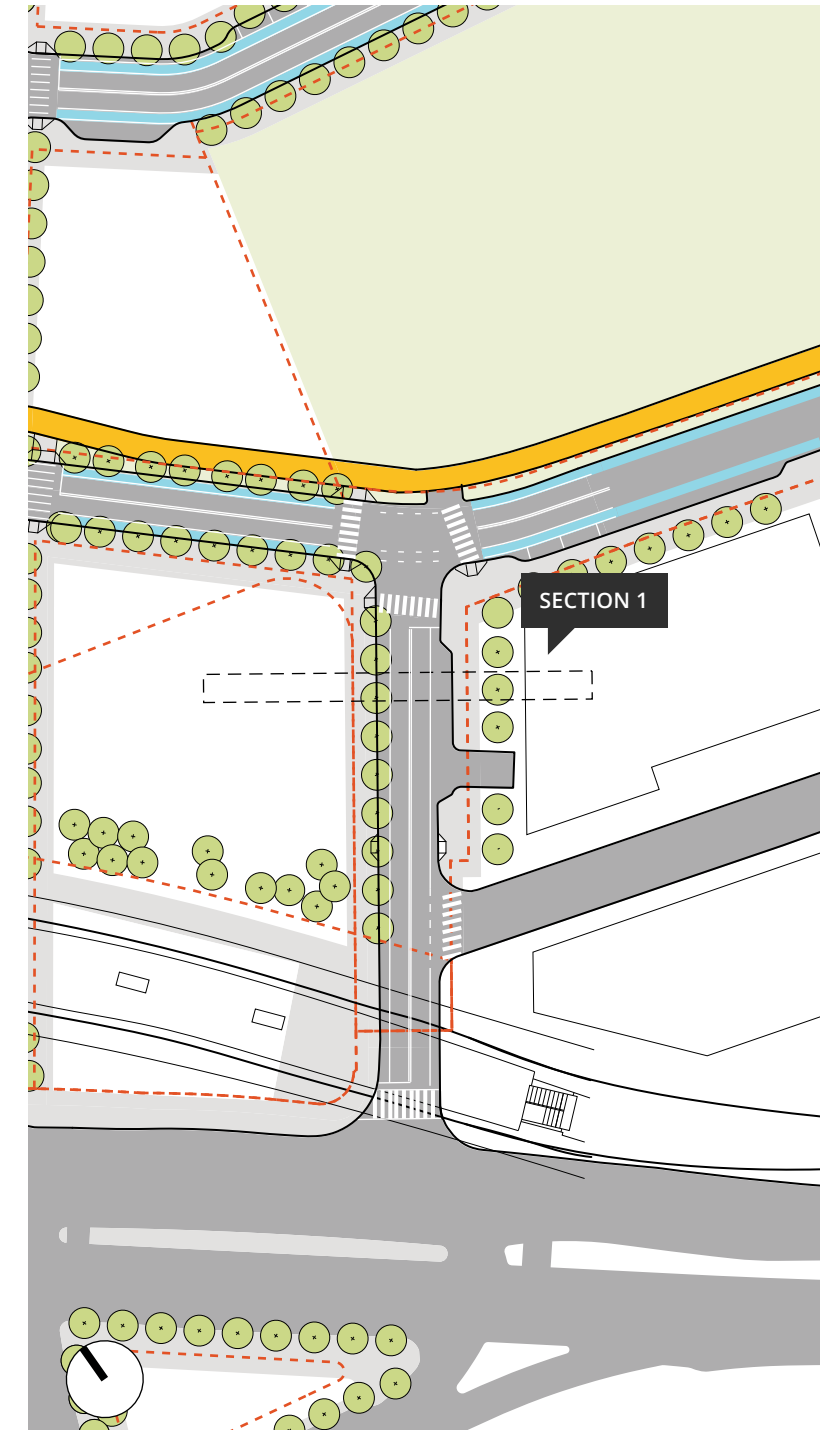
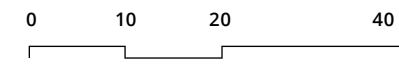
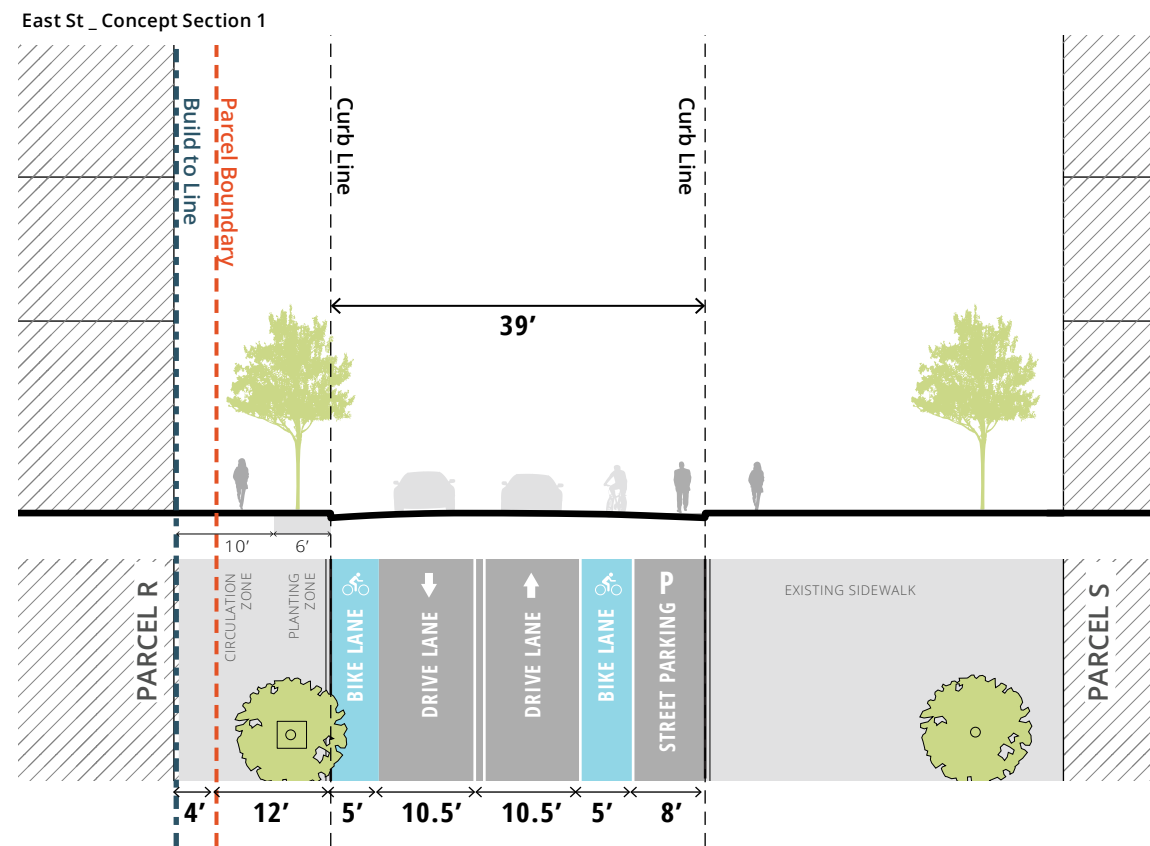
Water St _ Concept Plan 1

EXHIBIT: 49 WATER STREET ILLUSTRATIVE DRAWINGS



Water St Concept Plan

3.2.7 EAST STREET



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

EXHIBIT: 50 EAST STREET ILLUSTRATIVE DRAWINGS

3.2.8 CHILD STREET

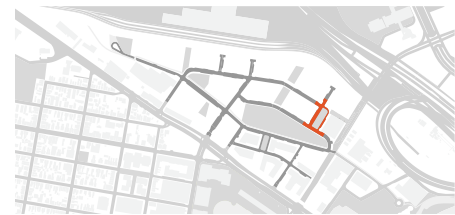
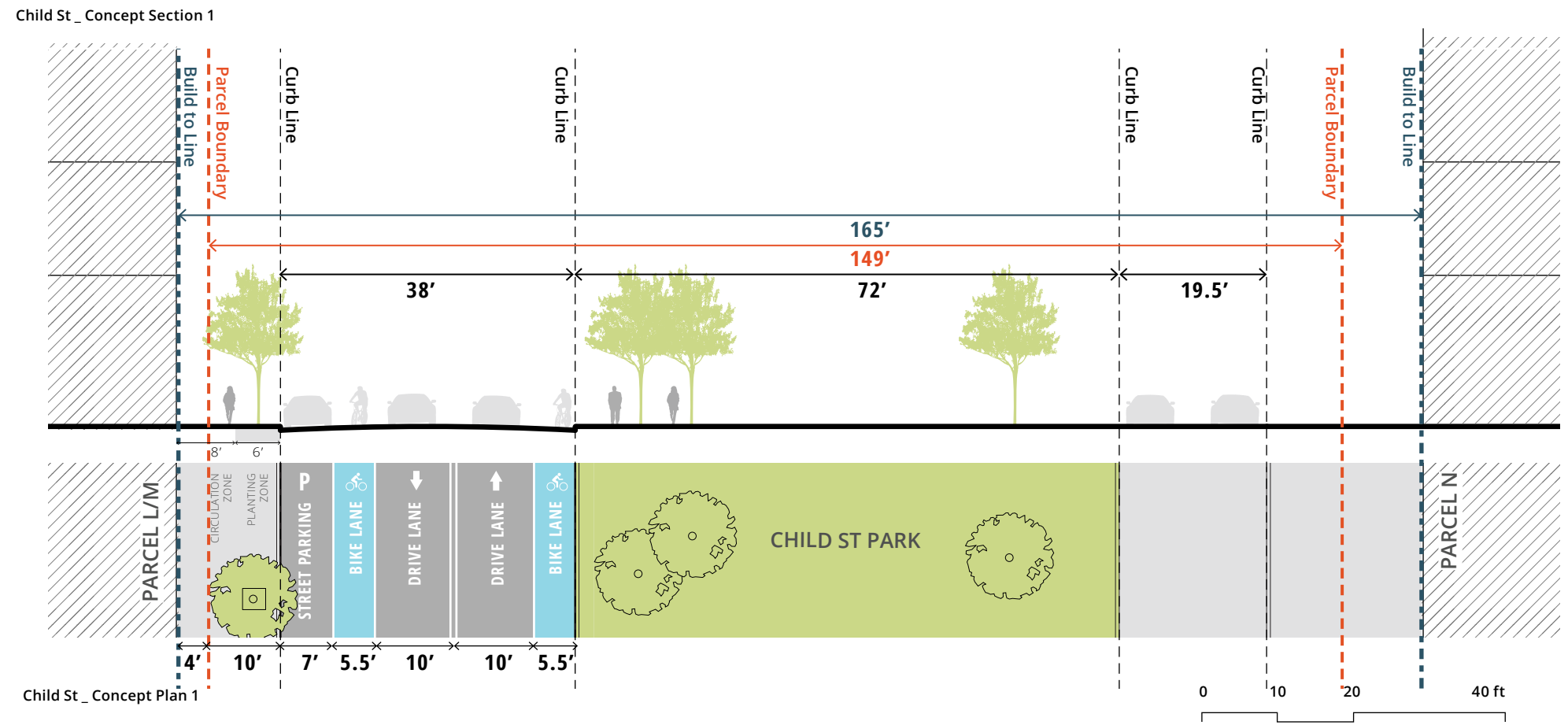


EXHIBIT: 51 CHILD STREET ILLUSTRATIVE DRAWINGS

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

3.2.9 SERVICE DRIVES

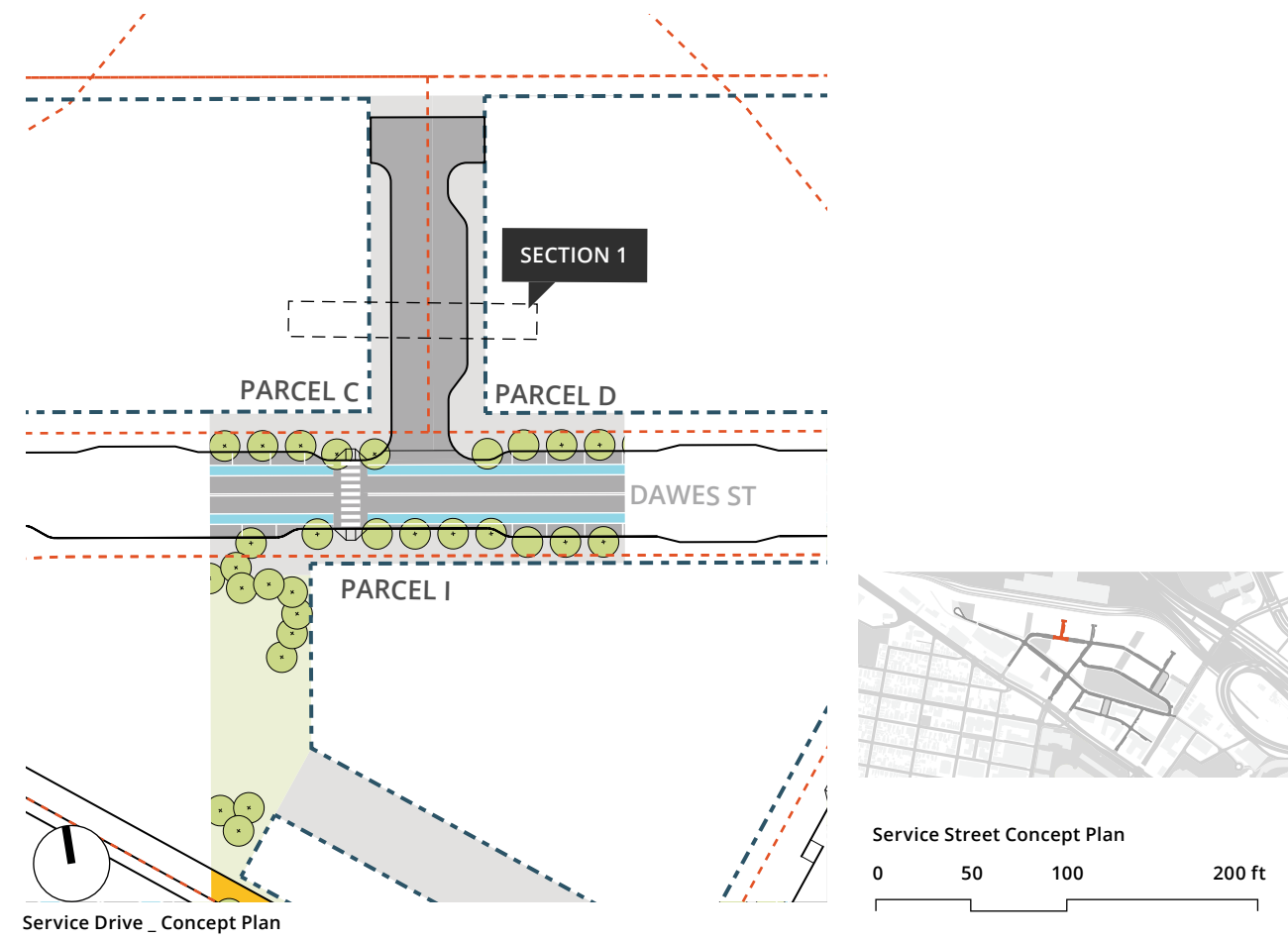
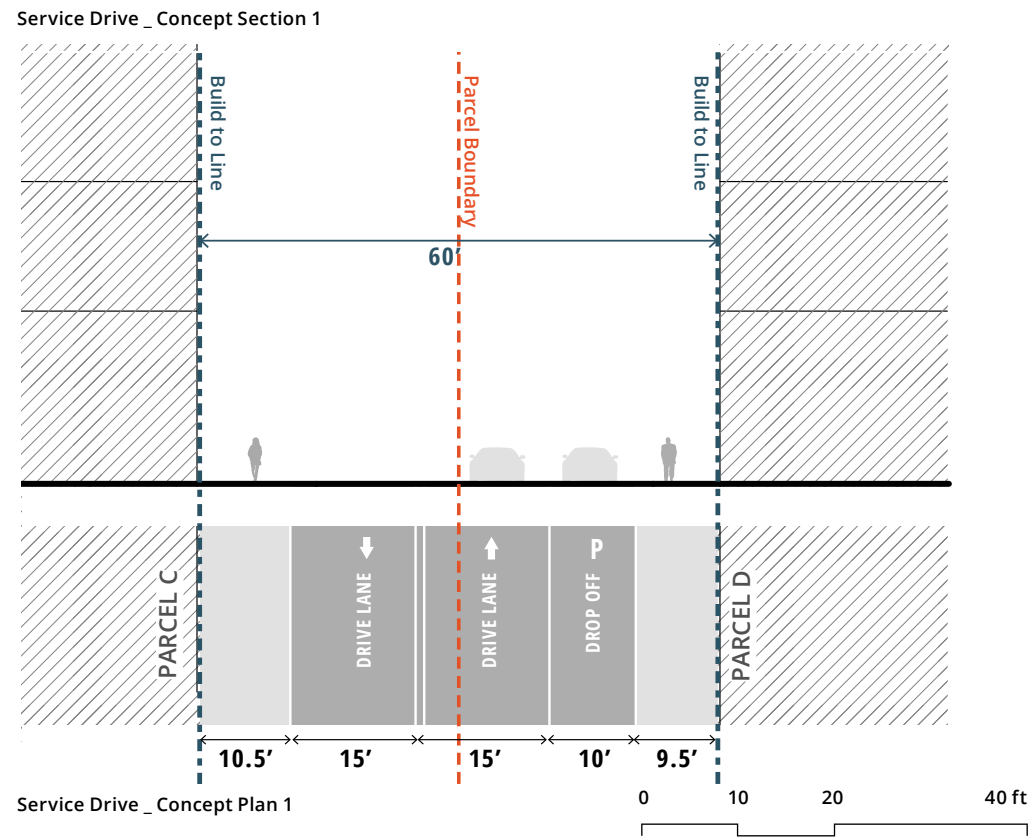


EXHIBIT: 52 SERVICE DRIVE ILLUSTRATIVE DRAWINGS

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

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