



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

To: The Honorable, The City Council
From: The Planning Board
Re: North Point Policy Plan and Design Guidelines
Date: June 22, 1989

Enclosed is the North Point Policy Plan and Design Guidelines recommended by the Planning Board for adoption by City Council.

The zoning for North Point was adopted by City Council on October 17, 1988 but the Guidelines were postponed to provide an opportunity for the Planning Board and the North Point landowners to reach agreement on an acceptable policy plan.

After careful review and several meetings with the landowners, the Planning Board voted at its meeting on June 6, 1989 to recommend adoption of the attached North Point Policy Plan and Design Guidelines, to be utilized in conjunction with Section 13.70 of "The Zoning Ordinances of the City of Cambridge" entitled "Planned Unit Development in the North Point Residence, Office and Business District".

NORTH POINT POLICY PLAN AND DESIGN GUIDELINES

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I. DEVELOPMENT POLICIES

A. Introduction

1. Purpose and Intent

This document is and shall be considered a policy plan under Section 12.51 of the Cambridge Zoning 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 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.

2. 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; rather, 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 waste 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. This scenario is expected to continue for some period of time.

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 relocation of the MBTA Green Line Lechmere Station to the north side of Monsignor O'Brien Highway, including maintenance facilities;
- (b) the reconstruction of the Interstate 93/Route 1 interchange immediately north of the District, including construction of an additional elevated ramp across the boundary of the District;
- (c) the continued presence of the waste transfer station at least through 1992;
- (d) the importance of the transportation corridor north of the District as well as in the northern portion of the District; and
- (e) 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 forthcoming 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 plan 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 significant mass transportation resources available to the North Point area.

In reviewing development proposals, the Planning Board should be mindful of the traffic constraints affecting the area and should limit commercial development to the extent necessary to avoid unacceptable traffic congestion. In the event that any developments constructed or being undertaken include fewer parking spaces available for non-residential uses than the

maximum number permitted, the Planning Board at its discretion may allocate such excess parking spaces to some other site in the district, particularly for development in the Back Development Area.

At the present time, the North Point area has none of the on site roadway and utility infrastructure needed for development, and the existing roadways or rights-of-access are on privately owned land or on land owned by the MBTA. It is anticipated that the lay-out of public roads will be established in the course of development through the participation of the landowners in the Planned Unit Development process. The City will use its best efforts to seek funding from State and Federal programs or any other available sources as may be available for the purpose of providing infrastructure needed for development in the North Point area.

As much of the North Point area is former tidelands and/or land now or formerly used for railroad purposes, there are extensive State regulatory requirements which are applicable to development of that land. In addition, the history of railroad and other industrial uses in this area presents a significant likelihood that substantial environmental clean-up will be required at very significant cost. These regulatory requirements and the need for environmental clean-up will also lengthen the time which each development will take to accomplish.

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. However, in view of the uncertainties present at North Point, the development policies outlined in this policy plan do not impose a rigid scenario for redevelopment. 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 these guidelines.

B. Development Goals and Objectives

1. 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, 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, mixed-use urban development that will be a positive addition to the East Cambridge environment. This plan and the zoning for the District respond to pedestrian and automobile transportation needs, as well as environmental and community constraints and concerns. They also form the framework for creation of a highly imageable environment and strong sense of place.

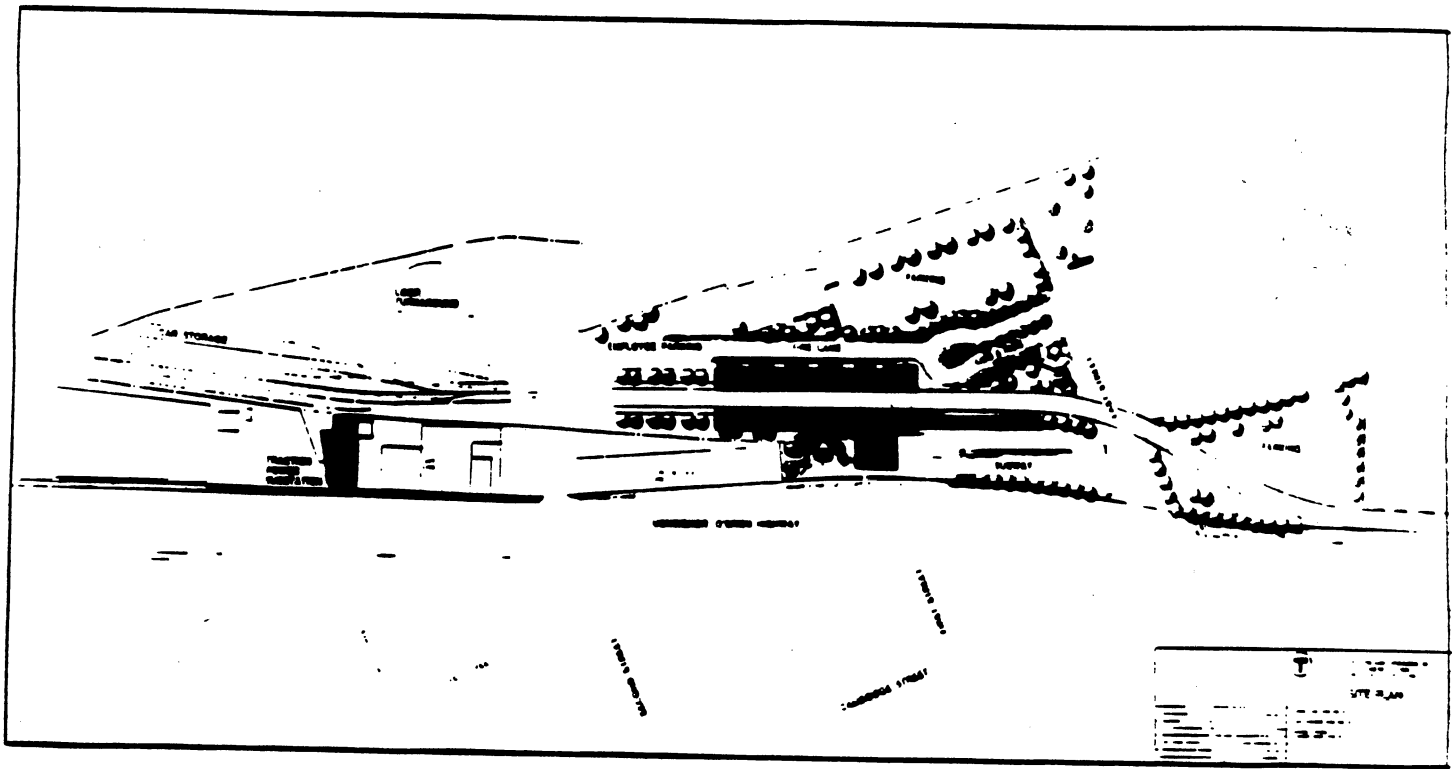
2. Roadway

Many variables will influence the location and design of the main roadway connecting the two halves of the North Point area; some relate directly to planning issues and some to the development process. From a physical planning view, three important points are fixed. First, the roadway must go under the Gilmore Bridge where there is sufficient clearance. Second, it must connect via East Street to Lechmere Square. Third, it must connect via Industrial Way to the Charles River Dam Bridge. In addition, because there are no public roadways and land is privately owned, location of the main roadway will be affected by the development process as individual private development projects are reviewed under the PUD process. In this way the main roadway alignment will be determined more precisely. When final roadway design work is undertaken, water, sewer, and other infrastructural elements will have to be sized and configured to serve the entire area in a coordinated fashion.

The following are performance criteria which should be considered in the review of projects under the PUD process.

(a) Connection of Lechmere Station to the Riverfront

Two major focal points define the main roadway: the relocated Lechmere Station and the proposed MDC riverfront park. The connection to the relocated Lechmere Station is shown on the attached site plan, prepared by consultants to the MBTA. However, the parcel configuration and landscape design concept for the connection to the MDC riverfront park are in flux. It is essential that the roadway connect as strongly as possible to the new park.



(b) Location of Main Roadway West of Gilmore Bridge

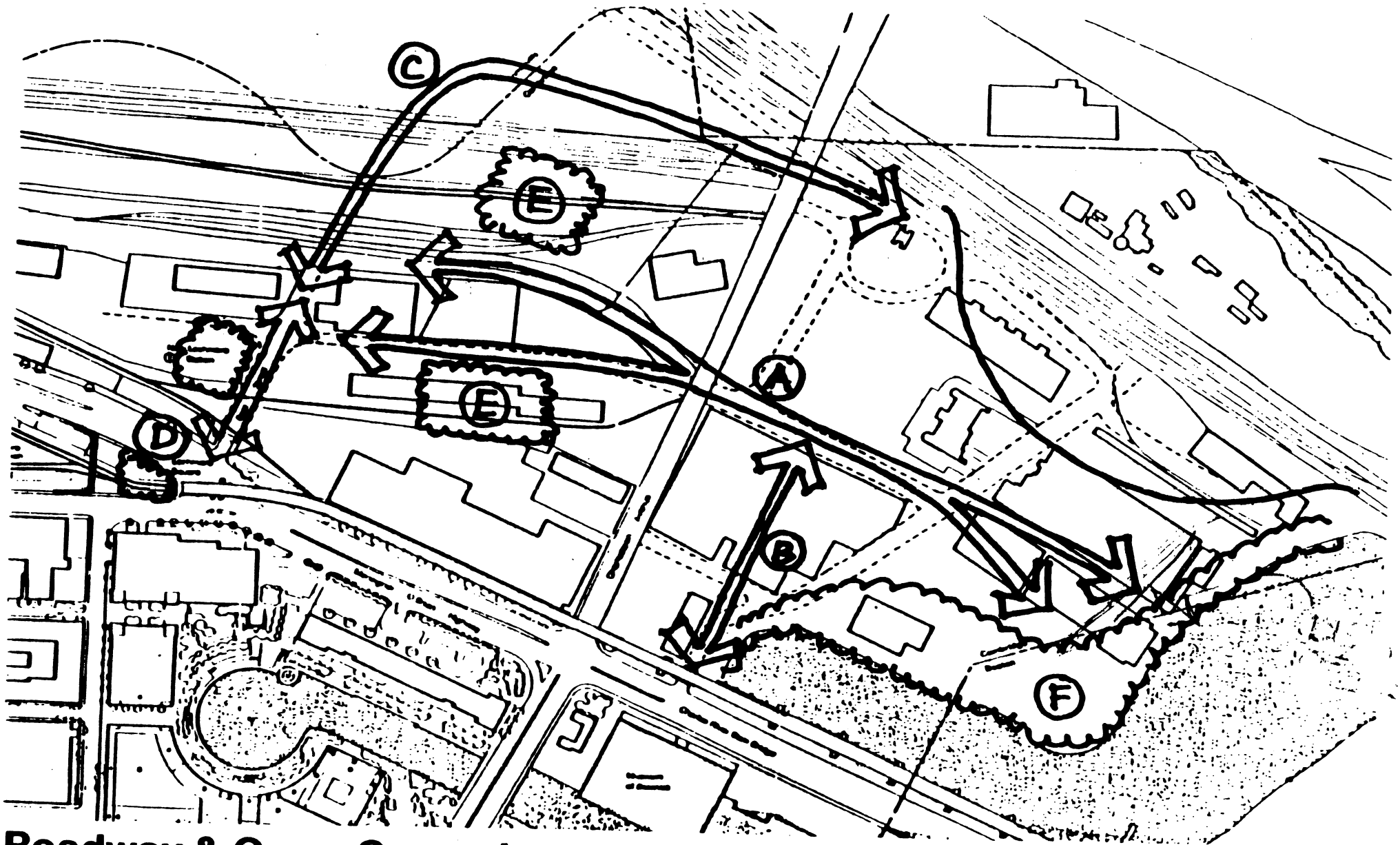
The function of the main road west of the Gilmore Bridge is to provide direct connection from the intersection of East Street and Monsignor O'Brien Highway and the point of clearance of the Gilmore Bridge. Since this will be a major pedestrian connection it should not be located immediately next to active rail uses. The street could follow along the existing configuration south of property currently owned by Ogden Realty or north of that property. The latter configuration is appropriate only if the piggyback area ceases to be used for freight rail purposes. Given the uncertainty of the extent of long-range rail use west of the Gilmore Bridge and the impact such continued use will have on roadway layout, the following principles will be used in determining the location.

1. Desire to accommodate vehicular circulation in a clear and functional manner.
2. Desire to have a pleasing pedestrian connection from the relocated T station, through the North Point redevelopment area, to development east of the Gilmore Bridge and to the MDC park.
3. Desire for a roadway and landscaped buffer (or other as appropriate) between developed parcels and long-term rail uses.
4. Desire to have direct connection of the pedestrian circulation way with park space provided west of the Gilmore Bridge.
5. Desire to have buildings that form street edges.

(c) Location of Roadways East of Gilmore Bridge

The location of the existing Industrial Way should be realigned perpendicular to Monsignor O'Brien Highway and should link directly to the main road which passes under the Gilmore Bridge from the western portion of North Point.

In the eastern portion of North Point, the main road should relate logically to adjacent development parcels. It is important that the Main Road should provide a strong visual and pedestrian connection directly to the riverfront and the planned Riverfront Park.



Roadway & Open Space Issues

- A. Main Roadway connection of Lechmere Station to the Riverfront with options at each end
- B. Industrial Way connecting Msgr. O'Brien Highway with Main Roadway
- C. Truck Route (separate from Main Roadway)

- D. Roadway and open space improvements associated with new Lechmere Station
- E. Park options (exact configurations depend upon disposition of Main Roadway)
- F. MDC Riverfront Park (configuration to be determined)

(d) Property Lines

Roadways should be located with due consideration of parcelization in North Point. Alignment should be determined, taking into account the viability of development on remaining parcels. To the extent possible, the main roadway should not be located (or existing access routes relocated) on or over parcels without the agreement of the landowners (including those holding rights-of-access).

(e) Truck Routes

For the foreseeable future, there will be considerable truck movement in North Point. The principal roadway for business and residential uses should not also be the truck route. The final plan should include truck access that is separate from the main roadway to the greatest extent possible.

(f) Pedestrian Access to the Relocated Lechmere Station

As part of the MBTA project to construct the new Lechmere Station, First Street will be continued north to intersect with Monsignor O'Brien Highway. The present Lechmere Square is a confusing and intimidating space for pedestrians and vehicles. Changes in traffic patterns need to be considered carefully as to impacts on pedestrian access to North Point and the relocated MBTA station.

Creation and maintenance of safe pedestrian access across Monsignor O'Brien Highway at the relocated MBTA station is an extremely important planning consideration. An on-grade crossing with adequate "green time" on the traffic signals to allow pedestrians to cross in complete safety is one element in the plan. In addition, a pedestrian overpass should be developed. An essential consideration in design of the MBTA station is that the potential for an elevated pedestrian bridge across the highway not be precluded.

Development proposals for the North Point area that approach or exceed the 1,500,000 square foot threshold identified in the PUD must provide traffic analysis and design solutions for safe pedestrian access.

3. Open Space

Development in North Point must be organized on the basis of a coherent and interconnected streets and open space system.

(a) Park West of Gilmore Bridge

A major open space is needed west of the Gilmore Bridge to give a sense of place orientation to this area. This park should be located near the center of development. As noted in the discussion of the roadways, this park should be directly related to the main roadway.

(b) Buffer Space Along Railroad and Central Artery Ramp

A well-landscaped buffer of sufficient dimensions and area to provide visual screening and noise reduction must be provided adjacent to the rail corridor and the Central Artery ramp structure. This screening is especially important as it relates to adjacent office and residential uses. In addition, where vistas along streets lead to ramp and rail area, significant landscaping will be required.

(c) MBTA Park

The new Lechmere Station will include a square to help define the station entry, as well as the relation of the transportation facility for the rest of the area.

(d) MDC Park on the Riverfront

The MDC park along the Charles River should provide a strong landscaped vista at the end of the main roadway. It will be connected to the Museum of Science/Lechmere Canal open spaces in a direct fashion. Similarly, the park will link to the planned pedestrian crossings of the Commuter Rail tracks towards Charlestown and of the Charles along the commuter railroad bridge. 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 and road system, and the MDC's Charles River park system. The park should be largely lawn and trees and have sufficient area for passive recreation. Buildings should be discouraged within 100 feet of the Charles River and Charles River Canal.

(e) Parkway Treatment of Main Roadway

The main roadway is to be designed as the major pedestrian way between the station and the riverfront. It should be treated as a parkway, lined with trees and having adequate sidewalks and grassy areas.

4. Land Use

As noted previously, the uses in North Point are in transition; the challenge is to accommodate current and future uses in a long-range scenario for development. The transition of the district from its existing industrial character to a mixed-use area is expected to take several years. To the extent existing and proposed rail transportation uses remain in the area, some developments in the District will, for the near future, abut rail use; this may diminish in the future if 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.

(a) Mix of Uses

At present, there is a very wide range of uses existing in the area; similarly, planned uses are diverse, including expanded transportation services, research and development projects, housing, and park land. As more specific plans are brought forward, the location and design of projects should be evaluated in the relation to the roadway and open space system, as well as to abutting uses. Buildings should be planned to encourage and adapt to growing pedestrian use of streets.

(b) Retail

Where appropriate, ground floor retail is encouraged as an essential means to help animate primary parks and roadways. Two logical nodes would be at the MBTA square and the junction of the main road with the riverfront open space. Major shopping uses are inappropriate as they would conflict with the arcade under construction in the nearby Lechmere Triangle.

(c) Housing

The riverfront edge seems to present a very strong potential for redevelopment as housing if the MDC park moves forward as anticipated. In the rest of North Point, housing will become more appropriate as other uses are introduced and as the open space and roadway systems are implemented.

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. Development of office, research/development or other uses will help establish a favorable atmosphere, including appropriate open space and roadway and circulation patterns, so that housing can be introduced as an important animating feature of the overall development of the District.

(d) Office/R&D

The location of North Point close to development in East Cambridge and Kendall Square, as well as its proximity to Boston, make the North Point area an appropriate site for office and research and development uses. Uses such as travel, insurance, and banking which are associated with office and involve pedestrian activity are encouraged as ground floor tenants.

(e) Uses Abutting Railroad Land

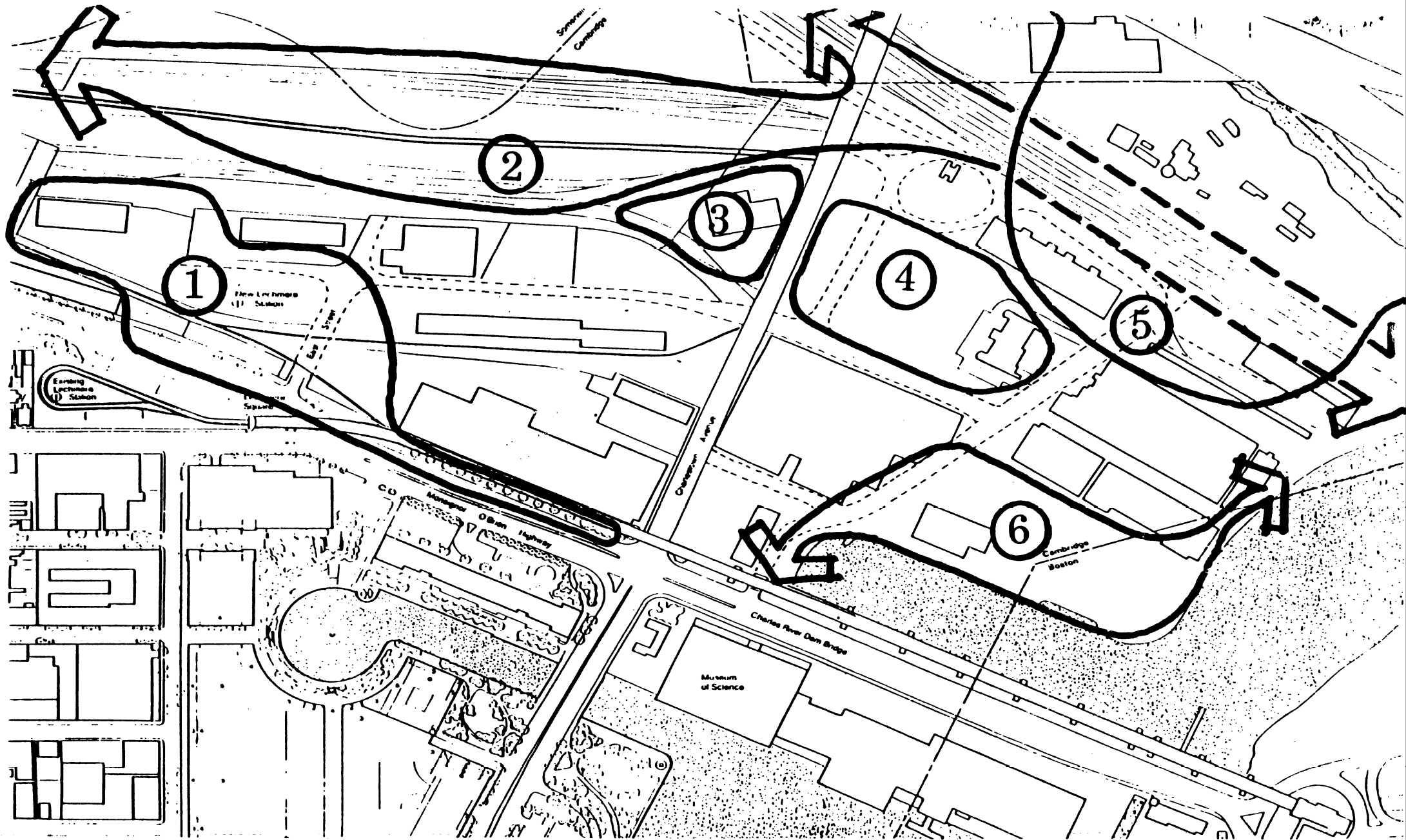
Design of projects adjacent to railroad uses should be reviewed as to mutual compatibility. In most instances, a significant landscaped buffer should be provided between the railroad lines and the new uses.

C. Development Program

A complete and definitive plan for the future of North Point depends upon the decisions of many public and private entities who have an interest in the area. While the interests have been identified and planning by the public agencies is in process, most of the final decisions have not been made. The resulting uncertainty highlights the importance of developing a program to coordinate the actions of the public and private sector, to work together, and to create solutions that can be mutually beneficial.

1. MBTA Development Plans

The MBTA Green Line Lechmere Station is being relocated to the north side of Monsignor O'Brien Highway. The design of the station must insure proper access by pedestrians and motorists. In addition, the station



DEVELOPMENT PROGRAM

- (1) MBTA Development Plans
- (2) Future of Existing Transportation Corridor
- (3) Future of Waste Transfer Operations
- (4) Future of Site Adjacent to MWRA Facility
- (5) MDPW Development Issues
- (6) MDC Park and Open Space Connections

must relate to future development in North Point as well as serve the residential East Cambridge waterfront area. Design features must respect the policies regarding open space and roadways set forth in Part B above. The location and extent of maintenance facilities behind the station itself must also be appropriate. In particular, an appropriate means of access for pedestrians across Monsignor O'Brien Highway to the T station is needed. In addition, it is essential that the station design must allow the future addition of a pedestrian overpass. An integral part of the Lechmere Station relocation is the proper restoration for the historic viaduct and compatible design of the remaining portion of the elevated structure leading to the station.

2. Future Development of Existing Transportation Corridor

The policies of the State Executive Office of Transportation and Construction for maintaining the existing transportation corridor must be taken into account in formulating plans for the development of this area.

3. Future of Waste Transfer Operations

The existing waste transfer station is scheduled to remain in place through 1992. At present, the city is conducting a study of existing and future means of handling the community's waste collection system.

4. Future Development of Site Adjacent to MWRA Facility

The site adjacent to the MWRA facility is being discussed as a possible location for the State Crime Lab and Medical Examiner's office. In addition, the MWRA plans to expand its operations to include a sludge treatment facility, which will involve additional truck activity. The location and design of these facilities and appropriate roadway access to them must be integrated with development in the North Point area under the development policies set forth in Part B above. Well-designed development of this site is especially important because of its visibility from the planned realignment of Industrial Way.

5. MDPW Development Issues

MDPW activities which affect the North Point area include the reconstruction of the Interstate 93/Route 1 interchange immediately north of the district, which

involves construction of elevated ramps across the northern portion of the district. Appropriate truck access, buffers and open space must be provided to mitigate the impacts of MDPW uses upon the development of the North Point area.

6. MDC Park and Open Space Connections

As discussed in Part B above, a large waterfront park is planned on the Charles River frontage within North Point. The configuration and design of this park should follow the development policies set forth in Part B above. The park should serve adjacent uses as well as provide continuity for the MDC Charles River park system and waterfront access and recreation for the general public. In particular, the park should be designed to provide needed recreational space and attractive views for any adjacent or nearby residential development. Land assembly for the park will require land swaps and the relocation of the existing MDC maintenance facility.

II. DESIGN GUIDELINES

A. General

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

1. Open Space Bonus

The Open Space Bonus Proposal will be evaluated as a separate square footage element. The Planning Board and its Community Development staff will review the impact of the added floor area on a building-by-building basis and determine the appropriateness or inappropriateness of granting a partial or full bonus. As part of this approval, the City will require that the disposition of this additional square footage within the building impact the public domain in only positive ways.

2. Public Improvements in the PUD Areas

As part of the agreements to allow floor area up to the specified PUD levels, the City has required the private developers in each of the other PUD areas of Cambridge to provide project-related, public-oriented improvements. These have included brick sidewalks, new roadways, new open space, street lighting, and landscaping. Since public funds are becoming even more scarce, the City will have to continue to look to private financing for such improvements.

3. Project Model

The Developer must provide an accurate project model at 20th scale for presentation and design purposes including adjacent built or planned buildings with sufficient detail to portray accurately the architectural character, height, mass, and bulk of the proposed development and environs. The purpose of this model is to ensure the harmony of the individual project within the urban design context and to illustrate the extent of shadows cast on the open space system. To the extent feasible, developers are encouraged to work together in creating a coordinated model.

4. Environmental Analysis

The development team must show how they will limit any negative side effects caused by their project. Impacts to be analyzed include, but are not limited to, noise, air quality, traffic, and street maintenance. Each project submitted for review must be accompanied by a traffic study which shows project impacts on the area's circulation system, particularly with regard to the effect on residential neighborhoods. A capacity analysis must be made at the access/egress points as well as at all major street intersections using area development projects in the expected year of project opening.

B. Elements of Form

1. Height

Height and bulk of buildings should be configured to minimize their visual dominance, the extent of cast shadows, and undesirable alterations of air currents affecting the public open space system and adjacent new or planned development. To ensure that adequate sunlight reaches publicly accessible open spaces, building planes facing or generally oriented towards the open space system must be stepped back to minimize the shadows.

The cornice line of buildings bordering streets and open spaces will be limited to approximately 60 feet. Any additional height will be set back to diminish the impact of the project on the public realm. Two generally reasonable approaches to the disposition of the mass above the 60-foot height are suggested. The first would be to concentrate height in relatively thin towers, having floor plates on the order of 10,000 square feet (or about 100 feet on a side). The other approach would be to arrange the project's mass so that an irregular roofscape results, thus giving the impression of a series of smaller buildings. Obviously, there are many variations and possible combinations of these themes. In any case, design strategies which emphasize projects' massiveness through the use of long, heavy slabs, or starkly undifferentiated and bulky towers should be avoided.

2. Scale

Projects must relate to human scale in all aspects of design from building concept development to construction details. The treatment of the ground plane and

other parts of the projects which can be seen and experienced directly by users are especially important. Small units of materials, such as standard sized brick and small panes of glass, are encouraged to break down the perceived scale of building surfaces. Additionally, pedestrian-oriented lighting, signage, and landscaping near buildings can help humanize the built environment in North Point. Higher up on buildings, articulated cornices at the 70-foot level and changes in colors and possibly type of material may be useful techniques for keeping the apparent scale from being overly dominant.

In broader terms, the overall project should be conceived with respect for human scale in mind. As discussed elsewhere in these guidelines, the careful use of setbacks and the disposition of massing can greatly reduce the impact of potentially overpowering structures. Going beyond these most basic massing concepts, designers should give even more consideration to the way users (especially pedestrians) will be affected by the buildings' size and location. For example, towers should be located to minimize visual impact, as seen from the street, not just to maximize views from inside the building. Where possible, the narrow ends of higher elements should be seen from more prominent public ways and parks.

3. 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 into the site. Buildings at North Point should be located to give definition to street edge. Each building should be conceived with special attention to the creation of a streetscape that is at a human scale and which encourages pedestrian activity. The silhouettes of buildings in North Point should be considered as to their effect upon the spatial qualities of streets and parks in the area.

The effect of rooftop elements such as mechanical penthouses and elevator overruns should be taken into consideration. These elements 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. In certain instances, these elements may become architectural features which animate the building's silhouette.

Building massing in North Point should be arranged to maximize the hours of sunlight available on open space and streets.

The creation of alleyways between buildings that are visible from the public realm is not encouraged. If such spaces are unavoidable, they should be screened architecturally or with landscaping. In any event, they should not connect directly to important pedestrian streets and open space.

4. Building Edge

As projects in North Point are developed, the buildings shall be located to create spatially coherent streets. This may be accomplished by setbacks and cornice line heights which are consistent between buildings along principal roads and neighboring blocks. The consistent alignment of buildings with streets and open spaces will also help unify the entire North Point district. Because of poor soil conditions and the resultant probability of settlement of streets and sidewalks, a setback between sidewalks and adjacent buildings may be needed depending upon site-specific engineering reports.

5. Parking and Circulation

Parking facilities should be integrated within development projects to maximize the opportunity for active uses facing on principal public ways and open space and to limit inactive, unsecured areas. Parking should be screened from public view and, where possible, from view of adjacent private development if it will have a detrimental effect on the design of, or leasing of, a planned or existing adjacent development. Auto headlights and lighting sources on all floor should be screened from the street and adjacent buildings.

Entrances to parking facilities and service areas must be coordinated with adjacent development. In addition, entries need to be as far from street intersections and public open space corridors as possible, and integrated into the building forms to minimize visual impact.

Below grade parking is encouraged where technically feasible to minimize the visual impact. Parking levels should be aligned with grade and floor levels of building.

Above grade parking should be incorporated in the first few floors of building and screened from public view

through use of ground floor retail, active office uses, and interesting facade treatment relating to the rest of building. Ground level parking should be designed to convert easily to retail and commercial uses appropriate to active pedestrian use in the future. The use of sloping floors should therefore be strongly discouraged.

Free-standing parking structures should be designed with the same standards as to location, entrances and facades as those integrated within a development project.

On grade parking should be located to the rear of buildings and screened from major streets and open spaces to minimize the visual impacts. Large areas of on-grade parking should be discouraged except as a temporary use during an early development phase.

C. Architectural Detail

1. Materials

All buildings should be faced predominantly with authentic brick and 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.

2. Windows

Strip windows should be avoided. Expansive glass and transparency at street level is encouraged, where possible. Windows should be proportioned to emphasize human scale and presence. More extensive use of glass may be permitted as components of middle divisions where combined with major vertical masonry elements.

3. 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.

4. Signs

Signage shall conform to relevant city ordinances and will be reviewed under the PUD design review process. Bases should be designed to accommodate signage in an orderly and attractive manner.

5. Transparency of Ground Floor Spaces

All new buildings should maximize visibility and transparency through ground floor retail or possible future retail space. All tenant improvements visible from public open spaces and streets are subject to design review as part of the PUD process.

6. Balconies

Where appropriate, new buildings should provide human-scaled balconies at locations overlooking the public open space systems. The balconies should be detailed so that they are inviting, highly useable and relate directly to the character of the adjoining open space.

7. Art

Individual works of art and their respective settings must work together in a harmonious, subtle way. Artists are encouraged to work on basic architectural elements of the building instead of individual free-standing objects.

D. Open Space and Streetscape

Private development bordering public streets and open spaces must provide direct access and present inviting elevations and imagery, with special attention at the ground plane. Development must directly relate to, provide easy access to, and reinforce activity at the existing ground plane. Design must be coordinated to relate well to public open space and public or private passageways that connect with that open space. All retail/restaurant/first floor rental spaces must be at the same level as the adjoining sidewalk or public open space.

1. Open Space

The plan encourages the highest quality open space similar to Lechmere Canal Park and Front Park. The plan should provide a continuous system of open space, taking advantage of the adjacent river. Private open space should be an extension of the public open space system.

2. Pedestrian Circulation

All development must include integrated pedestrian ways, with particularly strong connections to the public open space system, Lechmere Station, and the Waterfront. Pedestrian paving widths should be established based on pedestrian use, with differentiation along the main 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 buildings entries, street crossings and other significant places. All pedestrian paving shall be separated from roadways by granite curbing.

3. Street Lighting and Landscaping

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. Street and park lights should match those of the East Cambridge Riverfront area.

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.



CITY OF CAMBRIDGE

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EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

June 26, 1989

To the Honorable, the City Council:

Enclosed please find a copy of the recommendation of the Cambridge Planning Board relative to the adoption of the North Point Policy Plan and Design Guidelines.

Very truly yours,

Robert W. Healy
City Manager

RWH/mbf
Enc.

Calendar # 16
0-110

Re: North Point Policy Plan & Design Guidelines
as recommended by the Planning Board for
adoption by the City Council.

In City Council,

June 26, 1989

6-26-89

Referred to the 8-7-89
Special Meeting.

8-7-89

Calendar No. 16

Communication
Accepted on a
Voice Vote of 9