

June 3rd, 2026

Ms. Tom Sieniewicz, Chair  
Cambridge Planning Board  
344 Broadway  
Cambridge, MA 02139

Via: Electronic and Hand Delivery

Reference: North Point Parcel 1-C Design Review  
PB #179  
Cambridge, Massachusetts

Dear Chair Sieniewicz and Members of the Board:

DivcoWest Real Estate Services, LLC and its affiliate, DW NP Property, LLC (collectively, the “Developer”), respectfully submit this Design Review application for the northerly portion of Parcel 1-C of the Cambridge Crossing development, which is situated almost entirely under the Gilmore Bridge and is bounded to the west by 450 Water Street (Parcel H), 10-40 Child Street (Parcel N) and Jacobs Street; to the south by Jacobs Street, Morgan Avenue and Education Circle; to the east by 10 Education Circle and 0 Charlestown Avenue and to the north by the MBTA Fitchburg Line right-of-way (“Parcel 1-C”).

Parcel 1-C is part of the larger Cambridge Crossing development and is located entirely within the City of Cambridge. It is not part of any formal development Parcel within Cambridge Crossing, and will not contain any Gross Floor Area. Parcel 1-C is situated almost entirely under the Gilmore Bridge and is currently an unimproved Parcel located at the gateway to Cambridge Crossing from the east. The proposed improvements will vastly improve the public realm for pedestrians and cyclists traveling along Morgan Avenue and Education Circle by providing more defined paths of travel for cyclists and pedestrians alike that connect to the pedestrian and bicycle facilities located along Education Circle to the east of Parcel 1-C and the Cambridge Crossing pedestrian realm and multi-use path that runs along Morgan Avenue to the west.

These improvements will complement the broader roadway and traffic improvements required by Appendix II contained in Amendment No. 6 (Major) to the PUD Special Permit issued by the Planning Board on September 2, 2016, in the above-referenced Planning Board Case, as the same has been amended through the date of this letter, which improvements the Developer has recently completed in their entirety.

New pedestrian paths and a re-aligned portion of the Multi-Use Path will define and separate pedestrian and bicycle facilities, enhancing pedestrian and bicyclist safety. Both the pedestrian path and the Multi-Use Path comport with all the dimensional guidelines of the City of Cambridge for these facilities.

In the area under the Gilmore Bridge that is not utilized by either the pedestrian path or the Multi-Use Path there will be a stone feature, enhancing the appearance of this area that does not receive any direct sunlight, and partially screening the area under the bridge to the north.

The portion of Parcel 1-C situated to the north of the stone feature and to the east of 450 Water Street and 10-40 Child Street will be utilized for maintenance activities associated with Cambridge Crossing, consistent with Developer's ongoing obligations to maintain all of the open space within Cambridge Crossing. The area will be used for snow removal, salt storage, a trash compactor, and a recycling dumpster. It will be entirely enclosed and screened from sight with fencing with a scrim. This back of the house staging, laydown and storage is necessary for the maintenance and upkeep of the open space, sidewalks and other public realm improvements. Situating these areas under the Gilmore Bridge to the north behind buildings and separated from the public realm by a stone feature will minimize the impact of this necessary maintenance function on the public realm.

The Developer has worked closely with City Staff to determine the design and location of the improvements submitted with this cover letter. Among other things, City Staff suggested not consolidating the pedestrian and bicycle paths into a single path of travel under the Gilmore Bridge. Accordingly, the Developer will maintain separate yet adjacent alignments for the pedestrian sidewalk and the Multi-Use Path.

We note that the improvements proposed on the enclosed plans have also been reviewed and accepted by the Massachusetts Department of Transportation, which owns the Gilmore Bridge and holds an easement under the same and over Parcel 1-C to allow MassDOT to locate, repair, operate and maintain the Gilmore Bridge.

As part of this application, we have included eight (8) copies of the following materials for review by the Planning Board:

- Site Plans
- Renderings
- Site Sections

The Cambridge Crossing team looks forward to meeting with the Planning Board to review and discuss the proposed project. Thank you for your consideration.

Sincerely,

DIVCOWEST REAL ESTATE SERVICES, LLC



John Rappoport  
Senior Director, Development & Construction

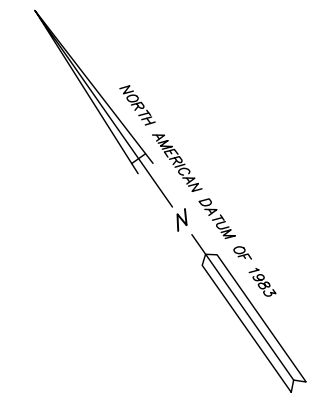
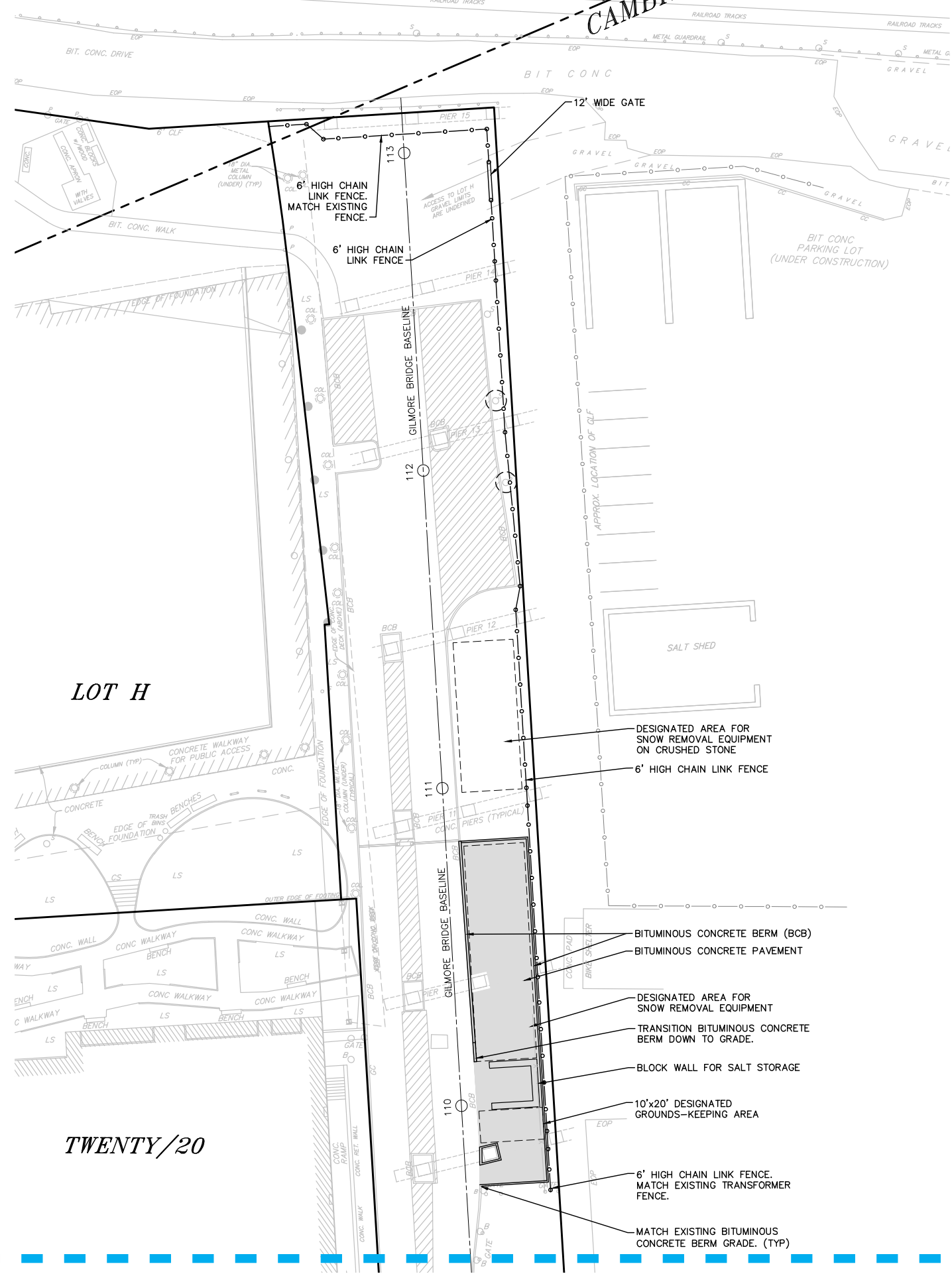
Enclosures

# **CAMBRIDGE CROSSING**

**Parcel 1C Gilmore Bridge**

May 19th, 2026





Matchline. See South Plan on Following Page

SCALE: 1" = 20'    DATE: APRIL 23, 2026

METERS  
0 5 10 15

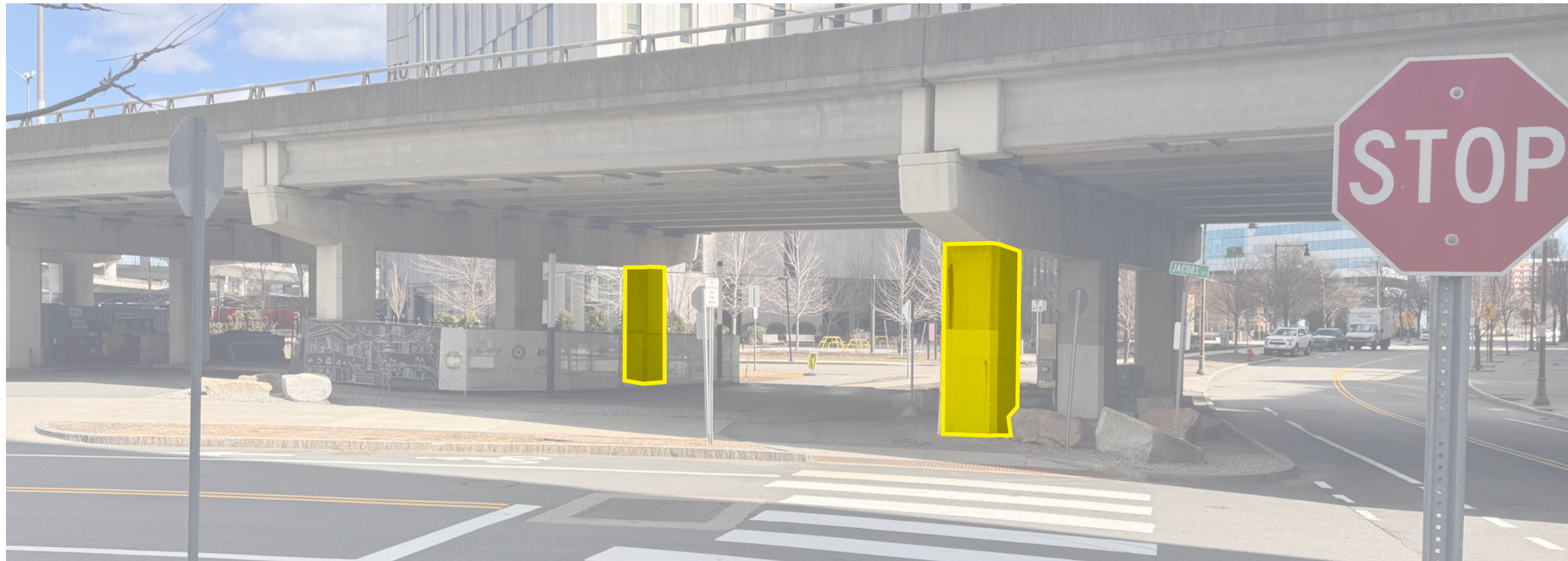
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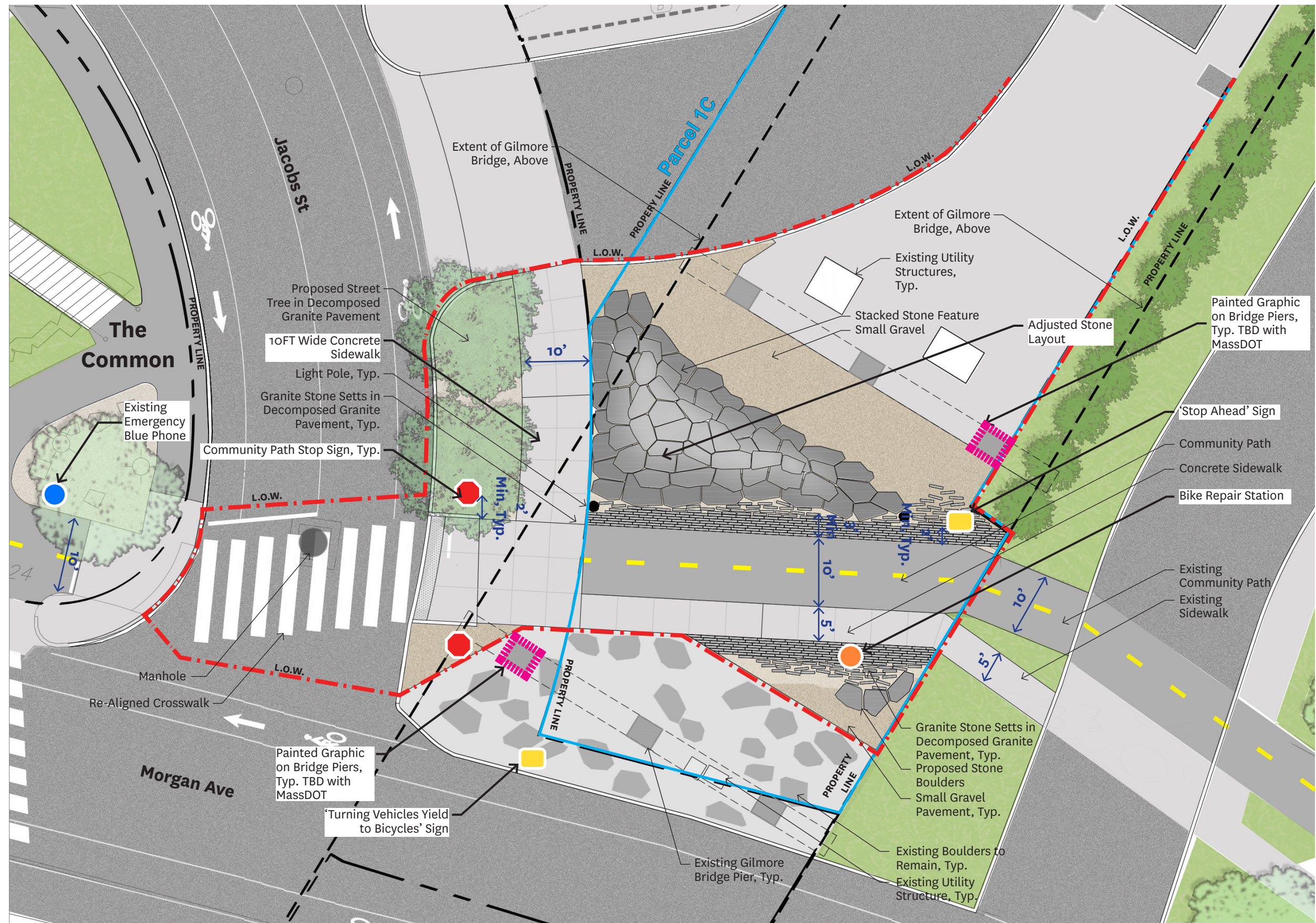
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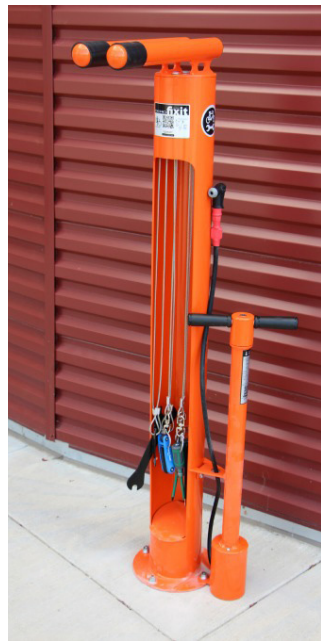


# Examples of Graphic Art at CX





**Bike Repair Station**

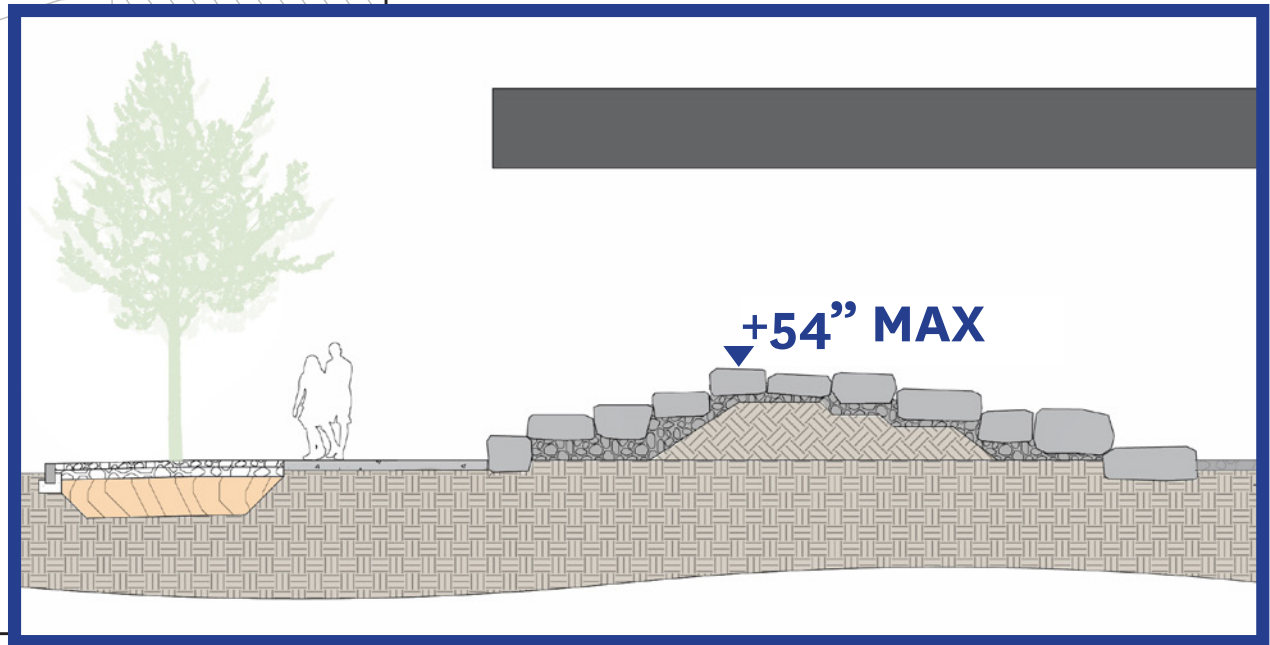
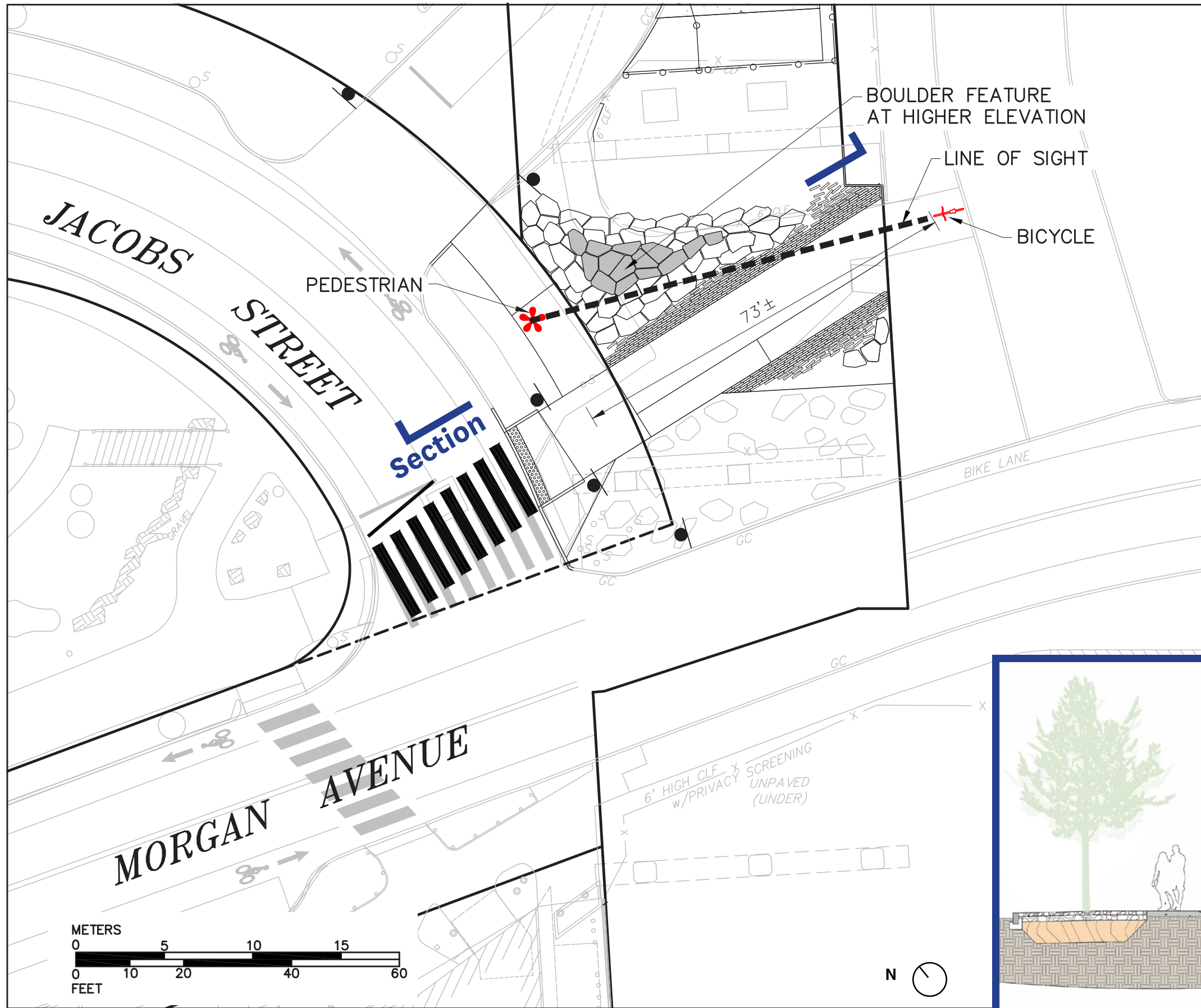












#	COMMENT	RESPONSE
<b>MARCH 26, 2025 - VIRTUAL MEETING WITH CITY STAFF</b>		
1	Is there pedestrian access below the Gilmore Bridge?	There are emergency egress doors and building service exits from the Twenty 20 building and the 450 Water Street building but no resident or building occupant entrances and no publicly accessible open space. Access below the bridge is intended to be for emergency and maintenance access only. There is an existing vehicular gate restricting non-emergency and non-maintenance vehicles from traveling and parking below the bridge. We are proposing to add pedestrian signage at the service entrance to the drive to restricting pedestrian traffic along the service drive below the Gilmore Bridge.
2	Are there stop signs on the Community Path at the Jacobs Street intersection?	Yes, we are proposing pedestrian scale stop signs on both sides of the Community Path.
3	Is there a stop bar painted on the Community Path at the Jacobs Street intersection?	Yes, painted stop bars are proposed on both sides of the Community Path at the Jacobs Street intersection.
4	Will the Community Path have a dashed centerline?	Yes, a dashed/broken yellow centerline is proposed on the new and realigned section of the Community Path.
5	Will drivers be confused and potentially turn onto the Community Path? Should we consider a collar to prevent vehicular traffic?	We are not aware of any incidents of drivers turning onto the Community Path. We are not proposing bollards because we believe they would be unsafe to bicyclists and pedestrians.
6	What is the little triangle between the sidewalk and the Community Path on the South side of the Gilmore Bridge?	The triangle area between the sidewalk and the Community Path on the east side of the Gilmore Bridge is grass. DivcoWest does not own this property. Changes to property outside of DivcoWest's control are not included in this proposed scope of work.
7	Is it possible to add more color or another point of interest other than the stacked granite boulders?	Yes, in response to city staff comments, we are proposing changes to the plans we previously shared with city staff on March 12th: 1) We are proposing to add a red bicycle repair station on the South side of the Community Path. The location below the Gilmore Bridge will provide shelter for necessary bike repairs or a quick top off of air in the tires. Given the proximity to the Lynch Family Skatepark and the traffic volume on the Community Path, we believe the bicycle repair station will be a heavily used public amenity. 2) We are proposing to paint the Gilmore Bridge support piers directly north and south of the Community Path. The proposed painting will add color, visual interest, and intuitive identification of the desired pedestrian zone below the Gilmore Bridge. The proposed painting on the Gilmore Bridge piers are subject to a separate MassDOT permitting process but initial conversations with MassDOT indicate that they are not opposed to the plan.
8	Is there a fence between the Parcel 1-C property and the Education First property? Would it be possible not to add a fence here if one does not already exist?	Yes, the majority of the property line between Parcel 1C and the Education First property has an existing fence. There are no planned pedestrian pathways leading across the property line other than at the Community Path within Parcel 1C. On the Education First side of the property line, there are existing trees planted along the property line.

#	COMMENT	RESPONSE
9	Did you consider a softer bend in the Community Path?	Yes, the team considered various layouts of the Community Path and proposes the alignment that creates a straight path from the Community Path at the eastern edge of the common to the junction with the Community Path a the western property line. The proposed geometry of the path complies with existing MassDOT easement covenants, MassDOT Community Path design guidelines, City of Cambridge design guidance, and MassDOT street and vehicular roadway design principles. The straighter path is also easier for wayfinding.
10	Did you consider separating the Community Path from pedestrian sidewalk?	Yes, however the space is constrained by the existing bridge support on the southern edge of the path and the existing conditions on the adjacent property. Expanding the width of the Community Path and pedestrian sidewalk to the north would encroach on MassDOT easement covenants for maintenance access and create a misalignment of the Community Path as it crosses Jacobs Street.
11	Do the boulders create any sightline issues for bicyclists traveling west on the Community Path?	No, in our updated proposal we included additional graphics and sections to help communicate the design intent of the stacked granite boulders. The stacked granite boulder installation sets back with each course such that the installation does not block lines of sight or create safety concerns.
12	Does the proposed Community Path crossing over Jacobs Street present a safety hazard with vehicles turning right from Morgan Avenue onto Jacobs Street?	We considered this traffic movement and believe that the pedestrian and bicyclist stopping at the Jacobs Street intersection provides ample visibility for both cars and pedestrians at this intersection. Our proposed Community Path geometry moves pedestrians and bicyclists further north on Jacobs, away from the existing Gilmore Bridge support piers, providing more visibility than the existing condition. We have introduced additional vehicular and pedestrian/bicyclist signage for those traveling west on the Community Path and Morgan Avenue. Morgan Avenue also has dedicated bicycle lanes in which vehicular traffic gives the right-of-way to bicyclists traveling west when making the turn from Morgan Avenue to Jacobs Street.
13	Did you consider raising the crosswalk across Jacobs Street?	Yes, this was considered during the initial design phase and was not proposed due to the final geometry of the crossing, drainage considerations, below grade utilities, and surface utility access covers.
14	DW will need to submit an Operations and Maintenance plan for the stored materials below the Gilmore Bridge.	Yes, DW team has submitted an Operations and Maintenance plan to Cambridge DPW. DW commits to working with Cambridge DPW to amend the Operations and Maintenance plan as needed for materials being stored on Parcel 1C.
15	Another way to let bicyclists going westbound along the Community Path know there may be pedestrians crossing would be to add a crosswalk north to south for pedestrian traffic, can we provide images to show options?	Three options were provided to staff for review, staff confirmed their preferred option was #2 which is the design being proposed.
<b>APRIL 15th, 2026 - VIRTUAL MEETING WITH CITY STAFF</b>		
16	Can the granite mound height be reduced any further?	The overall height of the granite mound has been reduced to improve site lines and general safety in the area.
17	What is the width of the sidewalk going north along Jacobs Street from the Community Path? Can it be wider?	The proposed design contemplated a 6' wide sidewalk. The current proposed plan includes a 10' wide sidewalk.
18	Along the sidewalk going north along Jacobs Street from the Community Path, why are you proposing decomposed granite? Concerns about the loose material spills onto the Community Path.	The decomposed granite material is used elsewhere around the Cambridge Crossing site as a permeable and accessible surface. In this instance, we revised our proposed plans o eliminate the decomposed granite material and expanded the sidewalk to be 10' wide.
19	Can the sidewalk be scored?	The proposed design includes scored concrete sidewalks.
20	General request for additional dimensions along the Community Path and sidewalks in the design materials	Design materials have been updated to include additional dimensions.
21	General request for the plans to include more context to the north of the sidewalk toward the service drive aisle.	The proposed plans now show additional site context around the proposed improvement area.

**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: Square Feet:	38.77 acres 1,690,276 square feet
	Area at North Point in Acres: Square Feet:	37.1 acres 1,617,534 square feet
	Area at Lechmere in Acres: Square Feet:	1.67 acres 72,742 square feet
b. Floor Area	FAR at North Point: FAR at Lechmere:	2.54 2.5
	GFA at North Point: GFA at Lechmere: Total GFA:	4,102,825 square feet 181,855 square feet 4,248,695 square feet
	Maximum FAR at North Point: Maximum FAR at Lechmere:	TBD TBD
c. Non-Residential	Approved GFA at North Point: Approved GFA at Lechmere:	1,409,063 square feet 3,988 (Retail Only)
	Minimum FAR at North Point: Minimum FAR at Lechmere:	TBD TBD
d. Residential	Approved GFA at North Point: Approved GFA at Lechmere:	2,656,925 square feet 177,867 square feet
	Minimum Public, Green Area or Permeable Open Space Provided at North Point: at Lechmere:	323,507 square feet 11,000 square feet
e. Open Space	Other Open Space in Square feet:	TBD
f. Parking Spaces	Maximum non-residential at North Point: at Lechmere:	See Special Permit 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: <sup>1</sup>	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

<sup>1</sup> 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.

