

Item 1. Parcel 1&2 - Parking

- Currently 3 spaces/1,000 sf
- Change to
Minimum 1.5 spaces/ maximum 3 spaces per 1,000 sf

Allows flexibility to respond to changing future parking needs for both City and developer

Parcel 1&2 - Parking

TABLE 3-3: CITYPLACE PARKING SUPPLY REQUIREMENTS

Land Use	City Place Parking Supply Rate
Residential	1.5 per unit
Retail	4.5 per 1,000 sq.ft.*
Office	Minimum 1.5 / Maximum 3 per 1,000 sq. ft.**
Restaurants	1.5 per 1,000 sq.ft.*
Entertainment	2.5 per 1,000 sq.ft.*
Hotel	1.0 per room

*Additional parking spaces would be shared with adjacent land uses.

* Reference Appendix 3.3 F Travel Demand Model Validation of the EIR for full parking analysis.

**** With no surface parking at build-out to preserve land for open space.**

Item 2. Parcels 1&2 – minimum F.A.R.

Currently Parcel 5: FAR 2.52 Parcel 4: FAR 1.13
Parcel 1: FAR **0.83** Parcel 2: FAR **0.98**

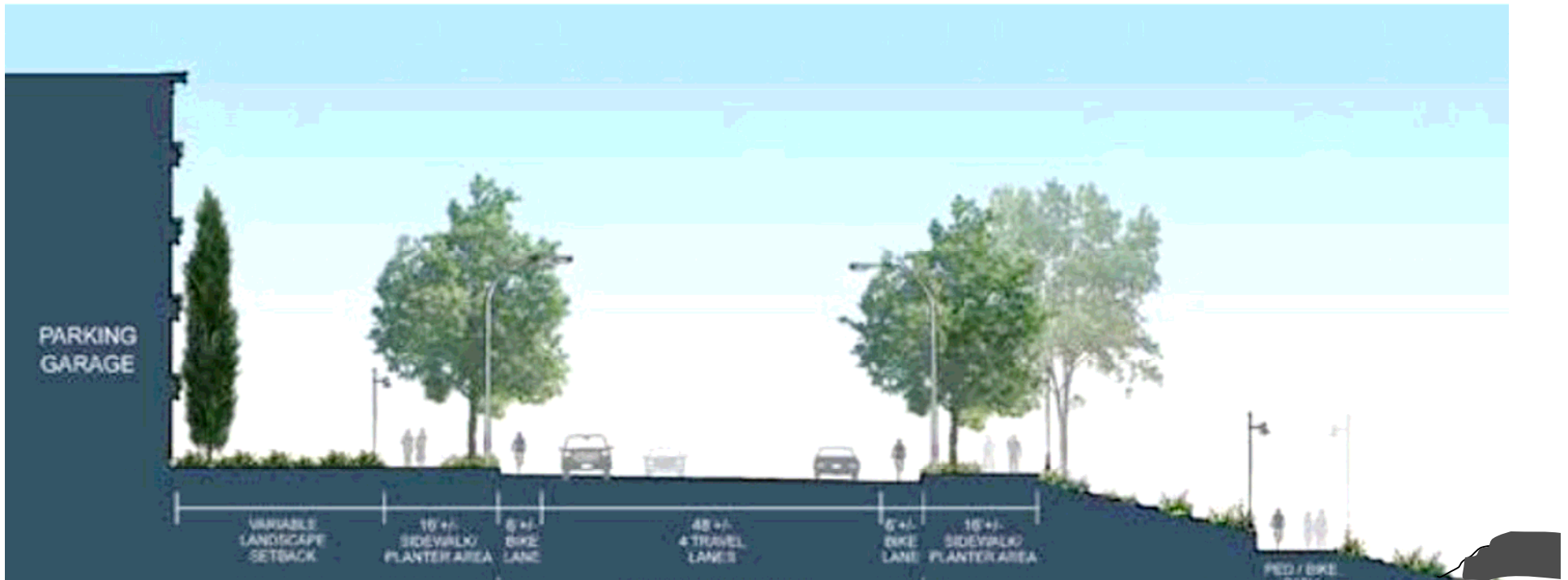
Suggest **Minimum FAR 1.0**

With no change in allowable area

- **Clarifies City objective of compact development at City Place**
- **Slightly reduces development footprint on Parcels 1&2**

Item 3. Green strip moved to along river

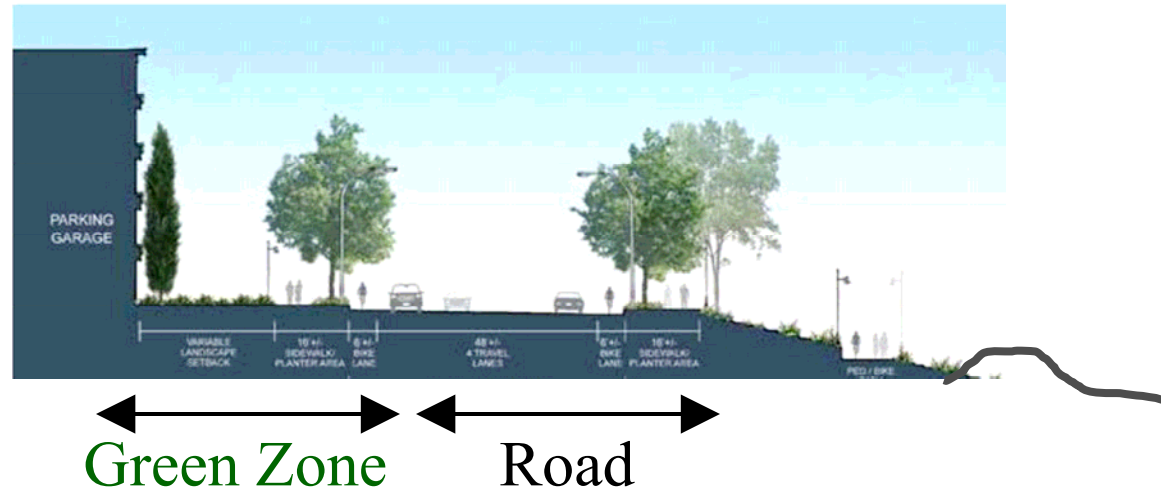
Currently the ROAD is shown along the river edge



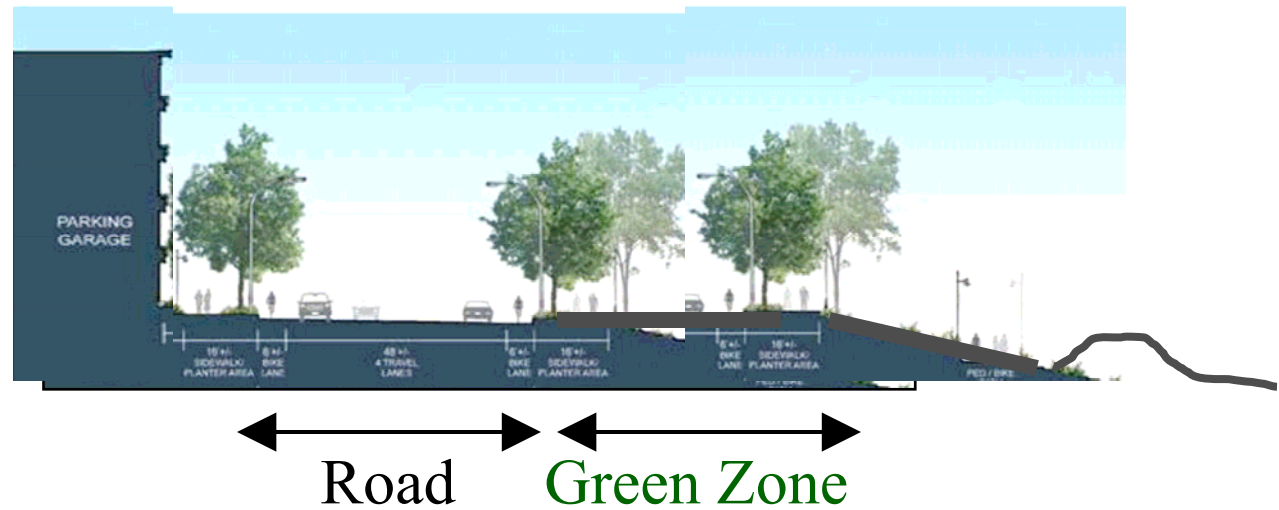


1
or

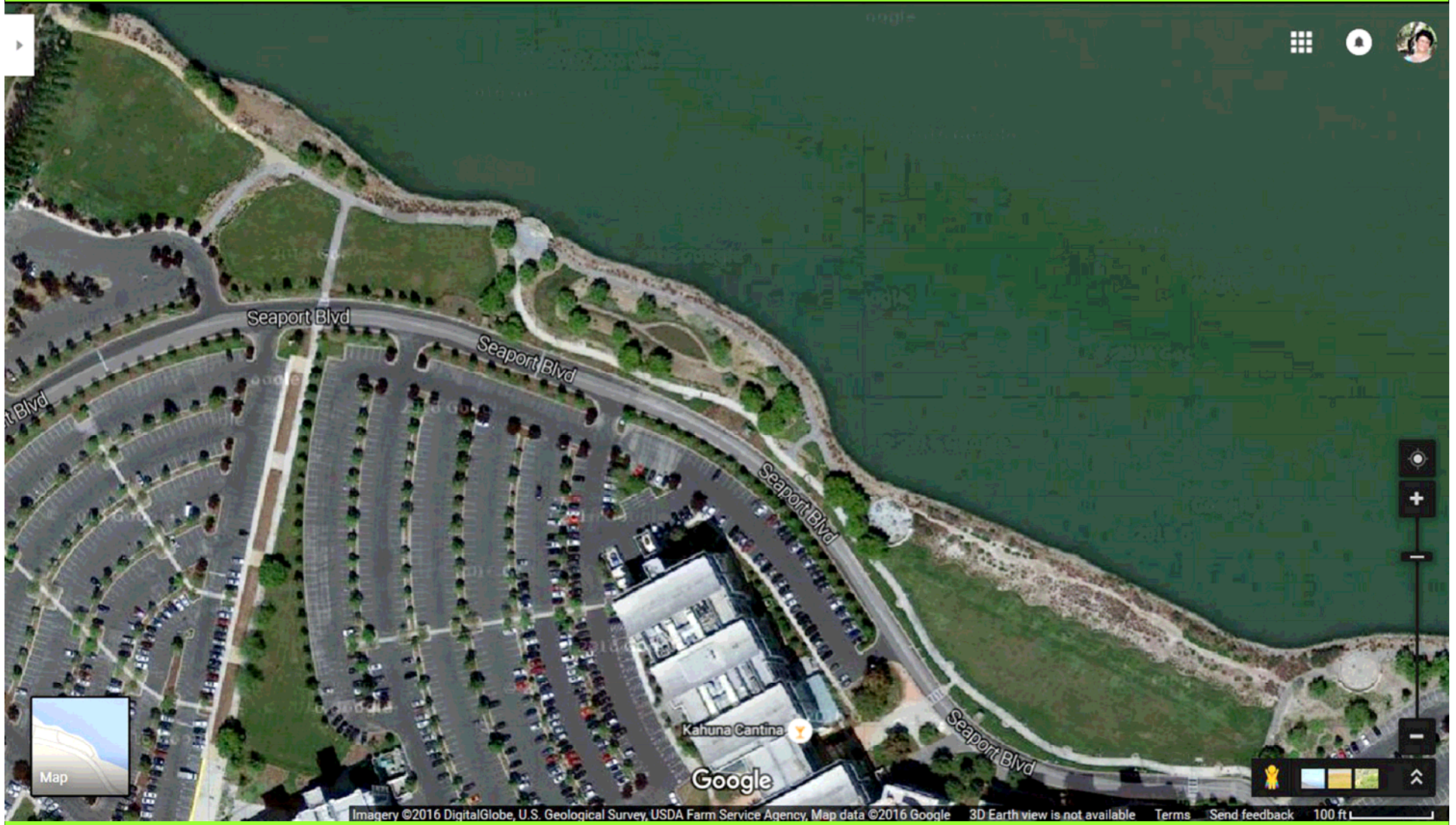
Instead
of this



Prefer to
move
Green
Strip to
the river
edge



Green Strip with “Bay Trail” along a slough



Example of green strip along a slough



Kids using Bay Trail in green strip



View of mature trees for green zone seen from levee trail



Item 4. MIP needs to include a TDM goal NOW!

EIR says that project is designed for **82%** drive alone
causing unacceptable traffic congestion

City to do MIP - a consultant study of alternative ways
to reduce the drive-alone traffic.

Which strategies to study depends on City's GOAL

- We suggest giving the MIP consultant a GOAL to
reduce drive-alone rate by 25% (67% drive-alone)
- **AND set an Intermediate goal** - suggest 18% - 20%