



1. City Parcel. 5 story parking structure with full-height, 30' deep architectural wrap.
 Level 1: Retail - 16,500 s.f. Parking req: 83
 L-2 & L-3: Office - 33,500 s.f. Parking req: 83
 L-4 & L-5: Residential - 28 s.u. Parking req: 56
 Total building area: 62,500 s.f. Total req: 222
 Total parking provided: 330 cars Parking surplus: 108

2. Private Parcel. 5 story parking structure with ground-floor retail.
 Level 1: Retail - 12,200 s.f. Parking req: 61
 Level 1: Parking - 85 cars
 L-2 to L-5: Parking - 119 cars/level
 Total parking provided: 661 cars Parking surplus: 500

- Train
- Trail
- Landscape Buffer
- New Sidewalk
- New Permanent Road
- Focal Element
- New Building
- New Parking

2. Policy for development: Develop a holistic view that recognizes development opportunities in the east end of the waterfront will evolve incrementally.
- Recommendations:
- ◆ Develop in phases that both stand alone and work together.
 - Create a development-phasing scenario that allows the City to operate on a stand-alone basis, or in cooperation with private property owners.
 - Recognize and encourage the positive role private development can make in contributing to the public realm.
 - Create a phasing plan that begins to remove surface parking from the waterfront in the near term.
 - Aim to balance development at every step to provide a mix of compatible uses, activates the neighborhood during all times and seasons, addresses short and long term parking needs, and contributes to a walkable city.
 - ◆ Integrate public and private development in a positive, secure, and elegant manner.
 - Build the principal street system, pedestrian access and open space early in the process, setting the standard for the area.
 - Encourage diversity of architectural responses within a master plan that includes guidelines for timeless architecture and respect for human scale.

This drawing shows how incremental development might begin in the Study Area. In this drawing, a City controlled parcel is developed into mixed-use/residential and parking, along with the construction of phase-two of the street system. This drawing also imagines how an initial private development might build on the City's lead, extending development and the street system into the India Street district.