

**North Point Policy Plan**  
*Including Design Guidelines*

**Sasaki Associates, Inc.**

**September 1988**

## NORTH POINT POLICY PLAN

### I. INTRODUCTION

1.01. Purpose and Intent. This document is and shall be considered a policy plan under Section 12.51 of the Cambridge Zoning Ordinance (the "Ordinance") with reference to the issuance of special permits under Section 13.70 of the Ordinance in the North Point residence, office, and business district (the "District"). This document sets forth the development policies which are to guide the development of the District anticipated to occur over the next twenty (20) years. It also sets forth Design Guidelines to be considered by the Planning Board in reviewing development proposals under Section 13.70 of the Ordinance.

1.02. Background. The District is located immediately north of Monsignor O'Brien Highway, bounded by the Charles River and parts of Boston to the east and by railroad lines and yards to the north and west. Although it is a large area, over 70 acres, relatively few people are aware of it. Indeed, the District is not commonly thought of as part of Cambridge - the elevated MBTA Green Line viaduct on the southern border of the District is often taken to mark the Cambridge boundary. Originally mostly tidelands, the District, as well as adjacent parts of Somerville and Boston, was first filled for use for heavy industrial purposes, including railroad yards and a gas works. Today, the predominant uses are warehouses, trucking, and rail use. Other uses include a garbage transfer station, a sewage pumping station, storage and various other industrial uses, as well as two small office buildings.

The area to the north of the District is the location of major rail uses, the Boston Sand and Gravel plant, and elevated Interstate 93. The elevated Gilmore Bridge to Charlestown (Charlestown Avenue) bisects the District, and the elevated MBTA Green Line tracks to Lechmere Station run along the District's southern boundary. Despite the District's lengthy frontage on the Charles River, there is no parkland or improved open space and no public access to the river. Some of the properties in the District are currently vacant and/or in substandard condition.

A number of these conditions are expected to continue for some period of time. In particular, some portions of the District and a large area north of the District will continue

to be used for transportation or other heavy industrial purposes in the future, because of the following:

- (a) the impending relocation of the MBTA Green Line Lechmere Station to the north side of Monsignor O'Brien Highway, including possible maintenance facilities;
- (b) the reconstruction of the Interstate 93/Route 1 interchange immediately north of the District, including construction of an additional elevated ramp at or possibly across the boundary of the District;
- (c) the likelihood that some land in the general area of the District will be required on a temporary basis for staging purposes in connection with the reconstruction of the Interstate 93/Route 1 interchange and the depression of the central artery in Boston;
- (d) the continued presence of the garbage transfer station for another five (5) years under its lease agreement;
- (e) the importance to the Commonwealth of the rail corridor immediately north of the District; and
- (f) the right of existing industrial users to continue their activities.

Despite all of the foregoing, the District has considerable development potential because of its proximity to Boston, its frontage on the Charles River near the Museum of Science, its proximity and access to the MBTA Green Line stations at Lechmere and Science Park, the MBTA Orange Line station at Community College, and North Station in Boston, and the impending completion of the redevelopment of the East Cambridge Riverfront immediately to the south. Recognizing this potential, the City imposed a zoning moratorium on the North Point area generally in 1986 for planning purposes, an effort which has culminated in the creation of the District and this Policy Plan. The zoning for the District and this Policy Plan, including the Design Guidelines set forth below, reflect the concerns which have arisen in the course of this planning effort, particularly with respect to the mitigation of traffic impacts on Monsignor O'Brien Highway and the encouragement of the use of the very significant mass transportation resources available to the North Point area.

## II. PLANNING FOR THE DISTRICT

2.01. Planning Approach. Planning for the District follows a different path than that experienced along the East

Cambridge Riverfront. At the East Cambridge Riverfront, the City spearheaded redevelopment of the area by putting a master plan for the area through the environmental review process and providing from its own funds or obtaining from the state the very heavy roadway and other infrastructure improvements required for development of the area. As a result, in the East Cambridge Riverfront, the City was in effect a partner of the various private developers involved in transforming the area; the outstanding success of these efforts is due in large part to the strong role and heavy financial contribution made by the City or through its efforts.

North Point stands in sharp contrast to the East Cambridge Riverfront. North Point has none of the infrastructure and roads within the site necessary for revitalization, but at this time the City is not in the position to commit itself to funding those improvements (although it is hoped that funding may become available in the future for that purpose). Furthermore, it is advisable for the City to take a different role in view of the following:

- (a) the very substantial interest of the Commonwealth in the North Point area and area adjacent to it, as indicated in items (a), (b), (c), and (e) listed in Section 1.02 above;
- (b) the extensive state regulatory requirements applicable to much of the North Point area, particularly with respect to former tide lands and land now or formerly used for railroad purposes;
- (c) the long time horizon which the transition of the District from a heavy industrial area to a mixed-use commercial area will of necessity take;
- (d) the very high likelihood, given the existing and past uses of land within the District, that substantial environmental clean-up will be required, at great cost; and
- (e) property ownership lines within the District.

Accordingly, at North Point, the City is not expected to spearhead development, but rather to protect the public interest by enforcing the zoning and through its Planning Board reviewing and approving development proposals in accordance with Section 13.70 and this Policy Plan (including the Design Guidelines). Given the long time horizon for revitalization of the District, and the substantial uncertainty over the amount of land within the District that will be available for redevelopment, this Policy Plan sets forth the development

policies which are to guide the development of the District and illustrative plans which embody them; however in view of the uncertainties present at North Point, the development policies outlined in this Policy Plan do not impose a rigid plan for redevelopment. It is expected that the plans outlined here may change over time as the uncertainties involved diminish; this is particularly so west of the Gilmore Bridge. As individual building projects are approved through the PUD process under Section 13.70, they shall be reviewed for conformity with this Policy Plan and the Design Guidelines included in it. In making any changes to the plans set forth in this Policy Plan or approving projects which deviate from those plans, from this Policy Plan, or from the Design Guidelines, the Planning Board and the City must be responsive to the concerns and constraints listed as items (a) through (e) above in this Section 2.01.

### III. DEVELOPMENT POLICIES

3.01. General. North Point should be an urban environment that will ultimately be active during the day and evening. The site is located on the Charles River with spectacular views of Boston's skyline and it is adjacent to the Boston Museum of Science and East Cambridge. At this location the site is uniquely situated to provide a distinctive setting for a high quality urban development that will be a positive addition to the East Cambridge environment. This Policy Plan and the zoning for the District respond to pedestrian and automobile transportation, environmental and community constraints and concerns, and form the framework for creation of a highly imageable environment and strong sense of place.

The goal of North Point development is to create an urban district with a diversity of uses consisting of moderate scale buildings which frame a public open space system. The open space system should extend across the site, connecting it directly to East Cambridge and to the Charles River waterfront.

The streets and blocks at North Point should organize the buildings to form a natural extension of the nearby East Cambridge Riverfront city block grid. Within North Point, streets and blocks are to be a series of public spaces which shall be clearly defined as part of the public realm and shall be interconnected by a primary spine street. This primary street shall connect the District's pedestrian ways and open spaces to the Charles River, East Cambridge and MBTA Green Line Lechmere Station providing clarity and continuity to the area. The buildings at North Point are to create a framework for defining the streets and open spaces with consistent setbacks from public ways.

Single use precincts are to be avoided and the mix of uses within the same development zone is encouraged to create active environments throughout the day and evening. Subject to the need for at and above-grade structured parking as discussed in Section 4.02(a) below, flexibility for street level retail uses should be maintained in order to provide more activity along main thoroughfares.

The public open spaces and roadways at North Point should make connections between uses on the site and off of the site. The District's primary spine street should form a major new path for direct public access to the Charles River waterfront edge from the new Lechmere MBTA station and the East Street entrance, which is also the District's gateway to and from the East Cambridge neighborhood.

Major urban parks are proposed for North Point. A waterfront park is planned along the Charles River which will take advantage of the spectacular views to the city skyline and river. To the west of Charlestown Avenue a central public square should be established to create a focus for the district west of Charlestown Avenue.

3.02. Transition from Existing Heavy Industrial Character. The transition of the District from its existing primarily heavily industrial character to a mixed-use area is expected take several years. To the extent of existing and proposed rail transportation uses which remain in the area, some developments in the District will for the near future abut rail uses; it is expected that this will diminish in the future as some rail land becomes available for development. In this connection, it is recognized that a large area immediately north of the District will remain in heavy industrial use for transportation purposes and to accommodate the Boston Sand and Gravel plant for the foreseeable future. The persistence of the existing heavy industrial and transportation uses on a temporary or permanent basis may restrict the ability of portions of the District to accommodate housing uses. Although additions to Cambridge's housing stock, particularly of affordable housing, are to be encouraged, and the zoning contains incentives for housing development, it is recognized that the character of the area into which housing uses would be introduced must be substantially changed from the present character of many parts of the District. The mechanism which should be used to promote housing uses within the District is that experienced at the East Cambridge Riverfront: commercial development of office, research/development or other uses should be permitted to establish a favorable atmosphere, including appropriate open space and roadway and circulation patterns, so that housing can be introduced as an enriching feature of the overall development of the District.

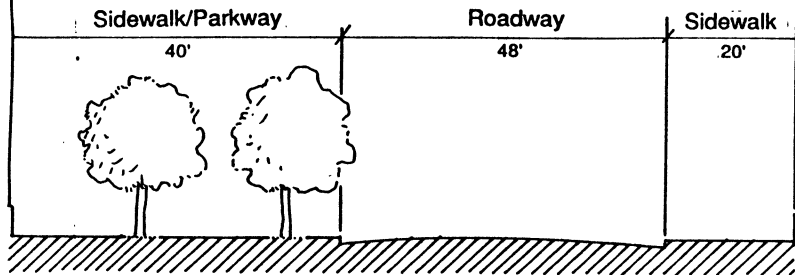
Accordingly, the desire for housing uses should not prevent commercial development but encourage it.

3.03. Roadway and Circulation Framework. The roadway plan for North Point (see illustration) proposes that the site will be serviced by a primary loop road which will provide access to the site from Monsignor O'Brien Highway at East Street and Industrial Way. The primary roadway should continue from this loop in an easterly direction towards the river's edge linking the projects open spaces to the riverfront. Connecting to the primary loop roadway should be a simple block pattern of secondary roadways which will provide each development parcel on the site with public access. As with the major spine road, these roads should be largely defined by the buildings at their edges. The provision of the primary loop roadway providing access at East Street and Industrial Way is a required part of the full development of the District, but the exact location of the roadway remains to be determined based on present and future property ownership lines, as well as engineering considerations. In particular, because of the unique configuration of the Ogden Realty Trust parcel, the primary loop roadway should not be located on or over that parcel without the agreement of Ogden Realty Trust or its successors in interest.

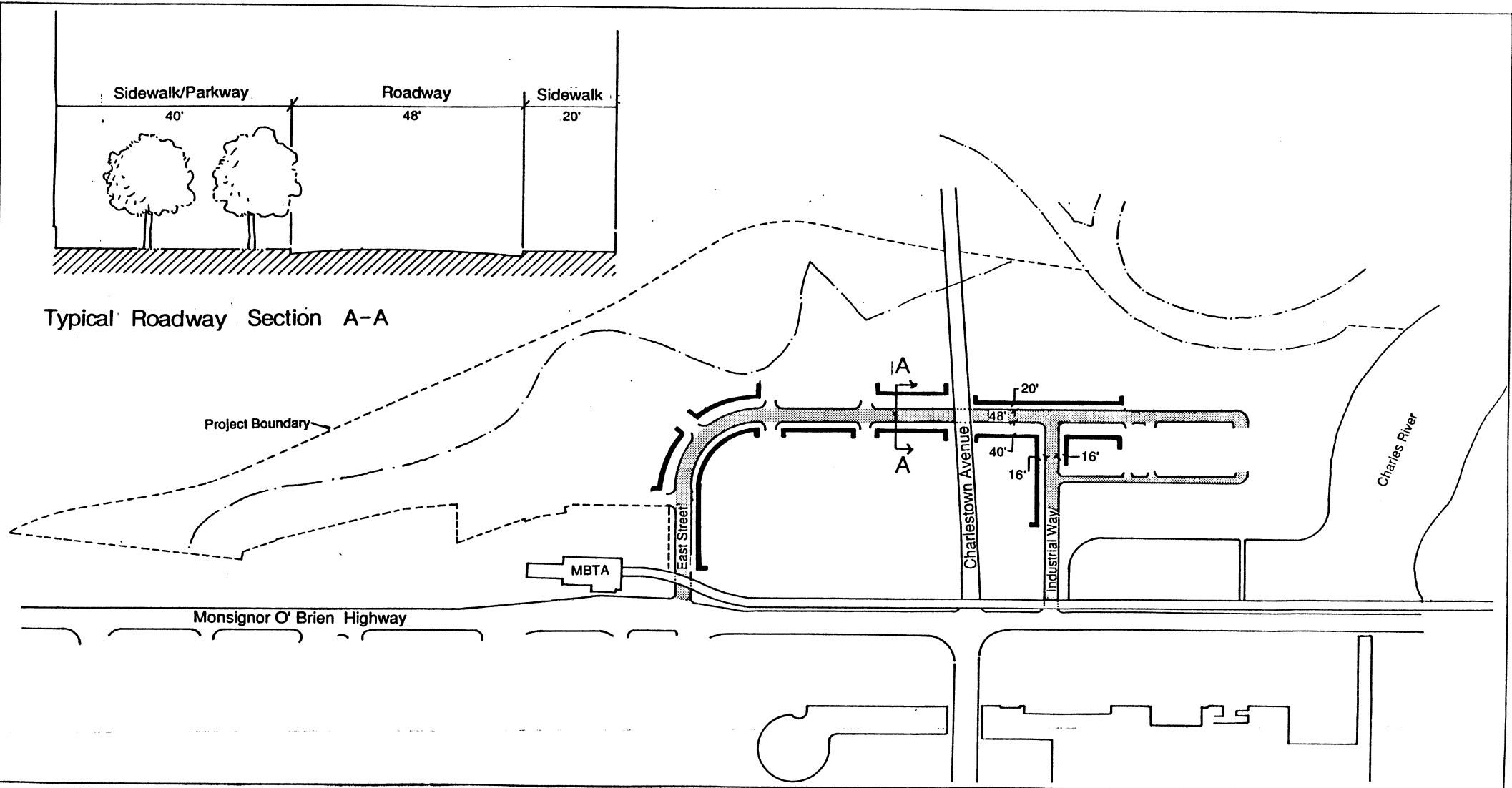
The primary roadways on the site should connect larger open spaces on the site and provide a continuity of urban landscape. The primary loop road should provide for up to four travel lanes with the possible addition of a fifth lane at the points of entry onto Monsignor O'Brien Highway. As shown on the open space plan (see illustration), significant portions of the north side of the roadway from the MBTA station to the water's edge should include a major pedestrian path and an allee of the trees.

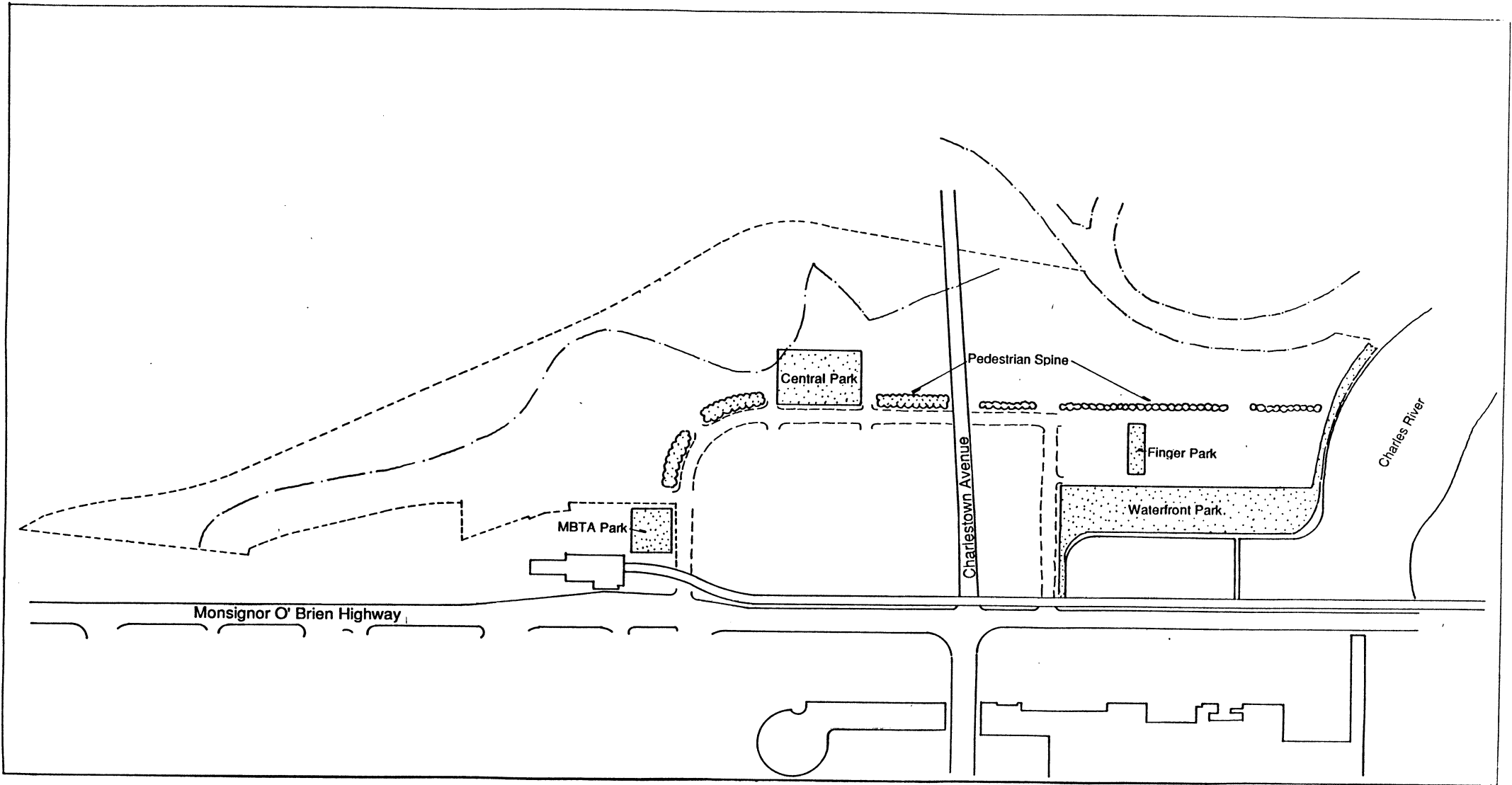
3.04. Open Spaces. Two major public open spaces are proposed by the open space plan (see illustration): a waterfront park, and a central park square. These parks should be connected to each other and to the MBTA station by the site's roadways and linear park system. The detailed program for each park should be developed in cooperation with the MDC and the City of Cambridge.

The waterfront park should be a focus for the uses that face it. Buildings should be discouraged easterly of Industrial Way within 200 feet of the Charles River canal on the southeastern edge of the District so as to enable the waterfront park and abutting secondary roadway to run the full length of the canal. The waterfront park should function as a destination for North Point and Cambridge residents and workers who will arrive via North Point's open space system or the MDC's Charles River park system. The park should be largely lawn and trees and have sufficient area for passive recreation. Finger parks between buildings should extend from the waterfront park connecting it to the primary spine roadway,



Typical Roadway Section A-A

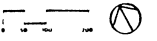




**North Point Policy Plan**

*Concept Plan-Open Space*

September 1988



providing direct waterfront access to the pedestrian system at North Point.

A major central park should be located in an appropriate site west of the Charlestown Avenue Bridge. This park should be the focus of the adjacent uses. The open space areas in this park should be largely trees and grass and provide a passive recreational amenity.

A smaller park is proposed adjacent to East Street at the new Lechmere MBTA station, on MBTA property. This park should be the beginning of the linked pedestrian open space system from East Cambridge and the Green Line station to the rest of North Point.

The major open space areas on the site should be connected to each other by a widening of the spine road right of way which should be planted to create a pedestrian walkway and visual connection between North Point's open spaces and the Charles River. This linear green space along the spine road should connect to the waterfront park via the finger parks described above.

A park with a minimum width of 50 feet of green space is proposed along the Charles River edge. This parkway should provide for public access and movement as part of the MDC system.

#### IV. DESIGN GUIDELINES

4.01. General. Development proposals under Section 13.70 of the Ordinance are to be reviewed by the Planning Board for consistency with the Design Guidelines set forth in this Section IV. Nothing in these Design Guidelines shall prevent the Planning Board from approving, in its discretion, a development proposal which deviates from specific language of this Section IV, but a deviation from the overall quality and character of development suggested here is strongly discouraged.

#### 4.02. Elements of Form.

##### (a) Height:

The North Point project has been planned so that building height and bulk will relate compatibly to the building heights of the neighboring development at the Lechmere Triangle and help overcome the effects of the elevated roadway of Charlestown Avenue Bridge and the proposed I-93 ramp.

The highest buildings at North Point will be limited to a maximum height of 145 feet. These buildings will be located adjacent to the Charlestown Avenue Bridge and on the north side of the project site near the railyards. At these locations the buildings will provide North Point with a barrier from the visual and noise impacts of the elevated Charlestown Avenue Bridge and from the proposed ramp. These buildings will also take advantage of the views of Boston skyline, the Charles River and East Cambridge and they will maximize the amount of sunlight that will reach major open spaces.

Building heights will step down from the north side of the site to lower height zones at the south side of the project which are more compatible to neighboring development at Lechmere Canal and the Charles River edge. Beyond this, the long and substantial 85-foot height zone along Monsignor O'Brien Highway westerly of Charlestown Avenue provides an important transitional buffer zone to the residential East Cambridge neighborhood. A 115-foot zone and an 85-foot height zone achieve a gradual reduction in height across the site with the 85-foot zone being adjacent to and matching the building height limitation at Lechmere Canal.

The actual space available for commercial and residential uses in the District is much less than the full height envelope due to the City Engineer's determination that excavated parking will not be permitted in the District below 4.5 feet below grade, due to concerns over the water table. The effect of the City Engineer's determination is to require structured parking at and above grade, occupying a portion of the height envelope. This is in sharp contrast to the Lechmere Triangle, where largely excavated parking structures were encouraged. The effective height penalty imposed by the City Engineer's determination should be taken into account in reviewing the heights of proposed buildings in the District.

(b) Massing:

While North Point will be a new area, it should still be considered an extension of the Lechmere Development area and East Cambridge, with the pattern of urban streets of these areas being extended onto the site. The streets at North Point should be defined by buildings. Each building should have a clearly articulated base, middle and top, so as to create a streetscape that is at a human scale.

Each building should conform to the following general requirements which apply to building massing design:

1. Each Base should be composed of one to three floors, it is being understood that ordinarily some or all of the Base must necessarily accommodate structured parking.
2. Each Base should be clearly articulated from the rest of the building and should be designed to define an appropriate human scale at the street level.
3. As buildings increase in height, they should be broken down in scale toward the top. The top may be differentiated by a change in the window rhythm, change in apparent floor height setback, or use of alternate materials or a combination of these elements.
4. Rooftop elements such as mechanical penthouses and elevator overruns should be screened from view from above and below with roof or wall enclosures which, in their configuration, materials, coloration and surface design are compatible with roof and wall materials of the building.
5. Distinctive corner and entry treatments may differ from the Base, Middle, and Top guidelines of this section in order to enhance the building facades.

When possible, building massing for North Point should be arranged so that major open spaces at North Point maximize the hours of available sunlight. When buildings border the public domain they should form a common wall with adjacent buildings responding to their neighbors in an architecturally compatible manner. The creation of alleyways between buildings that are visible from the public realm is not encouraged.

(c) Building Edge:

The use of buildings to create a street edge is required. This may be accomplished by setbacks and cornice lines which are consistent between buildings along the spine road and on the same block. The consistent alignment of buildings with streets and open spaces will also help unify the entire North Point district.

Along the primary spine road west of Charlestown Avenue, building faces should be approximately 40 feet from the curb along the north side and approximately 20 feet along the south side. East of Charlestown Avenue, setbacks

from the curb should be approximately 20 feet on the north side and approximately 40 feet on the south side. Along a realigned Industrial Way, there should be approximately 16 feet from curb to face of building on both sides. Pedestrian paving along the other roads should generally be between 12 and 15 feet in width, inclusive of curbs and planting areas.

#### 4.03. Architectural Detail:

##### (a) Materials:

All buildings should be faced predominantly with authentic brick and/or stone masonry. Stone masonry is defined as granite, limestone, marble or other natural stone or high-quality cast stone. String courses, lintels, sills and trim of complementary materials are encouraged to soften and refine these facades. The highest quality of materials should be used at the pedestrian level of all buildings.

##### (b) Windows:

Strip windows should be avoided. Glass curtain walls are permitted to be included as components of middle divisions where combined with major vertical masonry elements. Expansive glass and transparency at street level is encouraged, where possible given the need to provide structured parking at and above grade .

##### (c) Color:

The colors of materials should generally be compatible to the general palette of colors and materials that have been used for the Lechmere Canal development in East Cambridge.

##### (d) Signs:

Signage shall conform to relevant city ordinances. Bases should be designed to accommodate signage in an orderly and attractive manner.

##### (e) Parking Structures:

Facades of parking structures which face major streets, open space or residential uses should be designed with horizontal perimeter openings. Continuous horizontal strip openings are to be avoided; and in no case should openings exceed 45 feet in width.

4.04. Streetscape. The North Point streets consist of the primary loop roadway and the secondary streets that branch from it. Three design elements should be considered for these streets: pedestrian paving, street lighting, and street trees.

(a) Pedestrian Paving:

Pedestrian paving widths should be established based on pedestrian use, with differentiation among the primary loop roadway from the MBTA station to the river, secondary streets, streets bordering public open space, and the river edge promenade. The paving materials for pedestrian areas should provide a sense of continuity, with paving patterns being designed to reflect building modules and building entries, street crossings and other significant places. All pedestrian paving shall be separated from roadways by granite curbing.

(b) Street Lighting:

Street lighting will help provide North Point with a unified network of streets and spaces as well as provide suitable light levels for safety. Lighting types should relate to the different uses of each vehicular and/or pedestrian way including the primary loop roadway, secondary streets, the riverfront promenade, and other public open spaces.

(c) Street Planting:

The three dimensional scale and impact of the tree lined streets and open spaces are important aspects of the North Point plan. The grid of tree rows formed by street plantings is intended to organize the open spaces of the project. Tree types and species should be chosen for use so that complementary species and appropriate scale of tree size are selected for each area.

XP-3975/c



# OFFICE OF THE MAYOR

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

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RECEIVED BY  
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Alfred E. Vellucci  
Mayor

September 29, 1988

The Honorable, The City Council:

Last week we received a letter from the East Cambridge Planning Team indicating their support for the Guilford, et al Petition now that the landowners have offered to make amendments requested by the community.

On behalf of the East Cambridge Planning Team, I am submitting to Council the amendments, the petition as it will then be amended, and the North Point Policy Plan and Design Guidelines.

I hope Council will take action on their amendments so that the petition reflects the wishes of the Planning Team.

Sincerely,

Alfred E. Vellucci  
Mayor

PROPOSED AMENDMENT TO GUILFORD PETITION

AND ARTICLE 13.000

1. Add, immediately following the words "Section 16.40" in the fourth line of subsection 16.216(1), the words ", or as a principal use so long as such parking is not made available to the general public".
2. Add, immediately following subsection 16.216(5), a new subsection (6) as follows:

(6) Bus or railroad passenger station.
3. Delete Section 16.31 and substitute the following in its place:

16.31 Lot Density Limitation. For each lot within the District, a permitted floor area ratio (as defined in Article 2.000) of 1.0 is hereby established for each lot, and shall not be exceeded. The area of the lot to be counted in determining the floor area ratio shall include land dedicated (after adoption of this Article 16) by the owner or former owner of the lot, whether in fee or by easement, deed restriction, covenant or comparable legal instrument enforceable by the City of Cambridge or other public entity, as a public way, private way open to public use, or public open space.
4. Delete Sections 16.311 and 16.312 in their entirety.
5. Delete Sections 16.32, 16.321, and 16.322 in their entirety and substitute the following in place of Section 16.32:

16.32 Building Height Limitation. The maximum building height for all buildings within the District shall be fifty (50) feet.
6. Delete the figure "10%" in the third line of Section 16.33 and substitute the figure "15%" in its place.
7. Delete Sections 16.40, 16.41, 16.42, 16.421, 16.422, 16.423, and 16.43 in their entirety.
8. Delete Sections 16.51, 16.511, and 16.512 in their entirety and substitute the following in their place:

16.41 Parking and Loading Requirements. Subject to Sections 16.411, 16.412, 16.413, and 16.414,

off-street parking and loading requirements shall be the same as currently (at the time of the adoption of this Article 16.000) specified in Article 6.000 and in the Schedule of Parking and Loading Requirements applicable to Residence C-3, Office 3, Business B and Industry B Districts.

16.411 The minimum requirement for off-street parking facilities for any use shall be one-half the requirement set forth in Article 6.000, provided that there shall be no minimum requirement for off-street parking facilities if any parking for the development parcel involved shall be provided outside of the North Point Residence, Office, and Business District and outside of the City of Cambridge. There shall be no maximum number of compact car parking spaces, and a maximum of two parking spaces per dwelling unit shall apply.

16.412 Parking facilities may be located on the lot they serve or may be located in whole or in part in one or more pooled private or public parking facilities located anywhere within the North Point Residence, Office, and Business District.

16.413 Subject to Section 16.414 below, the maximum number of parking spaces available for non-residential use (but including hotel and motel use) which are accessible from Monsignor O'Brien Highway on any lot in the North Point Residence, Office, and Residence District shall be as follows:

- (1) For lots located entirely within the Front Development Area, such maximum shall be 1.223 parking spaces per 1,000 square feet of gross floor area, calculated solely for purposes of this Section 16.413 as if the applicable floor area ratio were 2.0.
- (2) For lots located entirely within the Back Development Area, such maximum shall be one parking space per 3,250 square feet of gross floor area, calculated solely for purposes of this Section 16.413 as if the applicable floor area ratio were 1.0.
- (3) For lots located partly within the Front Development Area and partly within the Back Development Area, the calculations set forth in subsections (1) and (2) above shall be performed separately with respect to the

portions of such lot located within the Front Development Area and the Back Development Area, respectively, and such maximum shall equal the sum of the maximum so calculated under subsection (1) and the maximum so calculated under subsection (2); such parking spaces may be located anywhere within such lot.

(4) As used herein, the following terms have the following meanings:

- (a) "accessible" means having access and egress in the ordinary course of business, without regard to emergency access and egress or access and egress for maintenance purposes.
- (b) "Front Development Area" means that portion of the North Point Residence, Office, and Business District lying (a) within 600 feet of the Charles River, or (b) easterly of a line in the same plane as and extending northerly and southerly from the westerly sideline of East Street as currently (at the time of adoption of this Article 16.000) constituted and within 725 feet of the Reference Line (as defined below).
- (c) "Back Development Area" means all portions of the North Point Residence, Office, and Business District lying outside the Front Development Area.
- (d) "Reference Line" means a line in the same plane as and extending northerly and southerly from the southern face of the span carrying the MBTA Green Line tracks between the piers supporting the same located on each side and nearest to Industrial Way at its intersection with Monsignor O'Brien Highway.

16.414 Wherever parking spaces are provided for residential use (other than hotel or motel use) on any lot, the number of parking spaces permitted to be made available to serve non-residential uses (but including hotel and motel use) on such lot under Section 16.413 above shall be reduced by one parking space for every 6.67 dwelling units served by any parking spaces provided for such residential use.

8. Renumber Sections 16.50, 16.60, 16.61, 16.70, and 16.71 as Sections 16.40, 16.50, 16.51, 16.60, and 16.61, respectively.
9. Delete Section 16.40, AREA OF SPECIAL PLANNING CONCERN; PUBLIC BENEFITS from the index preceding Section 16.10 and renumber the references to Sections 16.50, 16.60, and 16.70 therein to refer to Sections 16.40, 16.50, and 16.60, respectively.
10. Add a new Section 13.70 at the end of Article 13.000, as follows:

13.70 PLANNED UNIT DEVELOPMENT IN THE NORTH POINT RESIDENCE, OFFICE, AND BUSINESS DISTRICT.

- 13.71 Purpose. This Section 13.70 is intended to provide the opportunity for a transition from the existing industrial character of the North Point area to a highly active, moderate density commercial area with a mix of residential, office, and/or business uses having a street pattern and significant open space. It is also intended to encourage development which is substantially in accordance with the development policies outlined in the September 1988 North Point Policy Plan.
- 13.72 Applicability. A special permit for a Planned Unit Development may be granted by the Planning Board in the North Point Residence, Office, and Business District in accordance with the requirements of Sections 12.30 and 12.40, and the development controls specified in Section 12.50 and this Section 13.70. All references to and requirements for a PUD district in those sections shall also apply to a Planned Unit Development in the North Point Residence, Office, and Business District.
- 13.73 Use Regulations. Any use permitted in Article 16.000-North Point Residence, Office, and Business District, may be allowed by the Planning Board.
- 13.74 Dimensional Requirements.
- 13.741 Floor Area Limitation. The maximum ratio of floor area to total area of the development parcel shall be 2.0, subject to the provisions of Sections 13.742 and 13.743. The area of the lot to be counted in determining the floor area ratio shall include land dedicated (after adoption of this Section 13.70) by

the owner or former owner of the lot, whether in fee or by easement, deed restriction, covenant or comparable legal instrument enforceable by the City of Cambridge or other public entity, as a public way, private way open to public use, or public open space.

13.742 Traffic Mitigation Incentive. The floor area ratio of any building used for other than residential uses (but including hotel and motel uses) may be increased by the percentage by which the number of square feet of gross floor area per parking space provided for such building shall exceed the number of square feet of gross floor area per parking space permitted under the maximum amount of parking stipulated for the use or uses to which such building is put in the Schedule of Parking and Loading Requirements applicable to Industry B, Residence C-3, Office 3, and Business B Districts set forth in Section 6.36, as currently (at the time of the adoption of this Section 13.70) constituted. In no event, however, shall the floor area ratio for any lot exceed 2.5 by reason of the application of this Section 13.742. (Example: for a general office use in an Office 3 District, Section 6.364d specifies a maximum of one space per 670 square feet of gross floor area. If parking is instead provided at a ratio of one space per 1,000 square feet of gross floor area, the floor area ratio would be increased by 49.25%, from 2.0 to 2.985 [ $1,000/670=1.4925$ , an increase of 49.25%], subject, however, to a maximum limit of 2.5.)

13.743 Incentive for Residential Development. In order to promote housing uses within the District, increases in floor area ratio shall be permitted as follows:

- (1) The maximum permitted floor area ratio for a development in which at least 25% of the total gross floor area is devoted to residential use (other than hotel or motel use) shall be 2.5.
- (2) The maximum permitted floor area ratio for a development in which at least 50% of the total gross floor area is devoted to residential use (other than hotel or motel use) shall be 3.0.
- (3) The maximum permitted floor area ratio for a development in which at least 75% of the total gross floor area is devoted to residential use (other than hotel or motel use) shall be 3.5.
- (4) As used herein, the term "development" shall mean one or more buildings located on the same lot.

- 13.744 Development Parcel and Lot Size. The minimum size of the development parcel shall be 20,000 square feet. There shall be no specified minimum lot size for lots located within a development parcel. The Planning Board shall approve all lot sizes located within a development parcel.
- 13.745 Other Dimensional Requirements. There shall be no minimum lot area per dwelling unit requirement, and there shall be no requirement with respect to frontage on any street for lots devoted to townhouse development. There shall be no requirement with respect to minimum lot widths or minimum front, side or rear yards in the District. The Planning Board shall approve all such building setbacks.
- 13.746 Building Height Limitation. The maximum building height for all buildings shall be one hundred fifteen (115) feet, except as set forth in Sections 17.747 and 17.748.
- 13.747 A maximum building height of one hundred forty five (145) feet shall apply: (a) in that portion of the District lying within 620 feet westerly of a line perpendicular to, and at the midpoint of, the span carrying the MBTA Green Line tracks between the piers supporting the same located on each side and nearest to Industrial Way at its intersection with Monsignor O'Brien Highway (excluding from such portion, however, any part thereof lying within 240 feet of a line in the same plane as and extending easterly and westerly from the southern face of such span [the "Reference Line"]), and (b) in that portion of the District lying more than 685 feet from the Reference Line (excluding from such portion, however, any part thereof lying within 350 feet of the Charles River).
- 13.748 Except as otherwise provided in Section 13.747, the maximum height of buildings located within 300 feet of the Reference Line described in Section 13.747 above shall be eighty five (85) feet.
- 13.749 In evaluating a development proposal providing for building height in excess of 85 feet, the Planning Board shall give consideration to evidence presented on the following:
- (a) that increased height is necessary to accommodate structured parking which cannot reasonably be located below grade due to concerns over the water table;

- (b) that increased height will not cast shadows or alter air currents in ways that will unreasonably limit the amount of light and air reaching other buildings in the vicinity to a significantly greater extent than if the building height did not exceed 85 feet;
- (c) that increased height would mitigate detrimental environmental impacts such as excessive ground coverage, diminution of open space, and monotonous development, and/or would enable the provision of open space, including roadways;
- (d) that increased height would not adversely affect and would result in increased sensitivity to the visual and physical characteristics of the particular location through more harmonious relationships to the terrain and to proposed and existing buildings in the vicinity that have functional or visual relationships to the proposed building, or would shield other buildings or areas from elevated roadways, railroad yards, or other detracting influences;
- (e) that increased height would result from actions taken to lessen the impact of traffic and parking on the surrounding area; and/or
- (f) that the orientation and location of the proposed structure shall not otherwise diminish the health and safety of the North Point area.

13.75

Open Space. Public open space and/or publicly beneficial open space shall be provided on every lot and shall in the aggregate equal at least 15% of the area of such lot, provided, however, that owners of adjacent lots may collectively provide such open space by dedication, easement, deed restriction, covenant, or comparable legal instrument enforceable by the City of Cambridge or other public entity, in which event each such lot shall for purposes of this Section 13.75 be deemed to include such portion of such open space as such owners shall allocate to it in such legal instrument. All streets, plazas, sidewalks, decks, arcades, loggias, gallerias, and parks which are open to public use and are located on land which is now (at the time of adoption of this Section 13.70) or hereafter privately owned, shall constitute public open space and/or publicly beneficial open space for purposes of this Section 13.75.

The Planning Board may reduce the open space requirement if the development is located adjacent to a public open space and if the development is physically and functionally integrated with the open space by means of building orientation, location of building entrances, pedestrian linkages between major activity centers, or similar factors.

13.76 Perimeter and Transition. Any part of the perimeter of a planned unit development which fronts on a public open space for not less than 250 feet or is immediately adjacent to and within 300 feet of the Charles River shall be so designed as to complement and harmonize with adjacent land uses (existing or proposed) with respect to scale, density, setback, bulk, height, landscaping, and screening.

13.77 Parking and Loading Requirements. Off-street parking and loading requirements shall be the same as provided in Section 16.40; provided, however, that the Planning Board may, in its discretion, increase the maximum number of parking spaces permitted.

13.78 Public Benefits. All special permits granted under this Section 13.70 shall be subject to the provisions of Section 11.200; provided, however, that notwithstanding any contrary provision of Section 11.200, all funds generated as a result of special permits granted under this Section 13.70 shall be held separately from those funds generated as a result of other special permits and shall be applied as follows:

- (a) fifty percent (50%) shall be applied towards the provision of affordable housing in the East Cambridge residential neighborhood; and
- (b) fifty percent (50%) shall be first applied towards the provision of affordable housing in the North Point Residence, Office, and Business District and if not used there within five (5) years from the time such funds were generated shall then be applied towards the provision of affordable housing in the East Cambridge residential neighborhood.

Nothing herein shall prevent or limit the application of funds generated under Section 11.200 as a result of the issuance of special permits granted under parts of this Ordinance other than this Section 13.70 towards the provision of affordable housing in the North Point Residence, Office and

Business District and the East Cambridge residential neighborhood; to the contrary, such application of funds is encouraged in addition to the application of funds required in this Section 13.78.

- 13.781 Traffic Mitigation. Any special permit granted under this Section 13.70 may be conditioned upon compliance with any of the following traffic mitigation measures determined appropriate by the Planning Board and specified in its decision on the special permit:
- (a) Encourage staggered or flexible work hours for employees of all tenants enjoying access from Monsignor O'Brien Highway through the provision of utilities during off-peak hours and other appropriate means.
  - (b) Promote the use of public transportation by providing transit information and participation in the MBTA commuter pass program including the establishment of a commuter pass sales office or other means of facilitating the use of commuter passes.
  - (c) Operate or coordinate with a computer-based ride-sharing information bank and collect and disseminate ride-sharing information to employees and cooperate with other landowners in the East Cambridge Riverfront District in this regard.
  - (d) Reserve spaces at preferential locations for carpool and vanpool parking.
  - (e) Establish reduced parking fees for carpool and vanpool parking.
  - (f) In the case of any hotel, encourage the hotel operator to provide an airport motor vehicle shuttle.
  - (g) Provide reduced parking fees on the site for monthly and daily parking spaces not available on working days until after 9:30 A.M.
  - (h) Sensitize tenants to the issue of reducing or eliminating subsidized parking spaces for employees.
  - (i) Make reference to the availability of mass transit facilities in marketing and advertising materials produced for new development projects.

- (j) Cooperate with the MDC, the MBTA, the City of Cambridge, and neighborhood groups to provide a pedestrian overpass across Monsignor O'Brien Highway serving the relocated MBTA Green Line Lechmere Station.
- (k) Cooperate with the MDC to provide pedestrian access to Charlestown Avenue for access to the MBTA Orange Line Community College Station from the North Point area.
- (l) Cooperate with the MDC, the MBTA, and the City of Boston to provide pedestrian access to North Station from the North Point area, to the extent feasible.
- (m) Cooperate with the MDC, the MBTA, and the City of Cambridge, and the City of Boston to improve pedestrian access to the MBTA Green Line Science Park Station from the North Point area.
- (n) Cooperate with Riverside Galleria Associates Trust to coordinate service to the North Point area with the Galleria shuttle bus system.
- (o) Cooperate with the MDC, the City of Cambridge, and the City of Boston to establish bicycle paths.
- (p) Provide bicycle parking racks.
- (q) Cooperate with the East Cambridge Transportation Coordinator.

13.782 Design Review. Every development proposal approved by the Planning Board as a Planned Unit Development under this Section 13.70 shall be reviewed by the Planning Board for consistency with the Design Guidelines set forth in the September 1988 North Point Policy Plan adopted by the City as of the time of ordination of this Section 13.70, but the Planning Board may in its discretion approve any development proposal notwithstanding deviations from such Design Guidelines. In addition, the Planning Board may condition any special permit granted hereunder upon further design review insofar as the public health, safety, and welfare shall be concerned.

XP-3984/c

ARTICLE 16.000 NORTH POINT RESIDENCE, OFFICE AND BUSINESS DISTRICT

16.10 SCOPE AND INTENT

16.20 USE REGULATIONS

16.30 DIMENSIONAL REGULATIONS

16.40 PARKING AND LOADING REQUIREMENTS

16.50 SIGNS

16.60 INAPPLICABILITY OF CERTAIN OTHER REGULATIONS

16.10 SCOPE AND INTENT

16.11 Scope. This Article regulates development within the North Point Residence, Office and Business District (the "District"), located as shown on the Zoning Map, as amended.

16.12 Intent. The purpose of the District is to allow an industrial area on the northern boundary of Cambridge, which will contain an MBTA Green Line Station, to be redeveloped for office, housing, and other uses consistent with high land costs prevalent in the area; to allow a diversity of land uses in close proximity within a limited area; and to encourage interaction among activities located within the District.

16.13 Approach. This Article is designed to fulfill the above purposes of the District by establishing controls which will facilitate development while protecting the public interest; by setting regulations which limit the amount of development within the District and encourage traffic mitigation and housing development by means of density incentives; and by allowing mixed uses within the District.

16.20 USE REGULATIONS

16.21 Permitted Uses. The following uses are allowed in the District. All uses not listed within one of the use groups in this section shall be prohibited. All uses within the District shall comply with the environmental protection standards of Section 16.24. The provisions of Section 4.50 et seq. shall not apply to institutional uses permitted within the District pursuant to Section 16.217.

16.211 Industrial Uses

(1) Manufacturing, processing, assembly, and packaging as permitted in Section 4.37 a and b.

- (2) Bottling of beverages, as permitted in Section 4.37c.
- (3) Distribution center, parcel delivery center, delivery warehouse, as permitted in Section 4.37d.
- (4) Laundry, dry cleaning plant, as permitted in Section 4.37e.
- (5) Printing, binding, publishing, and related arts and trades, as permitted in Section 4.37f.
- (6) Automotive repair garage as permitted in Section 4.37h, as an accessory use occupying not more than twenty-five percent (25%) of the aggregate gross floor area of all buildings on a lot.
- (7) Food commissary, as permitted in Section 4.37i.
- (8) Wholesale business and storage in roofed structures, as permitted in Section 4.37j.
- (9) Storage warehouse, cold storage plant, storage building, as permitted in Section 4.37k.
- (10) Open-lot storage as permitted in Section 4.37 l and m, subject to the provisions of Section 16.23.
- (11) Heavy industry as permitted in Section 4.38, subject to the provisions of Section 16.23.

16.212 Office and Laboratory Uses

- (1) Office of a physician, dentist or other medical practitioner not located in a clinic listed in Subsection 4.33d, as an accessory use occupying not more than twenty-five percent (25%) of the aggregate gross floor area of all buildings on a lot.
- (2) Office of an accountant, attorney, or other non-medical professional person.
- (3) Real estate, insurance or other agency office.
- (4) General office use.
- (5) Bank, trust company or similar financial institution not located on the first floor of a building.

- (6) Technical office for research and development, laboratory and research facility, including (without limit) manufacturing facilities incident thereto.

16.213 Retail and Consumer Service Establishments

- (1) Store for retail sale of merchandise.
- (2) Eating and/or drinking establishment, whether or not liquor is sold or consumed, including restaurant, bar, lunchroom, cafeteria and food commissary.
- (3) Fast order food establishment subject to the Special Permit requirements of Section 11.30, unless such use is enclosed in a structure principally containing other uses and is included in a "food court" or similar specialized area (in which case no Special Permit shall be required).
- (4) Consumer service establishment, including but not limited to hairdresser, barber shop, laundry or dry-cleaning pick-up establishment, self-service laundry, shoe repair or tailoring shop, or photography studio.
- (5) Rental agency for autos or other products, but not including taxi companies. Such agencies shall be operated entirely within a building and no major automobile repairs shall be made on the premises.
- (6) Automobile service stations where no major repairs are made.
- (7) Bank, trust company or similar financial institution located on the first floor of a building.

16.214 Residential Uses

- (1) One and two family dwelling, but only by special permit from the Planning Board pursuant to Section 10.40.
- (2) Townhouse development.
- (3) Elderly oriented congregate housing.
- (4) Multi-family dwelling.

(5) Hotel or motel.

16.215 Entertainment and Recreational Uses

- (1) Indoor commercial entertainment establishments not open to the public on weekdays prior to 7:30 p.m. including but not limited to cinema, theater, concert hall, cabaret and night club.
- (2) Recreation facility, health club, as an accessory use occupying not more than twenty-five percent (25%) of the aggregate gross floor area of all buildings on a lot.
- (3) Non-accessory recreation facilities including bowling alley, indoor or outdoor tennis courts, public recreation building, or skating rink, but only by special permit from the Planning Board pursuant to Section 10.40.
- (4) Halls, auditoriums and similar spaces used for public gatherings, as an accessory use occupying not more than twenty-five (25%) of the aggregate gross floor area of all buildings on a lot.
- (5) Non-accessory halls, auditorium and similar spaces used for public gatherings, but only by special permit from the Planning Board pursuant to Section 10.40.
- (6) Park or playground.

16.216 Transportation, Communication and Utility Uses

- (1) Automobile parking lot or parking garage for private passenger cars, but only for the purpose of providing accessory parking under Section 16.40, or as a principal use so long as such parking is not made available to the general public.
- (2) Railroad freight terminal, railroad yard and shops.
- (3) Truck or bus terminal, yard or building for storage or servicing of trucks, trailers or buses, parking lot for trucks.
- (4) Radio and television studio.
- (5) Telephone exchange, transformer station, substation, gas regulating station, or pumping station.

(6) Bus or railroad passenger station.

16.217 Institutional Uses

(1) All uses permitted in Sections 4.33a, b, c, d, e, f, and g.

(2) All uses permitted in Section 4.33h.1 or .2.

(3) Any institutional use not referred to in subparagraphs (1) and (2) above, but only by special permit from the Planning Board pursuant to Section 10.40.

16.22 Multiple Uses in the Same Structure. Except as set forth in Section 16.221 below, within the District there shall be no restriction on combining different categories of use within the same building other than those imposed by the State Building Code or other federal, state or local regulations other than this Ordinance.

16.221 Limitation on Retail and Consumer Service Establishments. Retail and consumer service establishments permitted under Section 16.213 shall occupy an aggregate in any building, of not more than twenty five percent (25%) (or, if less, 30,000 square feet) of the gross floor area of such building. Such uses shall be located only on the first and/or any second floor, except that eating and/or drinking establishments permitted under Section 16.213(2) may be located on any floor or floors.

16.23 Limitation on Certain Industrial Uses. Uses referred to in Section 16.211(10) and (11) shall be prohibited within the District except as provided in Sections 16.231 and 16.232 below. Such prohibition shall not apply to any use referred to in Section 16.211(10) or (11) which is a pre-existing non-conforming use under Article 8 by virtue of the adoption of this Article 16 or any prior amendment of this Ordinance (hereinafter referred to as a "Nonconforming Use"), except to the extent set forth in such Article 8.

16.231 Notwithstanding anything to the contrary in this Article 16, any use referred to in Section 16.211(10) shall be permitted within 800 feet of a lot which is the location of a Nonconforming Use included among those uses referred to in Sections 16.211(10) and (11), but only for the period during which such Nonconforming Use shall be permitted under Article 8, plus ten (10) years.

- 16.232 Notwithstanding anything to the contrary in this Article 16, any use referred to in Section 16.211(11) shall be permitted within 800 feet of a lot which is the location of a Nonconforming Use included among those uses referred to in Section 16.211(11), but only for the period during which such Nonconforming Use shall be permitted under Article 8, plus ten (10) years.
- 16.233 The allowance of a use under Section 16.231 or Section 16.232 does not and shall not be deemed to confer the protections of Article 8 upon any use referred to in Section 16.211(10) or (11) which is not a pre-existing non-conforming use under Article 8 by virtue of the adoption of this Article 16 or any prior amendment of this Ordinance.
- 16.24 Environmental Protection Standards. No activity shall be permitted in the District unless it shall be in conformity with the following standards for environmental protection:
- 16.241 All dust, fumes, odors, smoke or vapor shall be effectively confined to the premises or disposed of in compliance with applicable environmental laws.
- 16.242 Any noise, vibration or flashing shall not be normally perceptible without instruments at a distance of one hundred feet from the premises.
- 16.243 All development proposals shall comply with Federal and State air pollution and water pollution control regulations, the City of Cambridge Ordinances, and other applicable environmental laws.
- 16.244 Except during construction activity on the lot, all refuse and other waste materials shall be stored within buildings prior to collection and disposal.

#### 16.30 DIMENSIONAL REGULATIONS

- 16.31 Lot Density Limitation. For each lot within the District, a permitted floor area ratio (as defined in Article 2.000) of 1.0 is hereby established for each lot, and shall not be exceeded. The area of the lot to be counted in determining the floor area ratio shall include land dedicated (after adoption of this Article 16) by the owner or former owner of the lot, whether in fee or by easement, deed restriction, covenant or comparable legal instrument enforceable by the City of Cambridge or other public entity, as a public way, private way open to public use, or public open space.

- 16.32 Building Height Limitation. The maximum building height for all buildings within the District shall be fifty (50) feet.
- 16.33 Open Space. Public open space and/or publicly beneficial open space shall be provided on every lot and shall in the aggregate equal at least 15% of the area of such lot, provided, however, that owners of adjacent lots may collectively provide such open space by dedication, easement, deed restriction, covenant, or comparable legal instrument enforceable by the City of Cambridge or other public entity, in which event each such lot shall for purposes of this Section 16.33 be deemed to include such portion of such open space as such owners shall allocate to it in such legal instrument. All public streets, plazas, sidewalks, and parks located on land which is now (at the time of adoption of this Article 16) or hereafter privately owned, whether dedicated to such public use in fee or by easement, deed restriction, covenant, or comparable legal instrument, shall constitute public open sapce for purposes of this Section 16.33.
- 16.34 Other Dimensional Requirements. There shall be no minimum lot size or minimum lot area per dwelling unit requirement in the District. There shall be no requirement with respect to minimum lot widths or minimum front, side or rear yards in the District. There shall be no requirement with respect to frontage on any street for lots devoted to townhouse development.

16.40 PARKING AND LOADING REQUIREMENTS

- 16.41 Parking and Loading Requirements. Subject to Sections 16.411, 16.412, 16.413, and 16.414, off-street parking and loading requirements shall be the same as currently (at the time of the adoption of this Article 16.000) specified in Article 6.000 and in the Schedule of Parking and Loading Requirements applicable to Residence C-3, Office 3, Business B and Industry B Districts.
- 16.411 The minimum requirement for off-street parking facilities for any use shall be one-half the requirement set forth in Article 6.000, provided that there shall be no minimum requirement for off-street parking facilities if any parking for the development parcel involved shall be provided outside of the North Point Residence, Office, and Business District and outside of the City of Cambridge. There shall be no maximum number of compact car parking spaces, and a

maximum of two parking spaces per dwelling unit shall apply.

16.412 Parking facilities may be located on the lot they serve or may be located in whole or in part in one or more pooled private or public parking facilities located anywhere within the North Point Residence, Office, and Business District.

16.413 Subject to Section 16.414 below, the maximum number of parking spaces available for non-residential use (but including hotel and motel use) which are accessible from Monsignor O'Brien Highway on any lot in the North Point Residence, Office, and Residence District shall be as follows:

- (1) For lots located entirely within the Front Development Area, such maximum shall be 1.223 parking spaces per 1,000 square feet of gross floor area, calculated solely for purposes of this Section 16.413 as if the applicable floor area ratio were 2.0.
- (2) For lots located entirely within the Back Development Area, such maximum shall be one parking space per 3,250 square feet of gross floor area, calculated solely for purposes of this Section 16.413 as if the applicable floor area ratio were 1.0.
- (3) For lots located partly within the Front Development Area and partly within the Back Development Area, the calculations set forth in subsections (1) and (2) above shall be performed separately with respect to the portions of such lot located within the Front Development Area and the Back Development Area, respectively, and such maximum shall equal the sum of the maximum so calculated under subsection (1) and the maximum so calculated under subsection (2); such parking spaces may be located anywhere within such lot.
- (4) As used herein, the following terms have the following meanings:
  - (a) "accessible" means having access and egress in the ordinary course of business, without regard to emergency access and egress or access and egress for maintenance purposes.
  - (b) "Front Development Area" means that portion of the North Point Residence, Office, and

Business District lying (a) within 600 feet of the Charles River, or (b) easterly of a line in the same plane as and extending northerly and southerly from the westerly sideline of East Street as currently (at the time of adoption of this Article 16.000) constituted and within 725 feet of the Reference Line (as defined below).

- (c) "Back Development Area" means all portions of the North Point Residence, Office, and Business District lying outside the Front Development Area.
- (d) "Reference Line" means a line in the same plane as and extending northerly and southerly from the southern face of the span carrying the MBTA Green Line tracks between the piers supporting the same located on each side and nearest to Industrial Way at its intersection with Monsignor O'Brien Highway.

16.414 Wherever parking spaces are provided for residential use (other than hotel or motel use) on any lot, the number of parking spaces permitted to be made available to serve non-residential uses (but including hotel and motel use) on such lot under Section 16.413 above shall be reduced by one parking space for every 6.67 dwelling units served by any parking spaces provided for such residential use.

#### 16.50 SIGNS

16.51 The sign regulations of Article 7.000 applicable to Office and Industrial Districts shall be applicable in the District.

#### 16.60 INAPPLICABILITY OF CERTAIN OTHER REGULATIONS

16.61 Where this Article 16.000 specifies some standard or establishes some other requirement contrary to or inconsistent with a requirement elsewhere in this Ordinance, the provisions of this Article 16.000 shall control.

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13.70 PLANNED UNIT DEVELOPMENT IN THE NORTH POINT  
RESIDENCE, OFFICE, AND BUSINESS DISTRICT.

- 13.71 Purpose. This Section 13.70 is intended to provide the opportunity for a transition from the existing industrial character of the North Point area to a highly active, moderate density commercial area with a mix of residential, office, and/or business uses having a street pattern and significant open space. It is also intended to encourage development which is substantially in accordance with the development policies outlined in the September 1988 North Point Policy Plan.
- 13.72 Applicability. A special permit for a Planned Unit Development may be granted by the Planning Board in the North Point Residence, Office, and Business District in accordance with the requirements of Sections 12.30 and 12.40, and the development controls specified in Section 12.50 and this Section 13.70. All references to and requirements for a PUD district in those sections shall also apply to a Planned Unit Development in the North Point Residence, Office, and Business District.
- 13.73 Use Regulations. Any use permitted in Article 16.000-North Point Residence, Office, and Business District, may be allowed by the Planning Board.
- 13.74 Dimensional Requirements.
- 13.741 Floor Area Limitation. The maximum ratio of floor area to total area of the development parcel shall be 2.0, subject to the provisions of Sections 13.742 and 13.743. The area of the lot to be counted in determining the floor area ratio shall include land dedicated (after adoption of this Section 13.70) by the owner or former owner of the lot, whether in fee or by easement, deed restriction, covenant or comparable legal instrument enforceable by the City of Cambridge or other public entity, as a public way, private way open to public use, or public open space.
- 13.742 Traffic Mitigation Incentive. The floor area ratio of any building used for other than residential uses (but including hotel and motel uses) may be increased by the percentage by which the number of square feet of gross floor area per parking space provided for such building shall exceed the number of square feet of gross floor area per parking space permitted under the maximum amount of parking stipulated for the use or

uses to which such building is put in the Schedule of Parking and Loading Requirements applicable to Industry B, Residence C-3, Office 3, and Business B Districts set forth in Section 6.36, as currently (at the time of the adoption of this Section 13.70) constituted. In no event, however, shall the floor area ratio for any lot exceed 2.5 by reason of the application of this Section 13.742. (Example: for a general office use in an Office 3 District, Section 6.364d specifies a maximum of one space per 670 square feet of gross floor area. If parking is instead provided at a ratio of one space per 1,000 square feet of gross floor area, the floor area ratio would be increased by 49.25%, from 2.0 to 2.985 [ $1,000/670=1.4925$ , an increase of 49.25%], subject, however, to a maximum limit of 2.5.)

13.743 Incentive for Residential Development. In order to promote housing uses within the District, increases in floor area ratio shall be permitted as follows:

- (1) The maximum permitted floor area ratio for a development in which at least 25% of the total gross floor area is devoted to residential use (other than hotel or motel use) shall be 2.5.
- (2) The maximum permitted floor area ratio for a development in which at least 50% of the total gross floor area is devoted to residential use (other than hotel or motel use) shall be 3.0.
- (3) The maximum permitted floor area ratio for a development in which at least 75% of the total gross floor area is devoted to residential use (other than hotel or motel use) shall be 3.5.
- (4) As used herein, the term "development" shall mean one or more buildings located on the same lot.

13.744 Development Parcel and Lot Size. The minimum size of the development parcel shall be 20,000 square feet. There shall be no specified minimum lot size for lots located within a development parcel. The Planning Board shall approve all lot sizes located within a development parcel.

13.745 Other Dimensional Requirements. There shall be no minimum lot area per dwelling unit requirement, and there shall be no requirement with respect to frontage on any street for lots devoted to townhouse development. There shall be no requirement with

respect to minimum lot widths or minimum front, side or rear yards in the District. The Planning Board shall approve all such building setbacks.

- 13.746 Building Height Limitation. The maximum building height for all buildings shall be one hundred fifteen (115) feet, except as set forth in Sections 17.747 and 17.748.
- 13.747 A maximum building height of one hundred forty five (145) feet shall apply: (a) in that portion of the District lying within 620 feet westerly of a line perpendicular to, and at the midpoint of, the span carrying the MBTA Green Line tracks between the piers supporting the same located on each side and nearest to Industrial Way at its intersection with Monsignor O'Brien Highway (excluding from such portion, however, any part thereof lying within 240 feet of a line in the same plane as and extending easterly and westerly from the southern face of such span [the "Reference Line"]), and (b) in that portion of the District lying more than 685 feet from the Reference Line (excluding from such portion, however, any part thereof lying within 350 feet of the Charles River).
- 13.748 Except as otherwise provided in Section 13.747, the maximum height of buildings located within 300 feet of the Reference Line described in Section 13.747 above shall be eighty five (85) feet.
- 13.749 In evaluating a development proposal providing for building height in excess of 85 feet, the Planning Board shall give consideration to evidence presented on the following:
- (a) that increased height is necessary to accommodate structured parking which cannot reasonably be located below grade due to concerns over the water table;
  - (b) that increased height will not cast shadows or alter air currents in ways that will unreasonably limit the amount of light and air reaching other buildings in the vicinity to a significantly greater extent than if the building height did not exceed 85 feet;
  - (c) that increased height would mitigate detrimental environmental impacts such as excessive ground coverage, diminution of open space, and monotonous development, and/or would enable the provision of open space, including roadways;

- (d) that increased height would not adversely affect and would result in increased sensitivity to the visual and physical characteristics of the particular location through more harmonious relationships to the terrain and to proposed and existing buildings in the vicinity that have functional or visual relationships to the proposed building, or would shield other buildings or areas from elevated roadways, railroad yards, or other detracting influences;
- (e) that increased height would result from actions taken to lessen the impact of traffic and parking on the surrounding area; and/or
- (f) that the orientation and location of the proposed structure shall not otherwise diminish the health and safety of the North Point area.

13.75 Open Space. Public open space and/or publicly beneficial open space shall be provided on every lot and shall in the aggregate equal at least 15% of the area of such lot, provided, however, that owners of adjacent lots may collectively provide such open space by dedication, easement, deed restriction, covenant, or comparable legal instrument enforceable by the City of Cambridge or other public entity, in which event each such lot shall for purposes of this Section 13.75 be deemed to include such portion of such open space as such owners shall allocate to it in such legal instrument. All streets, plazas, sidewalks, decks, arcades, loggias, gallerias, and parks which are open to public use and are located on land which is now (at the time of adoption of this Section 13.70) or hereafter privately owned, shall constitute public open space and/or publicly beneficial open space for purposes of this Section 13.75.

The Planning Board may reduce the open space requirement if the development is located adjacent to a public open space and if the development is physically and functionally integrated with the open space by means of building orientation, location of building entrances, pedestrian linkages between major activity centers, or similar factors.

13.76 Perimeter and Transition. Any part of the perimeter of a planned unit development which fronts on a public open space for not less than 250 feet or is immediately adjacent to and within 300 feet of the Charles River shall be so designed as to complement

and harmonize with adjacent land uses (existing or proposed) with respect to scale, density, setback, bulk, height, landscaping, and screening.

13.77 Parking and Loading Requirements. Off-street parking and loading requirements shall be the same as provided in Section 16.40; provided, however, that the Planning Board may, in its discretion, increase the maximum number of parking spaces permitted.

13.78 Public Benefits. All special permits granted under this Section 13.70 shall be subject to the provisions of Section 11.200; provided, however, that notwithstanding any contrary provision of Section 11.200, all funds generated as a result of special permits granted under this Section 13.70 shall be held separately from those funds generated as a result of other special permits and shall be applied as follows:

- (a) fifty percent (50%) shall be applied towards the provision of affordable housing in the East Cambridge residential neighborhood; and
- (b) fifty percent (50%) shall be first applied towards the provision of affordable housing in the North Point Residence, Office, and Business District and if not used there within five (5) years from the time such funds were generated shall then be applied towards the provision of affordable housing in the East Cambridge residential neighborhood.

Nothing herein shall prevent or limit the application of funds generated under Section 11.200 as a result of the issuance of special permits granted under parts of this Ordinance other than this Section 13.70 towards the provision of affordable housing in the North Point Residence, Office and Business District and the East Cambridge residential neighborhood; to the contrary, such application of funds is encouraged in addition to the application of funds required in this Section 13.78.

13.781 Traffic Mitigation. Any special permit granted under this Section 13.70 may be conditioned upon compliance with any of the following traffic mitigation measures determined appropriate by the Planning Board and specified in its decision on the special permit:

- (a) Encourage staggered or flexible work hours for employees of all tenants enjoying access from

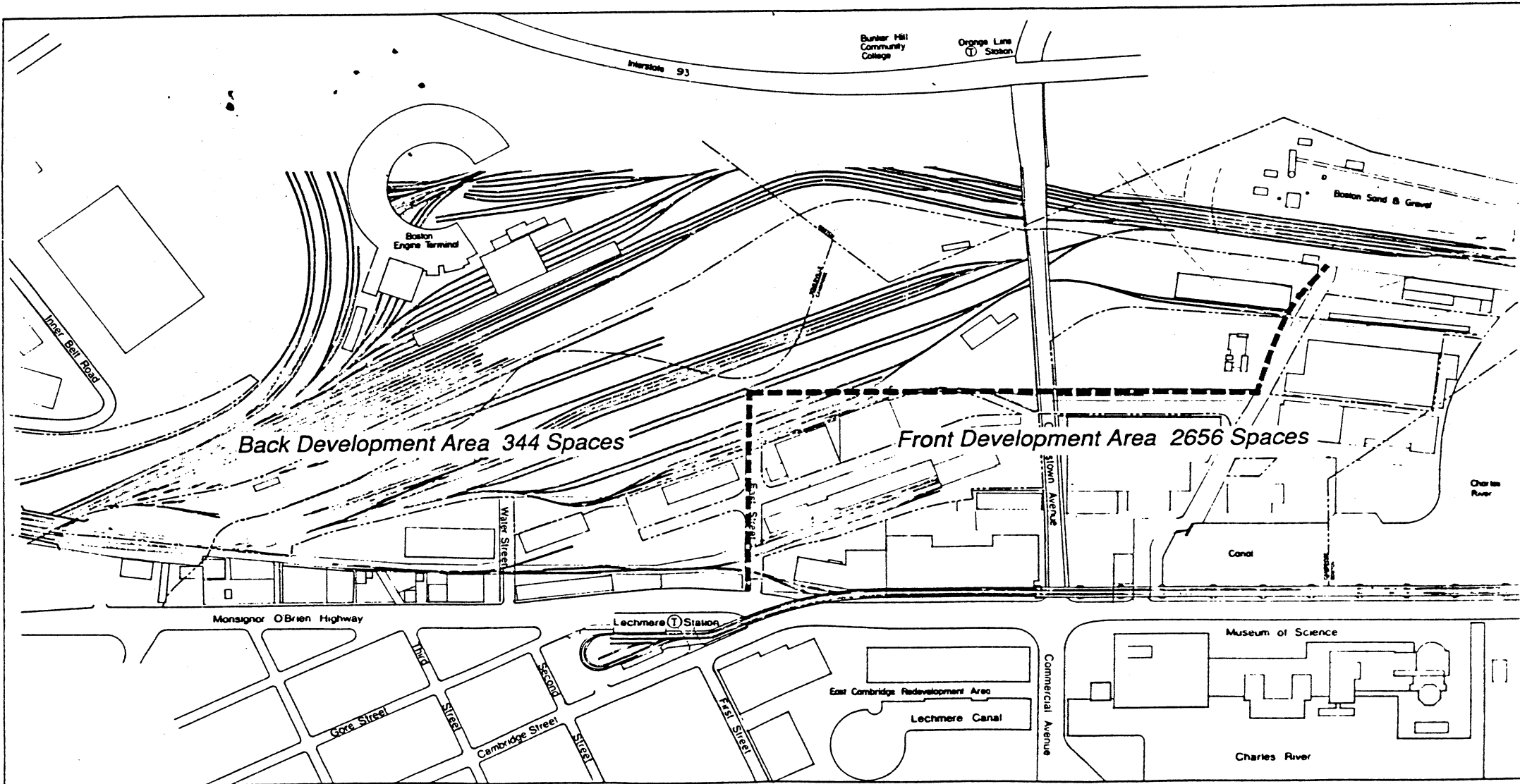
Monsignor O'Brien Highway through the provision of utilities during off-peak hours and other appropriate means.

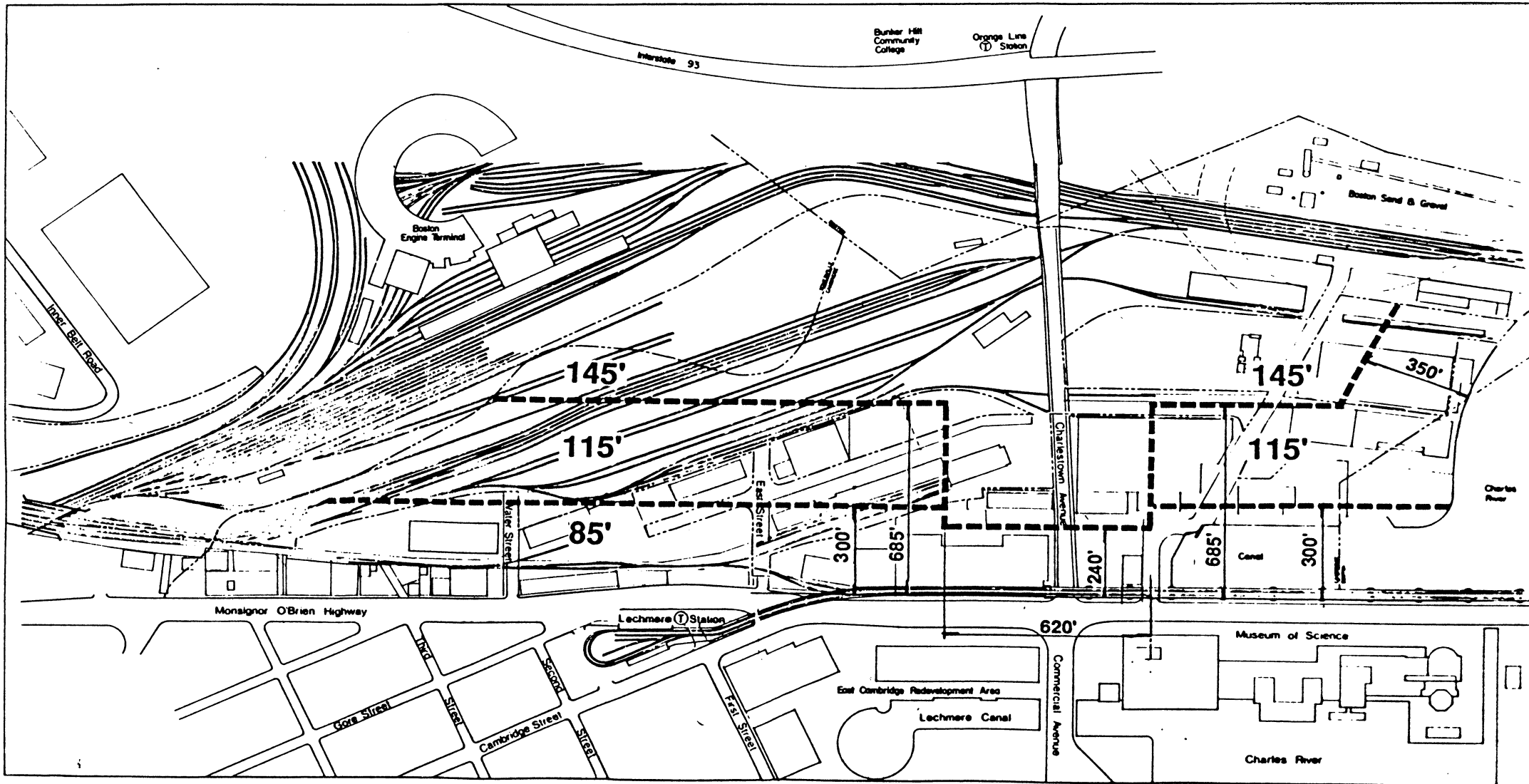
- (b) Promote the use of public transportation by providing transit information and participation in the MBTA commuter pass program including the establishment of a commuter pass sales office or other means of facilitating the use of commuter passes.
- (c) Operate or coordinate with a computer-based ride-sharing information bank and collect and disseminate ride-sharing information to employees and cooperate with other landowners in the East Cambridge Riverfront District in this regard.
- (d) Reserve spaces at preferential locations for carpool and vanpool parking.
- (e) Establish reduced parking fees for carpool and vanpool parking.
- (f) In the case of any hotel, encourage the hotel operator to provide an airport motor vehicle shuttle.
- (g) Provide reduced parking fees on the site for monthly and daily parking spaces not available on working days until after 9:30 A.M.
- (h) Sensitize tenants to the issue of reducing or eliminating subsidized parking spaces for employees.
- (i) Make reference to the availability of mass transit facilities in marketing and advertising materials produced for new development projects.
- (j) Cooperate with the MDC, the MBTA, the City of Cambridge, and neighborhood groups to provide a pedestrian overpass across Monsignor O'Brien Highway serving the relocated MBTA Green Line Lechmere Station.
- (k) Cooperate with the MDC to provide pedestrian access to Charlestown Avenue for access to the MBTA Orange Line Community College Station from the North Point area.

- (l) Cooperate with the MDC, the MBTA, and the City of Boston to provide pedestrian access to North Station from the North Point area, to the extent feasible.
- (m) Cooperate with the MDC, the MBTA, and the City of Cambridge, and the City of Boston to improve pedestrian access to the MBTA Green Line Science Park Station from the North Point area.
- (n) Cooperate with Riverside Galleria Associates Trust to coordinate service to the North Point area with the Galleria shuttle bus system.
- (o) Cooperate with the MDC, the City of Cambridge, and the City of Boston to establish bicycle paths.
- (p) Provide bicycle parking racks.
- (q) Cooperate with the East Cambridge Transportation Coordinator.

13.782 Design Review. Every development proposal approved by the Planning Board as a Planned Unit Development under this Section 13.70 shall be reviewed by the Planning Board for consistency with the Design Guidelines set forth in the September 1988 North Point Policy Plan adopted by the City as of the time of ordination of this Section 13.70, but the Planning Board may in its discretion approve any development proposal notwithstanding deviations from such Design Guidelines. In addition, the Planning Board may condition any special permit granted hereunder upon further design review insofar as the public health, safety, and welfare shall be concerned.

XP-3992/c





**North Point**  
Planned Unit Development

Height Diagram

September 1999

***North Point Policy Plan***  
***Including Design Guidelines***

***Sasaki Associates, Inc.***

***September 1988***

## NORTH POINT POLICY PLAN

### I. INTRODUCTION

1.01. Purpose and Intent. This document is and shall be considered a policy plan under Section 12.51 of the Cambridge Zoning Ordinance (the "Ordinance") with reference to the issuance of special permits under Section 13.70 of the Ordinance in the North Point residence, office, and business district (the "District"). This document sets forth the development policies which are to guide the development of the District anticipated to occur over the next twenty (20) years. It also sets forth Design Guidelines to be considered by the Planning Board in reviewing development proposals under Section 13.70 of the Ordinance.

1.02. Background. The District is located immediately north of Monsignor O'Brien Highway, bounded by the Charles River and parts of Boston to the east and by railroad lines and yards to the north and west. Although it is a large area, over 70 acres, relatively few people are aware of it. Indeed, the District is not commonly thought of as part of Cambridge - the elevated MBTA Green Line viaduct on the southern border of the District is often taken to mark the Cambridge boundary. Originally mostly tidelands, the District, as well as adjacent parts of Somerville and Boston, was first filled for use for heavy industrial purposes, including railroad yards and a gas works. Today, the predominant uses are warehouses, trucking, and rail use. Other uses include a garbage transfer station, a sewage pumping station, storage and various other industrial uses, as well as two small office buildings.

The area to the north of the District is the location of major rail uses, the Boston Sand and Gravel plant, and elevated Interstate 93. The elevated Gilmore Bridge to Charlestown (Charlestown Avenue) bisects the District, and the elevated MBTA Green Line tracks to Lechmere Station run along the District's southern boundary. Despite the District's lengthy frontage on the Charles River, there is no parkland or improved open space and no public access to the river. Some of the properties in the District are currently vacant and/or in substandard condition.

A number of these conditions are expected to continue for some period of time. In particular, some portions of the District and a large area north of the District will continue

to be used for transportation or other heavy industrial purposes in the future, because of the following:

- (a) the impending relocation of the MBTA Green Line Lechmere Station to the north side of Monsignor O'Brien Highway, including possible maintenance facilities;
- (b) the reconstruction of the Interstate 93/Route 1 interchange immediately north of the District, including construction of an additional elevated ramp at or possibly across the boundary of the District;
- (c) the likelihood that some land in the general area of the District will be required on a temporary basis for staging purposes in connection with the reconstruction of the Interstate 93/Route 1 interchange and the depression of the central artery in Boston;
- (d) the continued presence of the garbage transfer station for another five (5) years under its lease agreement;
- (e) the importance to the Commonwealth of the rail corridor immediately north of the District; and
- (f) the right of existing industrial users to continue their activities.

Despite all of the foregoing, the District has considerable development potential because of its proximity to Boston, its frontage on the Charles River near the Museum of Science, its proximity and access to the MBTA Green Line stations at Lechmere and Science Park, the MBTA Orange Line station at Community College, and North Station in Boston, and the impending completion of the redevelopment of the East Cambridge Riverfront immediately to the south. Recognizing this potential, the City imposed a zoning moratorium on the North Point area generally in 1986 for planning purposes, an effort which has culminated in the creation of the District and this Policy Plan. The zoning for the District and this Policy Plan, including the Design Guidelines set forth below, reflect the concerns which have arisen in the course of this planning effort, particularly with respect to the mitigation of traffic impacts on Monsignor O'Brien Highway and the encouragement of the use of the very significant mass transportation resources available to the North Point area.

## II. PLANNING FOR THE DISTRICT

2.01. Planning Approach. Planning for the District follows a different path than that experienced along the East

Cambridge Riverfront. At the East Cambridge Riverfront, the City spearheaded redevelopment of the area by putting a master plan for the area through the environmental review process and providing from its own funds or obtaining from the state the very heavy roadway and other infrastructure improvements required for development of the area. As a result, in the East Cambridge Riverfront, the City was in effect a partner of the various private developers involved in transforming the area; the outstanding success of these efforts is due in large part to the strong role and heavy financial contribution made by the City or through its efforts.

North Point stands in sharp contrast to the East Cambridge Riverfront. North Point has none of the infrastructure and roads within the site necessary for revitalization, but at this time the City is not in the position to commit itself to funding those improvements (although it is hoped that funding may become available in the future for that purpose). Furthermore, it is advisable for the City to take a different role in view of the following:

- (a) the very substantial interest of the Commonwealth in the North Point area and area adjacent to it, as indicated in items (a), (b), (c), and (e) listed in Section 1.02 above;
- (b) the extensive state regulatory requirements applicable to much of the North Point area, particularly with respect to former tide lands and land now or formerly used for railroad purposes;
- (c) the long time horizon which the transition of the District from a heavy industrial area to a mixed-use commercial area will of necessity take;
- (d) the very high likelihood, given the existing and past uses of land within the District, that substantial environmental clean-up will be required, at great cost; and
- (e) property ownership lines within the District.

Accordingly, at North Point, the City is not expected to spearhead development, but rather to protect the public interest by enforcing the zoning and through its Planning Board reviewing and approving development proposals in accordance with Section 13.70 and this Policy Plan (including the Design Guidelines). Given the long time horizon for revitalization of the District, and the substantial uncertainty over the amount of land within the District that will be available for redevelopment, this Policy Plan sets forth the development

policies which are to guide the development of the District and illustrative plans which embody them; however in view of the uncertainties present at North Point, the development policies outlined in this Policy Plan do not impose a rigid plan for redevelopment. It is expected that the plans outlined here may change over time as the uncertainties involved diminish; this is particularly so west of the Gilmore Bridge. As individual building projects are approved through the PUD process under Section 13.70, they shall be reviewed for conformity with this Policy Plan and the Design Guidelines included in it. In making any changes to the plans set forth in this Policy Plan or approving projects which deviate from those plans, from this Policy Plan, or from the Design Guidelines, the Planning Board and the City must be responsive to the concerns and constraints listed as items (a) through (e) above in this Section 2.01.

### III. DEVELOPMENT POLICIES

3.01. General. North Point should be an urban environment that will ultimately be active during the day and evening. The site is located on the Charles River with spectacular views of Boston's skyline and it is adjacent to the Boston Museum of Science and East Cambridge. At this location the site is uniquely situated to provide a distinctive setting for a high quality urban development that will be a positive addition to the East Cambridge environment. This Policy Plan and the zoning for the District respond to pedestrian and automobile transportation, environmental and community constraints and concerns, and form the framework for creation of a highly imageable environment and strong sense of place.

The goal of North Point development is to create an urban district with a diversity of uses consisting of moderate scale buildings which frame a public open space system. The open space system should extend across the site, connecting it directly to East Cambridge and to the Charles River waterfront.

The streets and blocks at North Point should organize the buildings to form a natural extension of the nearby East Cambridge Riverfront city block grid. Within North Point, streets and blocks are to be a series of public spaces which shall be clearly defined as part of the public realm and shall be interconnected by a primary spine street. This primary street shall connect the District's pedestrian ways and open spaces to the Charles River, East Cambridge and MBTA Green Line Lechmere Station providing clarity and continuity to the area. The buildings at North Point are to create a framework for defining the streets and open spaces with consistent setbacks from public ways.

Single use precincts are to be avoided and the mix of uses within the same development zone is encouraged to create active environments throughout the day and evening. Subject to the need for at and above-grade structured parking as discussed in Section 4.02(a) below, flexibility for street level retail uses should be maintained in order to provide more activity along main thoroughfares.

The public open spaces and roadways at North Point should make connections between uses on the site and off of the site. The District's primary spine street should form a major new path for direct public access to the Charles River waterfront edge from the new Lechmere MBTA station and the East Street entrance, which is also the District's gateway to and from the East Cambridge neighborhood.

Major urban parks are proposed for North Point. A waterfront park is planned along the Charles River which will take advantage of the spectacular views to the city skyline and river. To the west of Charlestown Avenue a central public square should be established to create a focus for the district west of Charlestown Avenue.

3.02. Transition from Existing Heavy Industrial Character. The transition of the District from its existing primarily heavily industrial character to a mixed-use area is expected take several years. To the extent of existing and proposed rail transportation uses which remain in the area, some developments in the District will for the near future abut rail uses; it is expected that this will diminish in the future as some rail land becomes available for development. In this connection, it is recognized that a large area immediately north of the District will remain in heavy industrial use for transportation purposes and to accommodate the Boston Sand and Gravel plant for the foreseeable future. The persistence of the existing heavy industrial and transportation uses on a temporary or permanent basis may restrict the ability of portions of the District to accommodate housing uses. Although additions to Cambridge's housing stock, particularly of affordable housing, are to be encouraged, and the zoning contains incentives for housing development, is recognized that the character of the area into which housing uses would be introduced must be substantially changed from the present character of many parts of the District. The mechanism which should be used to promote housing uses within the District is that experienced at the East Cambridge Riverfront: commercial development of office, research/development or other uses should be permitted to establish a favorable atmosphere, including appropriate open space and roadway and circulation patterns, so that housing can be introduced as an enriching feature of the overall development of the District.

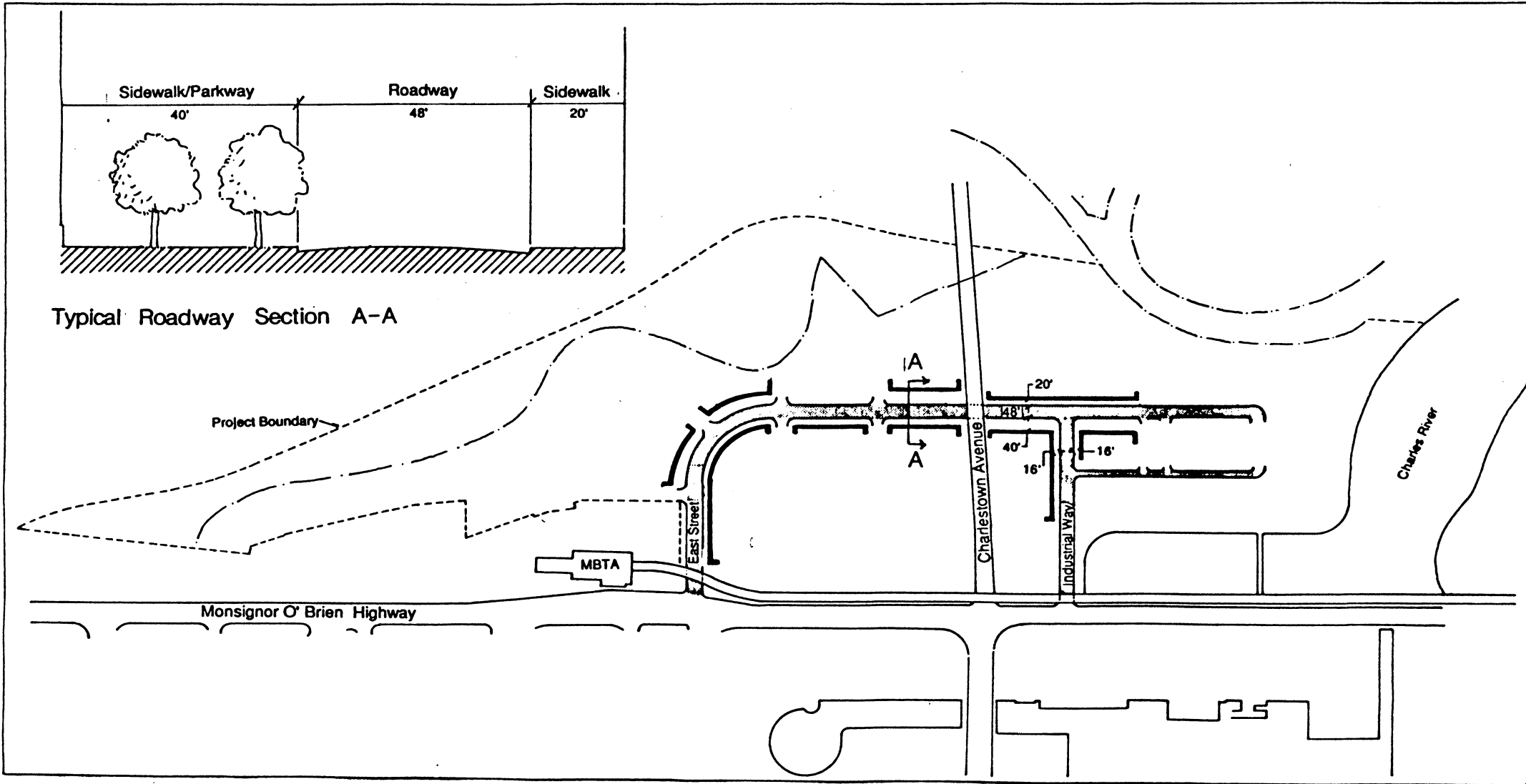
Accordingly, the desire for housing uses should not prevent commercial development but encourage it.

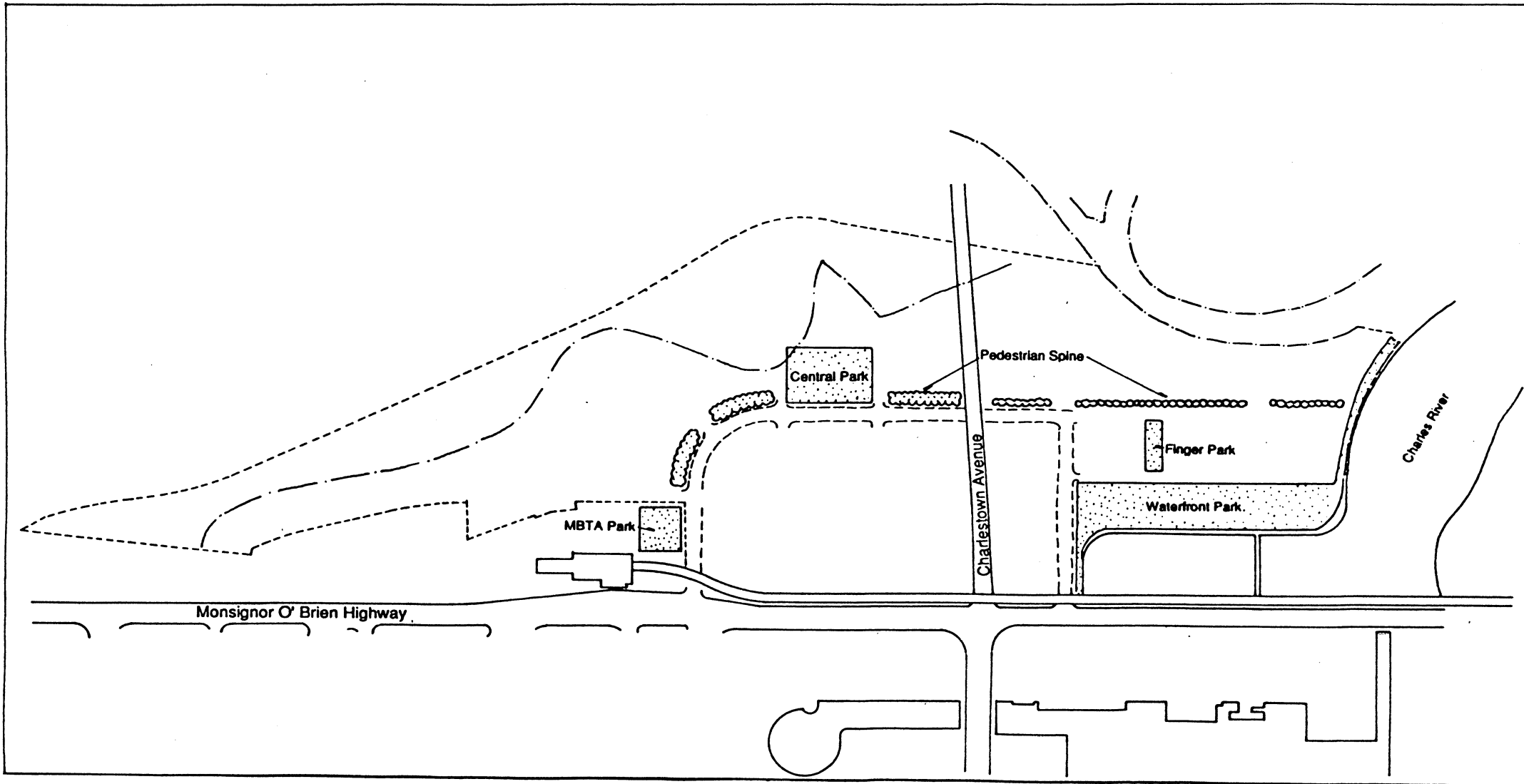
3.03. Roadway and Circulation Framework. The roadway plan for North Point (see illustration) proposes that the site will be serviced by a primary loop road which will provide access to the site from Monsignor O'Brien Highway at East Street and Industrial Way. The primary roadway should continue from this loop in an easterly direction towards the river's edge linking the projects open spaces to the riverfront. Connecting to the primary loop roadway should be a simple block pattern of secondary roadways which will provide each development parcel on the site with public access. As with the major spine road, these roads should be largely defined by the buildings at their edges. The provision of the primary loop roadway providing access at East Street and Industrial Way is a required part of the full development of the District, but the exact location of the roadway remains to be determined based on present and future property ownership lines, as well as engineering considerations. In particular, because of the unique configuration of the Ogden Realty Trust parcel, the primary loop roadway should not be located on or over that parcel without the agreement of Ogden Realty Trust or its successors in interest.

The primary roadways on the site should connect larger open spaces on the site and provide a continuity of urban landscape. The primary loop road should provide for up to four travel lanes with the possible addition of a fifth lane at the points of entry onto Monsignor O'Brien Highway. As shown on the open space plan (see illustration), significant portions of the north side of the roadway from the MBTA station to the water's edge should include a major pedestrian path and an allee of the trees.

3.04. Open Spaces. Two major public open spaces are proposed by the open space plan (see illustration): a waterfront park, and a central park square. These parks should be connected to each other and to the MBTA station by the site's roadways and linear park system. The detailed program for each park should be developed in cooperation with the MDC and the City of Cambridge.

The waterfront park should be a focus for the uses that face it. Buildings should be discouraged easterly of Industrial Way within 200 feet of the Charles River canal on the southeastern edge of the District so as to enable the waterfront park and abutting secondary roadway to run the full length of the canal. The waterfront park should function as a destination for North Point and Cambridge residents and workers who will arrive via North Point's open space system or the MDC's Charles River park system. The park should be largely lawn and trees and have sufficient area for passive recreation. Finger parks between buildings should extend from the waterfront park connecting it to the primary spine roadway,





providing direct waterfront access to the pedestrian system at North Point.

A major central park should be located in an appropriate site west of the Charlestown Avenue Bridge. This park should be the focus of the adjacent uses. The open space areas in this park should be largely trees and grass and provide a passive recreational amenity.

A smaller park is proposed adjacent to East Street at the new Lechmere MBTA station, on MBTA property. This park should be the beginning of the linked pedestrian open space system from East Cambridge and the Green Line station to the rest of North Point.

The major open space areas on the site should be connected to each other by a widening of the spine road right of way which should be planted to create a pedestrian walkway and visual connection between North Point's open spaces and the Charles River. This linear green space along the spine road should connect to the waterfront park via the finger parks described above.

A park with a minimum width of 50 feet of green space is proposed along the Charles River edge. This parkway should provide for public access and movement as part of the MDC system.

#### IV. DESIGN GUIDELINES

4.01. General. Development proposals under Section 13.70 of the Ordinance are to be reviewed by the Planning Board for consistency with the Design Guidelines set forth in this Section IV. Nothing in these Design Guidelines shall prevent the Planning Board from approving, in its discretion, a development proposal which deviates from specific language of this Section IV, but a deviation from the overall quality and character of development suggested here is strongly discouraged.

#### 4.02. Elements of Form.

##### (a) Height:

The North Point project has been planned so that building height and bulk will relate compatibly to the building heights of the neighboring development at the Lechmere Triangle and help overcome the effects of the elevated roadway of Charlestown Avenue Bridge and the proposed I-93 ramp.

The highest buildings at North Point will be limited to a maximum height of 145 feet. These buildings will be located adjacent to the Charlestown Avenue Bridge and on the north side of the project site near the railyards. At these locations the buildings will provide North Point with a barrier from the visual and noise impacts of the elevated Charlestown Avenue Bridge and from the proposed ramp. These buildings will also take advantage of the views of Boston skyline, the Charles River and East Cambridge and they will maximize the amount of sunlight that will reach major open spaces.

Building heights will step down from the north side of the site to lower height zones at the south side of the project which are more compatible to neighboring development at Lechmere Canal and the Charles River edge. Beyond this, the long and substantial 85-foot height zone along Monsignor O'Brien Highway westerly of Charlestown Avenue provides an important transitional buffer zone to the residential East Cambridge neighborhood. A 115-foot zone and an 85-foot height zone achieve a gradual reduction in height across the site with the 85-foot zone being adjacent to and matching the building height limitation at Lechmere Canal.

The actual space available for commercial and residential uses in the District is much less than the full height envelope due to the City Engineer's determination that excavated parking will not be permitted in the District below 4.5 feet below grade, due to concerns over the water table. The effect of the City Engineer's determination is to require structured parking at and above grade, occupying a portion of the height envelope. This is in sharp contrast to the Lechmere Triangle, where largely excavated parking structures were encouraged. The effective height penalty imposed by the City Engineer's determination should be taken into account in reviewing the heights of proposed buildings in the District.

(b) Massing:

While North Point will be a new area, it should still be considered an extension of the Lechmere Development area and East Cambridge, with the pattern of urban streets of these areas being extended onto the site. The streets at North Point should be defined by buildings. Each building should have a clearly articulated base, middle and top, so as to create a streetscape that is at a human scale.

Each building should conform to the following general requirements which apply to building massing design:

1. Each Base should be composed of one to three floors, it is being understood that ordinarily some or all of the Base must necessarily accommodate structured parking.
2. Each Base should be clearly articulated from the rest of the building and should be designed to define an appropriate human scale at the street level.
3. As buildings increase in height, they should be broken down in scale toward the top. The top may be differentiated by a change in the window rhythm, change in apparent floor height setback, or use of alternate materials or a combination of these elements.
4. Rooftop elements such as mechanical penthouses and elevator overruns should be screened from view from above and below with roof or wall enclosures which, in their configuration, materials, coloration and surface design are compatible with roof and wall materials of the building.
5. Distinctive corner and entry treatments may differ from the Base, Middle, and Top guidelines of this section in order to enhance the building facades.

When possible, building massing for North Point should be arranged so that major open spaces at North Point maximize the hours of available sunlight. When buildings border the public domain they should form a common wall with adjacent buildings responding to their neighbors in an architecturally compatible manner. The creation of alleyways between buildings that are visible from the public realm is not encouraged.

(c) Building Edge:

The use of buildings to create a street edge is required. This may be accomplished by setbacks and cornice lines which are consistent between buildings along the spine road and on the same block. The consistent alignment of buildings with streets and open spaces will also help unify the entire North Point district.

Along the primary spine road west of Charlestown Avenue, building faces should be approximately 40 feet from the curb along the north side and approximately 20 feet along the south side. East of Charlestown Avenue, setbacks

from the curb should be approximately 20 feet on the north side and approximately 40 feet on the south side. Along a realigned Industrial Way, there should be approximately 16 feet from curb to face of building on both sides. Pedestrian paving along the other roads should generally be between 12 and 15 feet in width, inclusive of curbs and planting areas.

#### 4.03. Architectural Detail:

##### (a) Materials:

All buildings should be faced predominantly with authentic brick and/or stone masonry. Stone masonry is defined as granite, limestone, marble or other natural stone or high-quality cast stone. String courses, lintels, sills and trim of complementary materials are encouraged to soften and refine these facades. The highest quality of materials should be used at the pedestrian level of all buildings.

##### (b) Windows:

Strip windows should be avoided. Glass curtain walls are permitted to be included as components of middle divisions where combined with major vertical masonry elements. Expansive glass and transparency at street level is encouraged, where possible given the need to provide structured parking at and above grade .

##### (c) Color:

The colors of materials should generally be compatible to the general palette of colors and materials that have been used for the Lechmere Canal development in East Cambridge.

##### (d) Signs:

Signage shall conform to relevant city ordinances. Bases should be designed to accommodate signage in an orderly and attractive manner.

##### (e) Parking Structures:

Facades of parking structures which face major streets, open space or residential uses should be designed with horizontal perimeter openings. Continuous horizontal strip openings are to be avoided; and in no case should openings exceed 45 feet in width.

4.04. Streetscape. The North Point streets consist of the primary loop roadway and the secondary streets that branch from it. Three design elements should be considered for these streets: pedestrian paving, street lighting, and street trees.

(a) Pedestrian Paving:

Pedestrian paving widths should be established based on pedestrian use, with differentiation among the primary loop roadway from the MBTA station to the river, secondary streets, streets bordering public open space, and the river edge promenade. The paving materials for pedestrian areas should provide a sense of continuity, with paving patterns being designed to reflect building modules and building entries, street crossings and other significant places. All pedestrian paving shall be separated from roadways by granite curbing.

(b) Street Lighting:

Street lighting will help provide North Point with a unified network of streets and spaces as well as provide suitable light levels for safety. Lighting types should relate to the different uses of each vehicular and/or pedestrian way including the primary loop roadway, secondary streets, the riverfront promenade, and other public open spaces.

(c) Street Planting:

The three dimensional scale and impact of the tree lined streets and open spaces are important aspects of the North Point plan. The grid of tree rows formed by street plantings is intended to organize the open spaces of the project. Tree types and species should be chosen for use so that complementary species and appropriate scale of tree size are selected for each area.

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*11/5/87*

Comm. from Mayor Alfred E. Vellucci, submitting on behalf of the East Cambridge Planning Team the amendments made as requested by the community to the Guildford rezoning petition, along with the amendments, said comm. transmits the petition as it will then be amended & the North Point Policy Plan & Design Guidelines.

In City Council, ✓

October 3, 1988

10-3-88

Communication Referred  
to Petition. Amendments  
Adopted.