

May 9, 2024

Ms. Mary Flynn, Chair
Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Via: Hand Delivery

Reference: Cambridge Crossing
Request for Request for Minor Amendment
PB #179
Cambridge, Massachusetts

Dear Chair Flynn and Members of the Board:

Section 21.a. of the Amendment No. 6 to the Final Development Plan Special Permit in Planning Board Case No. 179 (the “Special Permit”) requires DivcoWest (as defined herein) as the Permittee to “... meet with the City staff to discuss opportunities for smaller parking ratios and/or shared parking as well as challenges of managing an MBTA commuter lot and possible need for retail parking. During the design review for development on any block subsequent to development on Blocks S, T and N, the Permittee shall report to the Planning Board on the status of these discussions and any recommended changes as appropriate...”.

Accordingly, DivcoWest Real Estate Investments and its affiliates, DW NP Property, LLC, DW Propco R1, LLC and Parcel I Propco, LLC (collectively, “DivcoWest”), respectfully submit this request for a Minor Amendment to the Special Permit, which included the Special Permit issued pursuant to Section 6.35.1 of the City of Cambridge Zoning Ordinance (the “Ordinance”), to authorize a further reduction in the minimum residential parking requirement for two (2) parcels within Cambridge Crossing as more specifically set forth below.

Background

As you may be aware, DivcoWest recently completed the mixed-use development at 151 North First Street (Block I-1, 2 and 3) (“Park 151”), which created 468 new multi-family residential units at Cambridge Crossing as well as 18,780 square feet of first floor retail/consumer establishment use space in I-1. Park 151 has leasing up and is occupied, bringing further life and vibrancy to the live, work and play intentions of the Cambridge Crossing Final Development Plan. As part of Park 151, DivcoWest constructed 234 parking spaces plus 6 tandem parking spaces as accessory to the residential uses at Park 151, which parking was constructed in accordance with the current minimum parking ratio of 0.5 spaces/residential unit prescribed in the Special Permit. As lease-up has occurred and operations have stabilized at Park 151, the parking has gone substantially undersubscribed by the residential tenants and the Park 151 Garage is underutilized. The low subscription rate for residential parking at the Park 151 Garage is consistent with recent utilization seen in other multi-family developments, which the City acknowledged in 2022 through its elimination of minimum parking requirements throughout the City.



In May 2022, DivcoWest received Design Review Approval from the Planning Board for a mixed-use development at the property known as 151 Morgan Avenue (Block R) (“151 Morgan”), which will contain approximately 120,901 square feet of multi-family residential use and 18,324 square feet of first floor retail/consumer establishment use. The 151 Morgan redevelopment will add approximately 120 multi-family residential units to the Cambridge Crossing residential housing inventory, create additional activation along North First Street directly across from 181 Morgan Avenue (Parcel Q1) and complete the double-loaded retail corridor running the length of the North First Street.

Proposed Minor Amendment

Park 151 is currently fully leased (at approximately 95%) and has leased parking at a rate of 0.31 to 0.33 spaces / unit, leaving the existing garage underutilized. DivcoWest is seeking to reduce the minimum parking requirement for Park 151 and 151 Morgan only, so as to allow DivcoWest to take advantage of this underutilization. Given DivcoWest’s recent experience at Park 151, having a requirement to deliver a minimum of 60 parking spaces at 151 Morgan while over that number are presently unutilized at Park 151 would be a lost opportunity to maximize parking efficiencies in the City.

As designed, 151 Morgan included a single level of below-grade parking containing sixty (60) parking spaces to provide a parking ratio for the project of 0.5 parking space/residential unit. Given the number of vacant spaces at Park 151, DivcoWest would like the flexibility of being able to utilize the excess parking at Park 151 to provide the accessory parking for 151 Morgan. In doing so, DivcoWest would like to establish an accessory minimum parking ratio for each of Park 151 and 151 Morgan of 0.30 parking spaces/unit. This parking ratio would allow the required minimum number of parking spaces for Park 151 (141 residential spaces) and 151 Morgan (36 spaces) for a total of 177 spaces to be accommodated within the 234 existing parking spaces constructed at Park 151, with fifty-seven (57) spaces remaining to be allocated to either building.

The requested amendment and accompanying finding would result in the elimination of 60 parking spaces within Cambridge Crossing, which is a reduction of approximately 1.5% of the total parking supply approved for Cambridge Crossing.

Impact of Proposed Minor Amendment on Residents

Parcel R residents will have easy access to parking spaces located in Parcel I. The main pedestrian entries of Parcels R and I both front onto North First Street, less than a block apart. The path of travel is handicapped accessible and almost completely level. The streetscape is landscaped and lined with retail shops, which will make walking between the two buildings a pleasant experience. Locating the parking for Parcel R within the Parcel I garage will also generate foot traffic along North First Street, further supporting retail and the goal of street activation. The main pedestrian entry to Parcel R fronts onto an existing layby, which will support an accessible pick-up and drop-off at the front door of Parcel R for anyone with mobility limitations. Parcel R residents who choose to rent parking spaces within Parcel I will be given key cards, providing secure access to the parking garage on a 24/7/365 basis.



Parcel R Design

The Planning Board granted Design Review approval to Parcel R in May, 2022. Completion of design was suspended as the project was put on hold during the recent economic downturn. DivcoWest intends to restart and complete the design process once the Board decides whether or not on-site parking is required. Once that issue has been resolved, we plan on revising the design and returning to the Planning Board to seek Revised Design Review approval.

If the Minor Amendment is approved, we anticipate that the resulting design will eliminate the below-grade level and the parking ramp entirely. All of the bicycle parking required for Parcel R will remain on Parcel R and will not be affected by this proposed Minor Amendment.

We remain mindful of the previous Planning Board comments and will seek to address these when we return to the Board. We share the Board's desire to move all bicycle parking located below-grade and on the second floor to grade for ease of access. We will also try to resolve the conflict between the loading bay and the East Street pedestrian crosswalk.

Effectuation of the Proposed Minor Amendment

The original Special Permit specifically encouraged a reduction in the overall parking at Cambridge Crossing on all parcels that were then undeveloped. Amendment No. 4 to the original Special Permit ("Amendment No. 4") made a number of changes including modifying the approved program of uses. In addition, this Amendment also included a reduction in the overall parking from 4,980 parking spaces to 3,807 parking spaces, reduced the minimum parking ratio for residential uses and set maximum parking ratios for all uses. As it relates to minimum residential parking requirements, Amendment No. 4 established the following ratio: "0.5 spaces/unit and maximum of 1 space/unit, but not to exceed 0.75 spaces/unit upon completion of the development." In order to effect the above change, the Planning Board also simultaneously issued a Special Permit under Section 6.35.1 of the City of the Ordinance to allow for a reduction in the minimum parking ratio for all remaining Cambridge Crossing parcels as it related to residential uses and included the same as relief within Amendment No. 4.

In approving the reduction in the minimum residential parking requirement, the Planning Board made Finding 5 in Amendment No. 4, which states, in pertinent part, the following:

"the proposed amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood....Moreover, the proposed reduction in parking supports the City's efforts to reduce reliance on automobile travel and promote alternative forms of transportation throughout the city. In addition, the reduced size of structured parking facilities will have a positive urban design impact on the development". Amendment No. 4 to the Special Permit, Finding No. 5.

In order to effect this change on these two parcels, the Planning Board would need to (i) approve a Minor Amendment to the Special Permit, which will amend the portion of the Special Permit previously granted by the Planning Board pursuant to Section 6.35.1 of the Ordinance in 2015 in connection with Amendment No. 4 (which the Planning Board has carried forward by reference in the Special Permit) to allow for the further reduction of the minimum parking ratio applicable to



residential uses Block I and Block R from 0.5 spaces/unit to 0.30 spaces/unit; (ii) make a finding consistent with that which is required under Section 6.35.1 of the Ordinance, which proposed finding is set forth below; and (iii) approve Appendix I, revised to reflect these changes.

- (i) Based on the foregoing, DivcoWest respectfully requests that the revisions indicated by the below underlined and italicized text to be added to Condition 22.a. of the Special Permit:

“The recommendations set forth in the Memorandum from Monica R. Lamboy, Interim Director, Traffic, Parking and Transportation Department, dated January 13, 2015 and attached to this Decision, shall be incorporated as Conditions of this Special Permit Decision applicable in addition to conditions set forth in the original PUD Special Permit PB #179, as modified by previous amendments. Prior to issuance of any Building Permit or Certificate of Occupancy for development authorized by PUD Special Permit PB #179, the Traffic, Parking and Transportation Department shall certify that all conditions applicable at that phase of the project have been met. Notwithstanding the above or the provisions of Paragraph 2 of the above-referenced January 13, 2015 Memorandum, the minimum parking ratio for residential uses applicable to developments on Block I and Block R shall be “0.30 spaces/unit” and not “0.5 spaces/unit”; provided, however, that both Parcel I and Parcel R shall be subject to the maximum parking ratio limitations contained in said Section 2.”

- (ii) In approving the requested Minor Amendment, DivcoWest requests that the Planning Board make the following finding, based on the pertinent part of Finding No. 5 of Amendment No. 4, as set forth below.

“The proposed ratio for the minimum residential parking required for Block I and Block R will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood. The proposed reduction in parking for Block I and Block R supports the City’s efforts to reduce reliance on automobile travel and promote alternative forms of transportation throughout the city.”

- (iii) Finally, DivcoWest specifically requests the amendment to Appendix I in the form attached hereto, which incorporates the above requested revision to residential parking ratios as the same applies to Block I and Block R.

This Amendment would not constitute an substantial alteration to the intent, purpose and substance of the Special Permit, because reducing parking on selected parcels is consistent with the intent, purpose and substance of the Special Permit, including specifically Section 21.a. Additionally, we believe that this change would be consistent with the City Council’s recent change in parking minimums generally in the City, which eliminated minimum parking requirements for all uses within the City, including multi-family residential uses.

Other DivcoWest Efforts to Reduce Parking at CX

DivcoWest also notes that on December 21, 2022, DivcoWest paid \$15 million to the MBTA to remove the obligation that DivcoWest construct an MBTA commuter parking facility within the



City of Cambridge. This payment, which is separate from the payment DivcoWest made to the City of Cambridge to fund the City's proposed contribution to the GLX project, fulfilled a longstanding goal of the City of Cambridge to prevent the MBTA from creating a use that would have generated additional automobile trips in and out of East Cambridge and satisfied the desired outcome of the provision contained in the January 13, 2015 Traffic, Parking & Transportation Department Memorandum incorporated into the Special Permit, stating that "[i]n the future, the City would like the MBTA park-and-ride lot to be eliminated or substantially reduced in size. With the completion of the Green Line Extension project, Lechmere will no longer be the terminus of the Green Line."

Conclusion

We were pleased to hold a Community Meeting on May 7 to discuss this proposed Amendment, and we were glad that it was well attended. We look forward to the opportunity to meet with the Planning Board to discuss this proposed Minor Amendment to the Special Permit. Thank you for your consideration.

Sincerely,
DIVCOWEST REAL ESTATE INVESTMENTS

Mark Johnson

Mark Johnson, FAIA
Head of Development
Development Manager

Attachments:

Appendix I



APPENDIX I TO SPECIAL PERMIT

[attached behind]

Appendix I: Revised Statistical Summary of the Approved Master Plan

I. Project as a Whole

A. Three City Summary

a. Parcel Area	Total Area in Acres (Square Feet):	45.37 acres (1,976,501 square feet)
b. Floor Area	FAR at North Point:	2.66
	FAR at Lechmere	2.5
	Total GFA	5,245,854 square feet
c. Non-Residential	Maximum FAR	1.10
	Approved GFA	2,185,062 square feet for all non-residential uses
	Retail GFA:	300,000 square feet at North Point Amount TBD at Lechmere
d. Residential	Maximum FAR:	1.55
	GFA:	3,060,792 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	392,000 square feet
	Other/Common Open Space in Square feet:	TBD
f. Parking Spaces	Maximum Permitted:	3,807 spaces +300 replacement MBTA spaces
	Maximum non-residential:	See Special Permit
	Residential:	0.5-1.0 spaces/unit for each building, but not to exceed an average of 0.75/unit for the entire project at full build-out(**)
g. Dwelling Units	Proposed Number:	3,177 units



B. Development in Cambridge

a. Parcel Area	Total Area in Acres:	38.77 acres
	Square Feet:	1,690,276 square feet
	Area at North Point in Acres:	37.1 acres
	Square Feet:	1,617,534 square feet
	Area at Lechmere in Acres:	1.67 acres
	Square Feet:	72,742 square feet
b. Floor Area	FAR at North Point:	2.54
	FAR at Lechmere:	2.5
	GFA at North Point:	4,102,825 square feet
	GFA at Lechmere:	181,855 square feet
	Total GFA:	4,248,695 square feet
c. Non-Residential	Maximum FAR at North Point:	TBD
	Maximum FAR at Lechmere:	TBD
	Approved GFA at North Point:	1,409,063 square feet
	Approved GFA at Lechmere:	3,988 (Retail Only)
d. Residential	Minimum FAR at North Point:	TBD
	Minimum FAR at Lechmere:	TBD
	Approved GFA at North Point:	2,656,925 square feet
	Approved GFA at Lechmere:	177,867 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided at North Point:	323,507 square feet
	at Lechmere:	11,000 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential at North Point:	See Special Permit
	at Lechmere:	See Special Permit
	Residential:	TBD 0.5 – 1.0 spaces/unit for each building, but not to exceed an average of 0.75/unit at full build-out for all municipalities(**)
g. Dwelling Units	Proposed Number:	TBD

C. Development in Somerville

a. Parcel Area	Total Area in Acres:	5.28 acres
	Square Feet:	229,856 square feet

D. Development in Boston

a. Parcel Area	Total Area in Acres:	1.29 acres
	Square Feet:	56,369 square feet

E. Development in Boston + Somerville

a. Parcel Area	Total Area in Acres:	6.57 acres
	Square Feet:	286,225 square feet
b. Floor Area	Total FAR	3.49
	Total GFA	997,159 square feet
c. Non-Residential	Maximum FAR	2.70
	GFA	771,159 square feet
d. Residential	FAR	0.79
	GFA	226,000 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	TBD
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum permitted:	TBD
g. Dwelling Units	Proposed Number:	TBD

II. PHASES

A. Statistical Summary - Phase 1A

1. Overall Dimensional Limits

a. Parcel Areas	Total Phase 1A in Square Feet:	454,406 square feet
b. Floor Area	Total GFA	2,088,805 square feet
c. Non-Residential	GFA	444,336 square feet
	Retail GFA	TBD
d. Residential	GFA	1,644,469 square feet
e. Open Space	Public, Green Area or Permeable Open Space Provided:	4.12 acres or 179,902 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Non-residential:	See Special Permit
	Residential:	TBD - Not to exceed an average of 0.75/unit at full build-out for all phases(**)
g. Dwelling Units	Proposed Number:	TBD



2. Dimensional Limits on Individual Parcels

Parcel I	a. Total Parcel Area:	100,837 square feet
	b. Total GFA:	408,789 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, 25,261 square feet
	f. Residential GFA:	383,528 square feet
	g. Total Parking Spaces:	Minimum of 0.30 spaces/unit (Shared Parking with Parcel R)
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel N (completed prior to this Major Amendment)	a. Total Parcel Area:	49,284 square feet
	b. Total GFA:	394,000 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	8,600 square feet
	e. Retail: ¹	8,600 square feet
	f. Residential GFA:	385,400 square feet
	g. Total Parking Spaces:	184
	h. Associated Public, Green Area or Permeable Open Space:	8,760 square feet
Parcel JK	a. Total Parcel Area:	62,502 square feet
	b. Total GFA:	371,828 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	371,828 square feet
	e. Retail:	Allowed, 15,600 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel T (completed prior to this Major Amendment)	a. Total Parcel Area:	38,986 square feet
	b. Total GFA:	242,194 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Retail not proposed
	f. Residential GFA:	242,194 square feet
	g. Total Parking Spaces:	151 spaces in garage, 79 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	13,861 square feet

¹ This includes approximately 3,014 square feet of day care center space, which is an allowed, non-residential institutional use, but shall be treated as retail for the purposes of compliance with Special Permit Condition 12.c(iv) of the Final Development Plan Special Permit.

Parcel S (completed prior to this Major Amendment)	a. Total Parcel Area:	30,090 square feet
	b. Total GFA:	112,398 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	None
	f. Residential GFA:	112,398 square feet
	g. Total Parking Spaces:	51 spaces in garage, 49 spaces at other locations on NorthPoint
	h. Associated Public, Green Area or Permeable Open Space:	11,255 square feet
Parcel L	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	312,399 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Allowed, None
	f. Residential GFA:	312,399 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel M	a. Total Parcel Area:	30,475 square feet
	b. Total GFA:	212,142 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	3,000 square feet
	e. Retail:	Required, 3,000 square feet
	f. Residential GFA:	209,142 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel Q1	a. Total Parcel Area:	14,799 square feet
	b. Total GFA:	18,823 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	18,823 square feet
	e. Retail:	Required, 8,533 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	None
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Parcel W	a. Total Parcel Area:	20,743 square feet
	b. Total GFA:	16,395 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	16,395 square feet
	e. Retail:	Required, 16,395 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

B. Statistical Summary - Phase 1B

1. Overall Dimensional Limits

a. Parcel Areas	Total Phase 1B in Square Feet:	383,237 square feet
b. Floor Area	Total GFA:	1,937,348 square feet
c. Non-Residential	GFA:	1,554,602 square feet
	Retail GFA:	0
d. Residential	GFA:	382,746 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	3.6 acres or 158,820 square feet
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	See Special Permit
	Residential:	TBD 0.5 – 1.0 spaces/unit for each building, but not to exceed an average of 0.75/unit at full build-out for all phases(**)
g. Dwelling Units	Proposed Number:	TBD

2. Dimensional Limits on Individual Parcels – Phase 1B

Parcel C	a. Total Parcel Area:	69,003 square feet
	b. Total GFA:	382,746 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Parcel EF	a. Total Parcel Area:	87,225 square feet
	b. Total GFA:	419,529 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	419,529 square feet
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel G	a. Total Parcel Area:	101,610 square feet
	b. Total GFA:	451,213 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	451,213 square feet
	e. Retail:	Allowed, None
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel H	a. Total Parcel Area:	79,430 square feet
	b. Total GFA:	366,345 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	366,345 square feet
	e. Retail:	Allowed, None
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel U	a. Total Parcel Area:	45,969 square feet
	b. Total GFA:	315,954 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	315,954 square feet
	e. Retail:	Retail not proposed
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

C. Statistical Summary - Phase 2

1. Overall Dimensional Limits

a. Parcel Areas	Total Phase 2 in Square Feet:	426,813 square feet
b. Floor Area	Total GFA:	1,219,701 square feet
c. Non-Residential	Maximum GFA:	186,124 square feet
	Retail GFA:	24,1331 square feet
d. Residential	Minimum GFA:	1,033,577 square feet
e. Open Space	Minimum Public, Green Area or Permeable Open Space Provided:	Balance of 11 acres
	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential:	See Special Permit
	Residential:	TBD 0.5 – 1.0 spaces/unit for each building, but not to exceed an average of 0.75/unit at full build-out for all phases(**)
g. Dwelling Units	Proposed Number:	TBD

2. Dimensional Limits on Individual Parcels – Phase 2

Parcel A	a. Total Parcel Area:	65,373 square feet
	b. Total GFA:	92,116 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	None
	e. Retail:	Retail not proposed
	f. Residential GFA:	93,971 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel B	a. Total Parcel Area:	80,325 square feet
	b. Total GFA:	335,251 square feet
	c. Use:	Residential
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

Parcel D	a. Total Parcel Area:	59,838 square feet
	b. Total GFA:	306,491 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Allowed, amount TBD
	f. Residential GFA:	TBD
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel Q2	a. Total Parcel Area:	44,196 square feet
	b. Total GFA:	165,192 square feet
	c. Use:	Commercial
	d. Non-Residential GFA:	165,192 square feet
	e. Retail:	Required, 1,801 square feet
	f. Residential GFA:	None
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel R	a. Total Parcel Area:	46,343 square feet
	b. Total GFA:	140,194 square feet
	c. Use:	Mixed-use
	d. Non-Residential GFA:	TBD
	e. Retail:	Required, 18,342 square feet
	f. Residential GFA:	121,852 square feet
	g. Total Parking Spaces:	Minimum – 0.30 spaces/unit for residential uses (Shared Parking with Parcel I)
	h. Associated Public, Green Area or Permeable Open Space:	TBD
Parcel V	a. Total Parcel Area:	60,006 square feet
	b. Total GFA:	181,855 square feet
	c. Use:	Mixed Use
	d. Non-Residential GFA:	3,988 square feet
	e. Retail:	Required, 3,988 square feet
	f. Residential GFA:	177,867 square feet
	g. Total Parking Spaces:	TBD
	h. Associated Public, Green Area or Permeable Open Space:	TBD

(**) - The minimum parking requirement for residential uses constructed on each of Parcel I and Parcel R shall be 0.30 spaces/unit, which parking shall be located on Parcel I.



April 30, 2024

Ms. Mary Flynn, Chair
Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Via: Electronic Delivery

Reference: Cambridge Crossing
Development Report Submitted Pursuant to Condition 20.b.
PB #179
Cambridge, Massachusetts

Dear Chair Flynn and Members of the Board:

The Cambridge Crossing Special Permit (more specifically, Condition 20.b. Amendment No. 6 (Major) to the Final Development Plan Special Permit in Planning Board Case No. 179 (as the same has been amended through the 11th Amendment (Minor) dated September 20, 2022, the “Special Permit”)) requires that DW NP Property, LLC, as the Permittee, provide a development update to the Planning Board in the event that the Permittee has not brought a building to the Planning Board for Design Review for a period of twenty-four (24) consecutive months. Pursuant to Condition 20.b., following the end of the two-year period, the Permittee is required to “make a report . . . to the Board on the anticipated schedule for future construction, difficulties encountered in executing the Master Plan, anticipated schedule of construction in the future, and whether the Permittee believes that the entire Master Plan can be fully constructed within the term provided, and if not how much additional time might be required.” As the last Design Review for a Cambridge Crossing building took place in May, 2022, this letter constitutes the required report to the Board, submitted in satisfaction of Condition 20.b..

Progress to Date

As you are aware, the Special Permit provides that the Permittee must commence all authorized construction under the Special Permit before the deadline set forth in Condition 20.a., December 31, 2030. As of the date of this report, the following buildings have been substantially completed in the Cambridge Crossing Final Development Plan area:

Special Permit Block Designation	Property Address
S	1 Earhart Street
T	2 Earhart Street
N	10-40 Child Street
JK	222 Jacobs Street
W North	110 North First Street
W South	100 North First Street
Q1	181 Morgan Avenue
G	350 Water Street
H	450 Water Street
I-1	151 North First Street
EF*	250 Water Street
I-2 West	124 Morgan Avenue
I-2 East	144 Morgan Avenue
U	441 Morgan Avenue

DivcoWest has completed open spaces, including the Common, the expanded Brian T. Murphy Staircase (adjacent to Parcel H), Baldwin Open Space (adjacent to Parcel JK), Dawes Open Space (adjacent to Parcel G), Parcel I Event Lawn and plazas abutting the MBTA Lechmere station on Parcels R and Q. We have also recently opened the triangle open space on Parcel V.

Progress Underway

We note that the construction of the tenant spaces in Building U is underway and continuing with the first tenant spaces being ready for occupancy by the end of October 2024. DivcoWest is working with retail tenants on leasing and building out of tenant spaces in certain retail spaces located within Buildings EF, I-1, I-2 West and I-2 East. We are continuing the construction of improvements in Monsignor O’Brien Highway, which will conclude during the upcoming construction season. In addition, we have completed nearly all of the on-site infrastructure with only the placing of final paving courses on the streets remaining to be completed.

In addition, in connection with creating ground plane activation within Cambridge Crossing and building out the retail core referenced in the Special Permit, DivcoWest proposed to the Planning Board a minor amendment and Design Review associated with some signage and façade revisions in support of daycare use at Block N (i.e., 10-40 Child Street)). The new MBTA Green Line Extension Lechmere Station has opened and is operating. The majority of the central open spaces are now completed, and we have undertaken a wayfinding plan, designed in consultation with City Staff and approved by the Planning Board. We continue to work actively with the City of Cambridge and the community to integrate Cambridge Crossing into the fabric of the City by hosting CX nights and other events and by allowing the City to utilize 222 Jacobs Street as a voting and polling location in local, State and Federal elections.

Future Construction

When Parcels Q2 and R completed Design Review in May 2022, DivcoWest anticipated that it would be in a position to commence construction on both parcels soon thereafter. Unfortunately, market conditions turned unfavorable in July 2022. We continue to monitor the market, looking for the right opportunity to proceed with construction of these parcels.

While we have been waiting for market conditions to improve, we have continued to prepare for construction commencement on Parcel Q2 by placing surcharge on the site and by pursuing the issuance of a building permit for the Parcel.

DivcoWest has recently proposed Amendment 12 (Minor) to reduce the minimum required parking ratios on Parcels R and I as the existing Parcel I parking is undersubscribed. This proposed reduction is consistent with the intent of the Special Permit of reducing parking supply in the City of Cambridge. We anticipate commencing construction on Parcel R (mixed-use residential building with first floor retail) and bringing residential buildings on Blocks C and/or L/M forward for Design Review when market conditions allow.

Conclusion

To date, of the twenty (20) buildings that are contained in the Cambridge Crossing Final Development Plan, twelve (12) have been constructed and two (2) additional buildings have completed design review, leaving six (6) buildings that have not yet gone thru Design Review (i.e., buildings on Blocks A, B, C, D, L/M and V). DivcoWest believes that it can complete the required Design Review for the final six buildings and commence construction of those buildings prior to the Special Permit deadline.

DivcoWest continues its program of site activation activities that are enjoyed by the community. We continue to hold the very popular CX Summer Night concert, which last year broke records with over 3500 people in attendance each night. The CX Fit outdoor exercise events are held in the Common, and are free and open to the public. Each summer we hold free outdoor CX Movie Nights that have attracted a loyal following. We hold an annual boat cruise for seniors with East End House. DivcoWest continues to commission temporary and permanent art installations at Cambridge Crossing. Portraits of all the women for whom CX streets and open space are named, completed by local art students, are on display in the Shed on Parcel W. Recently, DivcoWest commissioned local artists to paint the risers of the Brian T. Murphy Staircase.

Of course, should the Planning Board have any questions concerning this Development Report, we are happy to answer any questions that you might have. Thank you.

Sincerely,
DIVCOWEST REAL ESTATE INVESTMENTS

Mark Johnson

Mark Johnson, FAIA
Head of Development