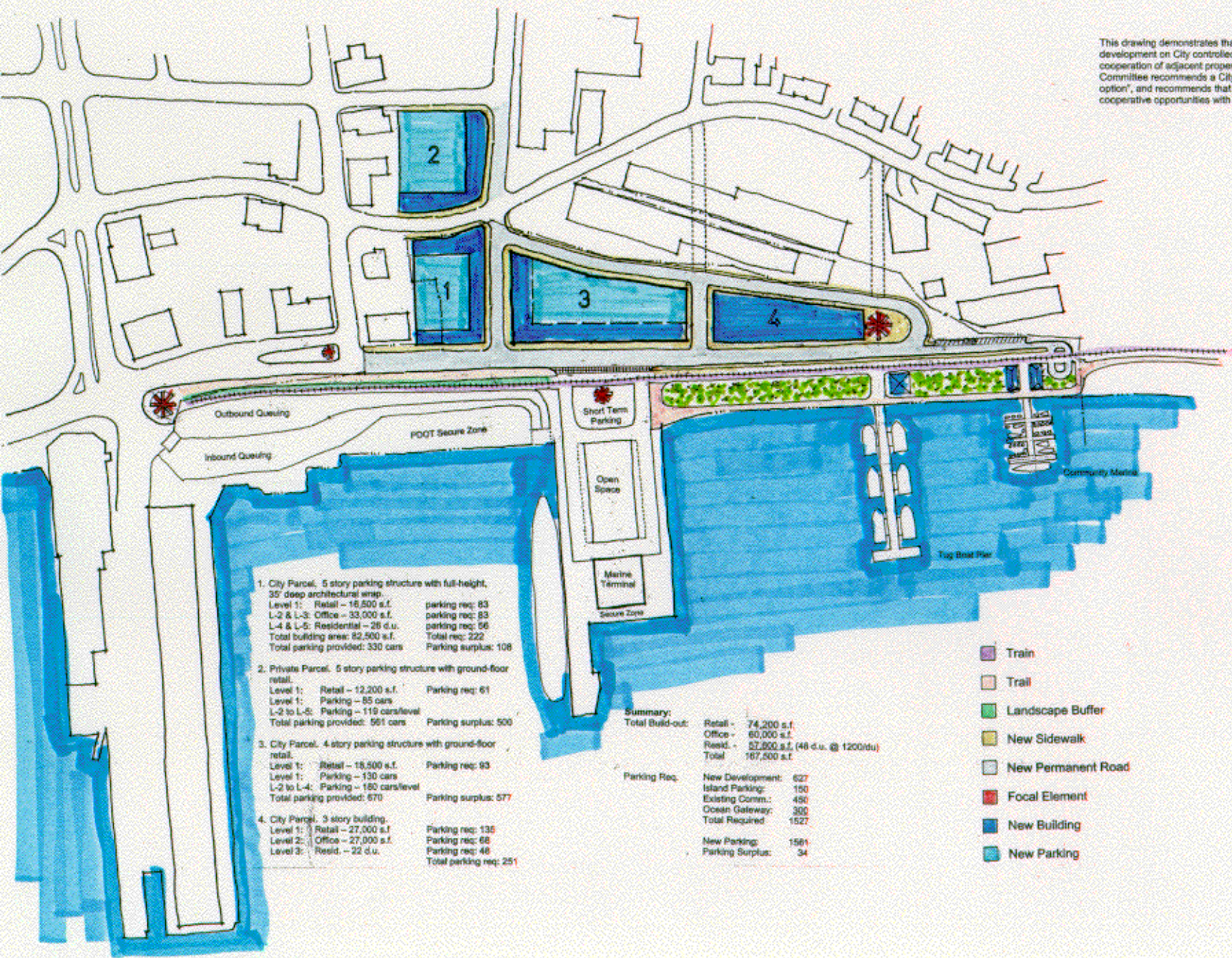


This drawing demonstrates that the City could pursue development on City controlled parcels without the cooperation of adjacent property owners. However, the Committee recommends a City-only approach as a "fallback option", and recommends that the City pursue integrated, cooperative opportunities with private property owners.



1. City Parcel. 5 story parking structure with full-height, 35' deep architectural ramp.
 Level 1: Retail - 16,500 s.f. parking req: 83
 L-2 & L-3: Office - 33,000 s.f. parking req: 83
 L-4 & L-5: Residential - 26 d.u. parking req: 66
 Total building area: 82,500 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: 551 cars Parking surplus: 500
3. City Parcel. 4 story parking structure with ground-floor retail.
 Level 1: Retail - 18,500 s.f. Parking req: 93
 Level 1: Parking - 130 cars
 L-2 to L-4: Parking - 180 cars/level
 Total parking provided: 670 Parking surplus: 577
4. City Parcel. 3 story building.
 Level 1: Retail - 27,000 s.f. Parking req: 135
 Level 2: Office - 27,000 s.f. Parking req: 66
 Level 3: Resid. - 22 d.u. Parking req: 46
 Total parking req: 251

Summary:	
Total Build-out:	Retail - 74,200 s.f.
	Office - 60,000 s.f.
	Resid. - 57,800 s.f. (48 d.u. @ 1200/d.u.)
	Total 187,500 s.f.
Parking Req.	
New Development:	627
Island Parking:	150
Existing Comm.:	450
Ocean Gateway:	300
Total Required:	1527
New Parking:	1561
Parking Surplus:	34

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