Design Review Update
Station Plaza

Presented by:
DW NP Property, LLC and DW NP Q, R, V Property, LLC c/o DivcoWest Real Estate Investments
200 State Street, 12th Floor
Boston, MA 02109

Prepared by:
Beals and Thomas, Inc.
Reservoir Corporate Center
144 Turnpike Road
Southborough, MA 01772

In collaboration with:
Michael Van Valkenburgh Associates, Inc.
Galluccio & Watson, LLP
Goulston & Storrs PC

Submitted in Compliance with the City of Cambridge Zoning Ordinance and M.G.L. c.40A
April 13, 2020

Ms. Catherine Preston Connolly, Chair
Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Via: Electronic Mail & Overnight Delivery

Reference: Cambridge Crossing
Station Plaza Design Review
PB #179
Cambridge, Massachusetts

Dear Chairwoman Connolly and Members of the Board:

DivcoWest Real Estate Services and its affiliates, DW NP Property, LLC and DW Q, R, V Property, LLC (collectively “DivcoWest”), respectfully submit the enclosed revisions to the design for the Station Plaza at Cambridge Crossing and request the Planning Board’s approval of such revisions. As you are aware, the Planning Board approved the design of the Station Plaza at their October 15, 2019 meeting. The revisions reflected in the enclosed materials respond to the questions and comments raised by the Planning Board at the October 15, 2019 meeting, and improve the connectivity of the Station Plaza with the abutting areas of Cambridge Crossing, including, the Massachusetts Bay Transportation Authority’s (“MBTA”) new Lechmere Station, which is currently under construction.

We note that significant portions of the Station Plaza are located on parcels of land owned by the MBTAA and delineated as “Station Plaza West” and “Station Plaza East” on the enclosed plans. In working with the MBTA, DivcoWest has made some minor adjustments to the design to better align the pedestrian space and amenities with MBTA’s final design of the Lechmere Station. At the October 15, 2019 meeting, the Planning Board raised two (2) primary concerns relative to Station Plaza.

More specifically, the Planning Board raised concerns as to whether the stairs and retaining wall that separated the westerly end of Station Plaza East from the abutting sidewalk along North First Street would create a barrier to use of the Plaza, thereby making it difficult to traverse and less welcoming to pedestrians. The Planning Board also questioned whether the alignment of the planters and brick bands in Station Plaza West could be better aligned with the new Lechmere Station amenities along the southerly and westerly ends of the Plaza.

In order to address these questions and concerns, DivcoWest has made the following changes to the design of each side of the Plaza:
Station Plaza West:

- Two Brick Bands were re-orientated to avoid conflicts with GLX light poles.
- Stone Planter layout was adjusted and three trees were added to the Stone Planter.
- Plant bed along GLX property was enlarged by moving a brick band. The plant bed accommodates the difference between GLX grading and the DivcoWest final plaza grading.
- Plant bed along GLX property will be installed with the construction of Building Q2.
- Planting during Station Plaza construction will include street trees along North First Street, vines on Parcel Q1, and trees in the Stone Planter. The remainder of the plant beds along Monsignor O’Brien Highway and Parcel Q2 will be installed in future phases. The updated planting list on page 21 of the enclosed Planning Board update reflects this.

Station Plaza East:

- Stone wall layout was shifted to wrap around the MBTA bicycle storage instead of aligning with North First Street.
- Stairs and steps were eliminated with the change in the stone wall layout.
- Brick bands were re-orientated within the plaza.
- Backless benches were added under the viaduct beam along North First Street.
- Blue Bike Station was enlarged to 23 bays and set parallel to North First Street.
- Plant bed along Monsignor O’Brien Highway was revised to improve pedestrian circulation.

DivcoWest believes that this modified design will make Station Plaza a more inviting area and lead to greater utilization and activation by the public. DivcoWest is excited to provide you with the enclosed revised plans for your consideration and approval and is excited to meet with the Planning Board to present the same to you.

Sincerely,

DIVCOWEST REAL ESTATE INVESTMENTS

Mark Johnson, FAIA
Director of Development

Exhibits: Cambridge Crossing – Station Plaza, March 30, 2020, containing:
- Master Plan showing the location of the pedestrian plaza;
- Site Plan of the Station Plaza;
- Station Plaza West Approved Plan 10-15-2019;
- Station Plaza West Plan Showing Proposed Changes 1-28-2020;
- Station Plaza East Approved Plan from 10-15-2019;
- Station Plaza East Plan Depicted Proposed Design Modifications 1-28-2020;
- Station Plaza East Grading Diagram 1-28-2020;
- Site Sections of Station Plaza East Approved 10-15-2019;
- Updated Site Sections of Station Plaza East dated 1-28-2020;
- Rendered View of Station Plaza East Approved 10-15-2019;
- Rendered View of Station Plaza East Updated 1-28-2020;
- Rendered View of Station Plaza West and the bicycle center at Parcel Q1 abutting the Station Plaza Approved 10-15-2019 (2 sheets);
- Rendered View of Station Plaza West and the bicycle center at Parcel Q1 abutting the Station Plaza Updated 1-28-2020 (2 sheets);
- Property Ownership Diagram showing the Station Plaza and indicating the portions owned by DivcoWest (labeled “DivcoWest”) and the portions owned by the MBTA (labeled “DivcoWest Permanent Easement”);
- Outdoor Bicycle Parking Diagram;
- Site Lighting Diagram;
- Site Materials and Furnishings; and
- Street and Landscape Trees and Shrubs (2 sheets).
CAMBRIDGE CROSSING
Station Plaza Design Update

Planning Board
April 2020
DivcoWest has requested that GLX relocate these bike racks to the west to avoid blocking the station entrance.
Station Plaza West - Design Approved by Planning Board 10/15/2019

Cambridge Crossing - Station Plaza Design Update
Station Plaza West - Proposed Changes 1/28/2020

- Stone Planter and Tree Layout Adjusted, Added Three Trees
- Brick Bands Reoriented to Avoid Conflicts with Existing GLX Light Poles
- Plant Bed Enlarged to Accommodate GLX Grades
- Adjusted Limit of Work
Station Plaza East - Design Approved by Planning Board 10/15/2019

- Cambridge Crossing - Station Plaza Design Update

- Station Plaza East - Design Approved by Planning Board 10/15/2019

- PARCEL R (NIC)

- NORTH FIRST STREET

- MONSIGNOR O'BRIEN HIGHWAY

- EAST STREET

- East Plaza

- MBTA Bicycle Storage

- GLX AREA OF WORK
Station Plaza East - Proposed Design Modifications 1/28/2020

- Site Staircase Eliminated
- Brick Bands Reorientated
- Stone Wall Layout Shifted
- Backless Benches Added Under Viaduct Beam (+/- 7'-6" Clearance)
- Blue Bikes Enlarged to 23 Bays, Set Parallel to North First St
- All Stairs and Steps Eliminated
- Revised Plant Bed Layout Improves Circulation

Cambridge Crossing - Station Plaza Design Update
Rendered image is intended for landscape and plaza design review. As a result of the proposed landscape density, views of the building design may be obscured.

2. VIEW LOOKING TOWARD STATION PLAZA EAST
2. VIEW LOOKING TOWARD STATION PLAZA EAST

Rendered image is intended for landscape and plaza design review. As a result of the proposed landscape density, views of the building design may be obscured.
1. VIEW LOOKING TOWARD STATION PLAZA WEST

Rendered image is intended for landscape and plaza design review. As a result of the proposed landscape density, views of the building design may be obscured.
Rendered image is intended for landscape and plaza design review. As a result of the proposed landscape density, views of the building design may be obscured.

1. VIEW LOOKING TOWARD STATION PLAZA WEST
3. VIEW LOOKING TOWARD Q1 BICYCLE CENTER

Rendered image is intended for landscape and plaza design review. As a result of the proposed landscape density, views of the building design may be obscured.
Rendered image is intended for landscape and plaza design review. As a result of the proposed landscape density, views of the building design may be obscured.
STATION PLAZA

Appendix
Outdoor Bike Parking Diagram

- **MBTA Station North Headhouse**: 48 Bicycle Parking Spaces
- **MBTA Station Plaza West**: 7 Long Term Bicycle Parking Spots
- **MBTA Station Plaza East**: 7 Long Term Bicycle Parking Spots
- **Blue Bikes (23 Stations)**
- **180 MBTA Bicycle Parking Spots**
- **48 Bicycle Parking Spaces**
- **180 MBTA Bicycle Parking Spots**
Site Lighting Diagram


Existing Light Pole Installed by GLX, Typ.

Street Light Pole, Typ.

MBTA STATION NORTH HEADHOUSE

LP-P: Pedestrian Scale Light Pole
LP-C: Light Column
LP-S: Street Light Pole

Cambridge Crossing - Appendix

MONSIGNOR O’BRIEN HIGHWAY

MBTA BUS DROPFF AREA
(NIC)

BUILDING Q1

BUILDING Q2
Amazon Locker

Long Term Bike Parking
All trees are included in the City of Cambridge recommended species list.
Station Plaza West - Design Approved by Planning Board 10/15/2019

Ceanothus americanus
New Jersey Tea

Cornus sericea
Redtwig Dogwood

Cornus amomum
Silky Dogwood

Cornus sanguinea
Bloodtwig Dogwood

Fothergilla gardenia
Dwarf fothergilla

Itea virginica ‘Henry’s Garnet’
Henry’s Garnet Sweetspire

Itea virginica ‘Little Henry’
Little Henry Sweetspire

Rhus aromatica ‘Gro-Low’
Gro-Low Fragrant Sumac

Sambucus canadensis
American Black Elderberry

Viburnum x burkwoodii
Burkwood Viburnum
All trees are included in the City of Cambridge recommended species list.