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30-X.1 Intent.

The off-street parking requirements in this chapter are established for the following purposes:

- a. Require new development in Alameda Point to provide off-street parking spaces for permitted and conditional land uses in sufficient number, size and arrangement to meet the needs created by those land uses in the context of a walkable, bicycle-friendly, and transit-oriented community.
- b. Serve as the instrument for implementing the parking management strategies of the Alameda Point Transportation Demand Management Plan.
- c. Establish regulatory control of the private parking supply and its pricing, and to require development to construct and maintain the supportive facilities deemed essential for the Alameda Point Transportation Demand Management Plan to achieve established trip reduction goals.
- d. Attract a broad diversity of households including self-selective households—those who reside in transit-oriented communities as a lifestyle choice—and households with zero to very low automobile ownership. To attract businesses and employers whose culture and philosophy is supportive of transit-oriented communities and who are committed to implementing robust trip reduction programs for their employees.

- e. To balance the requirements of multiple public policy goals, often with divergent priorities, for the benefit of both the Alameda Point community and the entire City of Alameda including goals that direct Alameda Point towards becoming an exemplary model of a sustainable transit-oriented community and goals that encourage robust economic development.

30-X.2 Definitions.

- a. **Bikeshare and Bikeshare Facility.** A service that provides bicycles for shared use to members or subscribers of the service on a short-term basis. It is a transportation service of convenience, in that bike sharing provides a means for people to get from point "A" to point "B" without having to invest in a bicycle, its maintenance, and storage. A bike share facility for membership programs is a device resembling a bicycle rack into which one or two rows of bicycles are locked. A computer kiosk affixed to the device allows members to enter a code and remove a bicycle for various lengths of time. Bicycles need not be returned to the same facility—in an area with multiple facilities—allowing for one-way travel such as from a place of employment to a train station.
- b. **Carshare and Carshare Facility.** Carsharing or car sharing is a form of car rental business where people rent cars for short periods of time, often by the hour. This service is attractive to customers who don't own a vehicle, and those who choose not to use their vehicle to commute, but occasionally need a vehicle. A car share facility is usually a parking space with a posted sign identifying the space as reserved for a particular brand of car sharing service. Administrative functions such as checking out and returning the vehicle is automated or by using the internet and therefore does not require a dedicated place of business and the vehicles are usually kept in the garages of private buildings accessible to the public.
- c. **Flexible Parking Spaces (Unbundled Parking Spaces).** A land use and parking management strategy whereas the cost of parking for residential and commercial units—which is often passed on to the occupants indirectly through the rent or purchase price—is separated or "unbundled" from the rent or sales price of the residential unit, commercial building, or floor space within a building. The strategy of unbundling some or all of the parking from the rent or sale price allows the remaining spaces to be used in multiple and beneficial ways, hence flexible parking spaces. Separating the cost of parking is more equitable for tenants, can reduce the total amount of parking required for the building, and can provide space for other transit-supportive measures such as car and vanpooling and car sharing.
- d. **Transportation Demand Management (TDM).** TDM is the application of policies and strategies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute travel demand in space or in time, for the purpose of reducing traffic congestion, improving air quality, and conserving resources. TDM is a cost-effective alternative to increasing highway capacity and also can provide better environmental

outcomes, improved public health, stronger communities, and more prosperous and livable cities. TDM strategies are part of the toolbox of measures that support communities goals to achieve sustainable transportation.

- e. Shared or Joint Use Parking. A method of avoiding the construction of excessive parking spaces often established through an agreement or contract between two businesses near each other, or construction of a smaller parking facility shared by a mix of uses with complementary hours of operation or peak periods of parking demand. Municipalities typically allow shared parking agreements between uses as long as the applicants demonstrate that the periods peak parking demand for each use is mutually exclusive.
- f. Preferential Parking. Parking spaces located in desirable locations relative to commercial buildings, typically within a parking structure, adjacent to the building entrance or elevators, and marked reserved for registered carpool or vanpool vehicles. Preferential parking is used as an incentive to attract employees into trying rideshare options.
- g. Preferential Parking Zone. A residential area with streets and boundaries designated by a City Council resolution wherein vehicles displaying a valid permit shall be exempt from parking restrictions established in that area.

30-X.2 Measurement Standards.

For the purpose of determining accessory off-street parking requirements, definitions and standards shall be as follows:

- a. Floor Area. The total area of all the floors measured from the exterior faces of the building, including hallways, interior and exterior stairways, storage rooms, etc. Unless otherwise specified by this section, unroofed storage and/or sales areas shall for the purposes of calculating parking requirements be converted to floor area at a ratio of five (5) square feet of unenclosed area to one (1) square foot of floor area. Roofed storage and/or sales areas shall be treated as buildings for the purpose of calculating floor area.
- b. Fractional Measurements. When units or measurements determining the number of required off-street parking and off-street loading spaces result in a requirement of a fractional space, any fraction up to and including one-half (1/2) shall be disregarded, and fractions over one-half (1/2) shall require one off-street parking or loading space.

30-X.2 Transportation Demand Management (TDM).

Residential and non-residential development in Alameda Point is subject to the automobile trip reduction goals established in the Alameda Point Transportation Demand Management Plan (see

Subsection 30-X.3). City of Alameda control of the supply and price of the required off-street parking in private development is an intrinsic part of the trip reduction program, and a key transportation strategy of transit-oriented-development. By reducing the total amount of parking available and charging a fee, combined with supportive services, the strategy incentivizes the use of transit, bicycling, and walking.

30-X.3 Automobile Trip Reduction Goals.

- a. Source of Auto Trip Reduction Goals. Trip Reduction goals are established as part the Alameda Point Transportation Demand Management Plan as adopted by the Planning Board and City Council. All development within Alameda Point is required to participate in the trip reduction programs offered by the Transportation Management Association, and/or develop and implement an employer-based trip reduction plan. Alameda's General Plan established the magnitude of the trip reduction goals at:

- (1) 30% reduction in peak hour trips for commercial development; and
- (2) 10% reduction in peak hour trips for residential development.

The goals are measured against the estimation of automobile trips developed for the Alameda Point Environmental Impact Report (January, 2014). Achievement of the established trip reduction goals will reduce on-site parking demand supporting the lower development parking requirements.

- b. Owner and Tenant Obligation to TDM Trip Reduction Goals. The TMA annually monitors Alameda Point automobile trip generation and surveys residents and employees to determine conformance with the established trip reduction goals, and to identify the strategies and measures that have the greatest impact on reducing single-occupant automobile trips. If found to be out of conformance, the trip reduction strategies and measures shall be revised, re-implemented, and monitored for another year.

30-X.4 Establishment of a Parking Management Plan.

- a. Overview of Parking Management Strategies. The Alameda Point Transportation Demand Management Plan includes parking management strategies that reduce trip and parking demand through control of the amount of parking supply and the use of strategically regulated parking fees. The primary components of the parking management strategy include:

- (1) No minimum parking requirements (with a few exceptions) permits developers to decide based on cost and market factors without the mandate to absorb the cost of expensive structured parking that might make the development infeasible. This is a particularly important advantage to developers who want to build quality projects, but find the cost of structured parking on small or constrained sites a significant obstacle.
 - (2) Maximum parking ratios for private development. The maximum parking ratios for Alameda Point are lower than conventional parking minimums used elsewhere in Alameda, resulting in a parking-constrained environment
 - (3) Parking demand that cannot be accommodated within private development (spillover) may park on-street (short-term parking) and in off-street public parking facilities (long-term) that are funded by development assessments within established parking assessment district. The City commits to the provision of public parking in Development Agreements.
 - (4) Residential neighborhoods are protected from intrusive spillover parking using the City's Preferential Parking Zone program. Residents and their guests displaying permits are allowed to park for extended periods in the neighborhood.
 - (5) A portion of the off-street parking in private developments is required to be separated from the cost of the sale, lease, or rent of the development units. Parking has traditionally been included in the sale or rent of residential units and commercial buildings. "Unbundling" the cost of some of the parking increases the affordability of housing and commercial space to segments of the market who don't need the additional parking. Furthermore, unbundling the parking creates a pool of flexible parking spaces that may be used for ancillary supportive services to transit-oriented-communities such as Carsharing, preferential carpool/vanpool parking, or short-term lease to employees who must drive an automobile, or households with additional vehicles.
 - (6) Finally, the parking management strategy emphasizes the value of the parking space which, when subsidized by employers, is taken for granted by employees. The strategy associates a value to parking—a nominal value in the initial stages of development which gradually increases as the level of development intensity increases and as the transit, bicycle, and pedestrian systems become increasingly robust and convenient.
- b. Owner, Tenant, and Employer Parking Strategies. Owners of buildings, individual tenants and employers shall participate in, and contribute to, the trip reduction programs established

in the Alameda Point Transportation Demand Management Plan. Owners, tenants, and employers may implement the following parking-related strategies:

- (1) **Preferential Parking.** As an incentive to attract employees into trying rideshare options, building owners and employers may reserve parking spaces in desirable locations relative to the entries of commercial buildings, typically within a parking structure, adjacent to the building entrance or elevators, and marked reserved for registered carpool or vanpool vehicles.
- (2) **Carshare Facilities.** Owners and building managers may reserve one or more parking spaces in a private parking facility and designate the parking for housing commercial Carshare vehicles for use by tenants of the building, or nearby buildings. Carshare is a membership service provided by vendors to persons who need a vehicle for a period ranging from hours to a day or two. Vendors may not find a site suitable to station vehicles in the early phases of development, but the spaces should remain reserved for a future Carshare station. See Subsections 30-X.5d(3)–(5) for restrictions, special requirements, and exceptions on designating flexible spaces as Carshare stations.
- (3) **Bikeshare Facilities.** Owners and building managers may reserve an area on-site for installation of a Bikeshare facility. Bikeshare is a membership service in which bicycles are made available for shared use to individuals on a very short-term basis for local transportation.
- (4) **Parking Cash-out Program.** California law requires employers who rent parking for their employees, and who subsidize the employee's cost to use the rented parking, offer their employees the option to choose taxable cash in lieu of any parking subsidy offered. The cash in lieu of parking subsidy can be used to pay for alternative modes of transportation. Separation of the cost of parking from the cost of floor area allows employers to reduce expenses by not renting parking spaces for each employee who chooses not to drive.
- (5) **Other Supportive Strategies.** The Alameda Point Transportation Demand Management Plan describes strategies and services that offset concerns about not having an automobile available while at work such as a guaranteed ride home program, Carshare membership, and on-site services such as ATM's, dry cleaners, and fitness centers.

30-X.5 Off-Street Parking Requirements for New Development.

- a. Approach to Alameda Point’s Off-Street Parking Requirements. Alameda Point’s parking management strategy approaches off-street parking requirements differently than the requirements for other areas of Alameda. As a transit-oriented community, conventional off-street parking requirements are counter to Alameda Point’s goals to reduce traffic on the island and attract residents and employees who own fewer, or no, automobiles and choose to live and/or work in communities that support a car ownership-free lifestyle. Table 30-X.5 contrasts Alameda Point’s approach to off-street parking with conventional zoning requirements.
- (1) Minimum Parking Requirements. Except where noted in the schedules of required off-street parking in Subsection 30-X.6, there are no minimum parking requirements
 - (2) Allowed Parking Ratio. The allowed parking ratio represents the threshold of parking per unit of development above which the development is required to separate the cost of the parking spaces from the sale or lease/rent of dwelling units and/or floor area of commercial space.
 - (3) Maximum Allowable Off-Street Parking. The maximum number of off-street parking spaces which is allowed within a development without a Conditional Use Permit approved by the zoning administrator.

Table 30-X.5 Comparison of Alameda Point Off-Street Parking Requirements to Conventional Zoning Requirements

Conventional Zoning for Off-Street Parking Requirements	Alameda Point Parking Management Approach	Comments
Requires only that development provide a “minimum” number of spaces.	Replaces the “minimum” requirement with a “maximum” requirement, with some exceptions.	Minimum-only requirements can force development to build more parking than necessary, or can stop an otherwise beneficial project because of the cost to build a structure to meet minimum parking requirements.
Typically, conventional zoning does not establish a maximum number of parking spaces. A few communities do institute maximums, often in their downtown areas.	Establishes a “maximum” to avoid excessive and/or unused parking.	Excessive and unused parking is counter to transit-supportive communities. A maximum ensures efficient utilization of private parking. Overspill parking from high generating uses is accommodated within the public parking district.
Most off-street parking requirements in conventional zoning are based on the provision of a minimum number of spaces and occasionally a	Establishes an “allowed” parking ratio that is higher than a conventional minimum parking ratio for a similar use but lower than the maximum	The “allowed” parking ratio represents a reasonable average parking space requirement for a specific land use within a transit-oriented community. Since it represents an average, it may result in too

maximum. No other thresholds are usually included.	parking ratio.	little parking for some uses. Public parking within the surrounding parking district is intended to accommodate cases such as this.
Unbundling parking from the rent or sales price of development is not usually addressed in conventional zoning, nor is pricing of parking.	The approach requires that any off-street parking the developer chooses to construct over and above the “allowed” parking be unbundled from the cost of rent or sales price.	Developers are not prohibited from building parking spaces up to the maximum amount, but are required to separate the excess parking above the allowed parking supply and agree to certain restrictions on the use of the parking. The primary purpose for this condition is to first and foremost offer additional spaces to those tenants who need them. The remaining spaces are encouraged to be used for strategies that support Alameda Point’s TDM Plan.

(4) Flexible Parking Spaces (Unbundled Parking).

(a) Parking Costs Separated from Housing Costs in New Residential Developments.

1. The cost of a portion of the off-street parking spaces in new residential developments shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units. A minimum value for each flexible parking space shall be established by the Community Development Department and arrived at based on information provided by the applicant and appraiser.
2. The number of “flexible” parking spaces that shall be provided is equal to the difference between the maximum and allowed parking ratios, or, if the maximum parking supply has not been reached, then the number of flexible spaces shall equal to the number of spaces in excess of the allowed parking ratio. If the development provides less than allowed number of parking spaces, unbundling of parking spaces is not required, provided the new parking meets all other requirements of this chapter.
3. Flexible parking spaces shall be located on the site, within the building’s structured parking if feasible, or adjacent to the building near the tenant’s secure parking area. Flexible parking shall be separated from the tenant’s secure parking area. There are restrictions placed on the use of flexible parking spaces (see subsection 30-X.5.1.c).

(b) Parking Costs Separated from Lease in New Commercial Developments.

4. The cost of a portion of the off-street parking spaces in new commercial developments shall be leased separately from the lease for commercial

floor area for the life of the building. A minimum value for each flexible parking space shall be established by the Community Development Department and arrived at based on information provided by the applicant and appraiser.

5. The number of “flexible” parking spaces that shall be provided is equal to the difference between the maximum and allowed parking ratios, or, if the maximum parking supply has not been reached, then the number of flexible spaces shall equal to the number of spaces in excess of the allowed parking ratio. If the development provides less than allowed number of parking spaces, unbundling of parking spaces is not required, provided the new parking meets all other requirements of this chapter.
6. Flexible parking spaces shall be located on the site, within the building's structured parking if feasible, or in a surface lot adjacent to the building near the tenant's secure parking entrance. Flexible parking shall be separated from the tenant's secure parking area.

(c) Restrictions on the Use of Flexible Parking Spaces.

7. Flexible parking spaces may only be used in the following ways :
8. In residential developments, flexible spaces shall be offered for sale, rent or lease to renters or buyers of rental or for sale dwelling units in the same development. The developer, owner, homeowners' association or building management may sell spaces only to building residents until all units are bought/leased, at which time spaces may be offered to other users on a monthly rental or long-term lease.
9. In commercial developments, flexible spaces shall be offered for purchase, rent or lease to buyers of commercial space in the same development, or tenants renting or leasing space in the same development. The developer, owner, or building management may sell spaces only to building occupants with ownership of part of the development such as a Live/Work unit or Office Condominium, or rent/lease the flexible spaces until all available space in the building has been bought or leased, at which time flexible spaces may be offered to other users on a monthly rental or long-term lease.
10. After offering to rent/lease any remaining flexible parking spaces to residents and tenants of developments, the developer, owner, or building management may consider the following uses for flexible parking spaces:
 - I. Designated for visitor or guest parking.

- II. Converted to additional handicapped parking spaces.
- III. Designated as a Carshare vehicle station.
- IV. Converted to a charging station for electric Carshare vehicles.
- V. Designated for registered carpool / vanpool vehicles at all times (if located in preferential location).
- VI. Reserved for valet parking during valet operating hours,
- VII. Designated for retail or dining customers in mixed use buildings.
- VIII. Converted to bicycle parking or Bikeshare facility.

(d) Exceptions.

11. The zoning administrator may grant an exception from the above requirements for developments which include financing for affordable housing that requires that costs for parking and housing be bundled together.

12. Carshare Vehicle Station Special Requirements and Exceptions.

- I. The following conditions shall be met by the developer, owner, or building management if flexible spaces are to be designated as Carshare vehicle stations:
- II. Carsharing spaces shall be made available to a Carshare organization for purposes of providing Carshare services for its Carshare service subscribers.
- III. The parking lot or parking structure shall be designed in a manner that will make the Carshare parking spaces accessible to local and non-local Carshare subscribers twenty-four hours per day.
- IV. Prior to issuance of a building permit for a building subject to this section, a deed restriction shall be recorded identifying the number and location of the Carshare parking space(s). The location of the Carshare spaces shall be subject to approval by the community development department.
- V. If it is demonstrated to the satisfaction of the community development department that no Carshare organization can make use of the dedicated Carshare parking spaces, the spaces may be occupied by non-Carshare vehicles; provided, however, that upon notice to the property owner from a Carsharing

organization, the property owner shall terminate any non-Carsharing leases and make the spaces available to the Carshare organization for its use of the spaces.

30-X.6 Schedule of Required Minimum and Maximum Off-Street Parking Space.

Maximum off-street parking standards are intended to provide sufficient on-site parking to accommodate the majority of traffic generated by the range of uses which might locate on Alameda Point's transit-oriented community over time, taking into account the nature of those uses and the proximity and availability of ferry service and bus transit to BART, as well as alternative modes of travel. Off-street parking standards in Alameda Point are lower than in other areas of Alameda because of the design of the area around alternative modes of travel and in recognition that increased density of residential and pedestrian-oriented commercial uses makes less space available for parking in these areas.

Table 30-X.6A Schedule of Off-Street Parking Requirements for the Enterprise Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Enterprise Subarea				
Residential and Open Space				
Dwelling Unit (Upper Floor MFDU)	C	1.0	1.25	1.50
Dwelling Unit (Ground Floor SFDU)	C	1.0	1.25	1.75
Open Space (Parks)	P	[2]		
Playgrounds and Sports Fields	C	[3]		
Trails, Trailheads and Comfort Stations	P	[4]		
Enterprise Park	P	[5]		
Office and Work Live Uses				
Office (less than 5,000 SF)	P	No min.	2.00	2.75
Office (more than 5,000 SF)	P	No min.	2.00	2.75
Artist Studio (per KSF beyond 1st KSF)	P	No min.	0.30	0.55
Retail and Eating Establishments				
Large Format Retail	C	2.00	3.40	3.50
Retail (up to 30,000 SF)	P	2.00	3.40	3.50
Retail, Catalog and Mail Order	P	No min.	2.00	2.75
Retail, Plant Nursery	C	No min.	2.00	2.75
Grocery Store	C	2.00	3.40	3.50
Café / Restaurant (greater than 4,000 SF seating area)	C	No min.	6.90	7.00

Table 30-X.6A Schedule of Off-Street Parking Requirements for the Enterprise Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Enterprise Subarea				
Café / Restaurant (less than 4,000 SF seating area)	C	No min.	6.90	7.00
Catering Services	C	No min.	2.00	2.75
Education and Assembly Land Uses				
Animal Shelter	C	No min.	2.00	2.25
Clubs	C	No min.	6.90	7.00
Museum	C	No min.	1.00	1.25
Health and Fitness Facilities	P	No min.	2.00	2.75
Veterinary Clinic	C	No min.	2.00	2.25
Government Facilities and Offices	P	No min.	2.00	2.25
Transit Station	P	[6]		
Post office (5,000 SF and over)	C	2.00	3.40	3.50
Teaching Studio	C	No min.	1.50	2.00
College	C	No min.	1.50	2.00
Schools (Private)	C	No min.	1.50	2.00
Emergency Shelter	C	[7]		
Transportation Services				
Car or Bike Sharing Facility	P	[8]		
Service Station / Car Wash	C	No min.	2.00	2.25
Parking, structured or surface lot (private and public)	P	Not Applicable		
Transit Maintenance Facility	C	No min.	2.00	2.25
Abbreviations and definitions:				
(P): permitted land use; (C): land use requires a Conditional Use Permit; DU: dwelling unit; KSF: 1,000 square feet of gross building floor areas; SF: square feet; MFDU: multi-family dwelling unit; SFDU: single-family dwelling unit.				
Notes:				
[1] Land uses permitted in the district by right. Land use types allowed with a Conditional Use Permit are designated with a (C). Source: Table C: Alameda Point Zoning District-Allowed Land Uses.				
[2] Neighborhood and pocket parks, small greens, plazas, paseos, gardens and paths are exempt from providing off-street parking regardless of whether the open space is under public or private ownership. Parking for these forms of open space is provided with on-street and off-street public parking.				
[3] Playgrounds are exempt from providing off-street parking. Sports fields are permitted with a Conditional Use Permit. The location and amount of off-street parking for sport fields is determined by the Community Development Director upon submission of a parking demand study.				
[4] Parking for trails is provided at trailheads. Trailheads and comfort stations are permitted uses and off-street parking requirements determined by the Community Development Director based on location, proximity to other public parking, area dedicated to trailhead functions, type of out-buildings, length and utilization of the trails served by the trailhead				
[5] Off-street parking requirements for the gathering and commercial / visitor-serving areas of Enterprise Park will be determined by the Community Development Director upon submission of a parking demand study.				
[6] Transit stations are a permitted use in the Enterprise sub-area, but Park and Ride facility associated with the transit station				

Table 30-X.6A Schedule of Off-Street Parking Requirements for the Enterprise Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Enterprise Subarea				
<p>require a Conditional Use Permit. The location and amount of off-street parking for a transit center Park and Ride facility is determined by the Community Development Director upon submission of a parking demand study.</p> <p>[7] Parking for emergency shelters to be determined by the Community Development Director.</p> <p>[8] A Carshare station uses a flexible parking space that is required of another use. A Bikeshare station is exempt from providing off-street parking.</p>				

Table 30-X.6B Schedule of Off-Street Parking Requirements for the Waterfront Town Center Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Waterfront Town Center Subarea				
Residential and Open Space				
Dwelling Unit (Upper Floor - equiv. to MFDU)	P	1.00	1.25	1.50
Dwelling Unit (Ground Floor - equiv. to SFDU)	C	1.00	1.25	1.75
Hotel (Per room)	P	0.25	0.75	0.80
Open Space (Parks)	P	[2]		
Playgrounds and Sports Fields	C	[3]		
Trailheads and Comfort Stations	P	[4]		
Trails	P	[5]		
Office and Work Live Uses				
Office (less than 5,000 SF)	P	No min.	2.00	2.75
Office (more than 5,000 SF)	P	No min.	2.00	2.75
Artist Studio	P	No min.	0.30	0.55
Work/Live	C	No min.	0.30	0.55
Retail and Eating Establishments				
Large Format Retail	C	2.00	3.40	3.50
Retail (up to 30,000 SF)	P	2.00	3.40	3.50
Convenience Store	C	2.00	3.40	3.50
Art Gallery	P	No min.	0.50	0.60
Grocery Store	C	2.00	3.40	3.50
Café / Restaurant (greater than 4,000 SF seating area)	P	No min.	6.90	7.00
Café / Restaurant (less than 4,000 SF seating area)	P	No min.	6.90	7.00
Catering Services	C	No min.	2.00	2.75
Bar/Tavern	P	No min.	6.90	7.00
Banks and Financial Services	P	No min.	2.00	2.75
Repair Business (Consumer Products)	C	No min.	2.00	2.75
Personal Services	P	No min.	2.00	2.75
Liquor Store	C	2.00	3.40	3.50
Outdoor Dining / Entertainment / Farmers Market	C	No min.	6.90	7.00
Education and Assembly Land Uses				
Clubs	P	No min.	6.90	7.00

Table 30-X.6B Schedule of Off-Street Parking Requirements for the Waterfront Town Center Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Waterfront Town Center Subarea				
Meeting Halls	P	No min.	6.90	7.00
Community Center	P	No min.	6.90	7.00
Conference Center	P	No min.	6.90	7.00
Library	P	No min.	1.00	1.25
Museum	P	No min.	1.00	1.25
Health and Fitness Facilities	P	No min.	2.00	2.75
Theater / Entertainment	P	No min.	3.00	5.00
Religious Assembly	C	No min.	6.00	7.00
Health and Fitness Facilities	C	No min.	0.80	1.00
Hospitals	C	No min.	2.50	3.00
Health Clinic	C	No min.	1.50	2.75
Veterinary Clinic	C	No min.	2.00	2.25
Government Facilities and Offices	P	No min.	2.00	2.25
Transit Station	P	[6]		
Post Office (Storefront / < 5,000 SF)	P	No min.	1.50	2.00
Post office (5,000 SF and over)	C	2.00	3.40	3.50
Funeral Home	C	No min.	2.00	4.00
Teaching Studio	P	No min.	1.50	2.00
College	C	No min.	1.50	2.00
Schools (Private)	C	No min.	1.50	2.00
Emergency Shelter	C	[7]		
Family Day Care (Large)	P	No min.	0.80	1.00
Family Day Care (Small)	P	No min.	0.80	1.00
Transportation Services				
Car or Bike Sharing Facility	P	[8]		
Automobile Sales / Rental / Lease	C	No min.	1.25	1.50
Service Station / Car Wash	C	No min.	2.00	2.25
Parking, structured or surface lot (private and public)	P	Not Applicable		
Transit Maintenance Facility	C	No min.	2.00	2.25
Industrial				
Utilities (Small)	P	No min.	0.50	0.75
Printing and Publishing	C	No min.	0.50	0.75
Specialty Trade Contractors and Businesses	C	No min.	0.50	0.75

Table 30-X.6B Schedule of Off-Street Parking Requirements for the Waterfront Town Center Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Waterfront Town Center Subarea				
Marine				
Marine Research Facility	C	No min.	1.75	2.00
Maritime Concessions	P	No min.	1.00	2.00
Boating Clubs or Schools	C	No min.	1.00	2.00
Abbreviations and definitions:				
(P): permitted land use; (C): land use requires a Conditional Use Permit; DU: dwelling unit; KSF: 1,000 square feet of gross building floor areas; SF: square feet; MFDU: multi-family dwelling unit; SFDU: single-family dwelling unit.				
Notes:				
[1] Land uses permitted in the district by right. Land use types allowed with a Conditional Use Permit are designated with a (C). Source: Table C: Alameda Point Zoning District-Allowed Land Uses.				
[2] Neighborhood and pocket parks, small greens, plazas, paseos, gardens and paths are exempt from providing off-street parking regardless of whether the open space is under public or private ownership. Parking for these forms of open space is provided with on-street and off-street public parking.				
[3] Playgrounds are exempt from providing off-street parking. Sports fields are permitted with a Conditional Use Permit. The location and amount of off-street parking for sport fields is determined by the Community Development Director upon submission of a parking demand study.				
[4] Parking for trails is provided at trailheads. Trailheads and comfort stations are permitted uses and off-street parking requirements determined by the Community Development Director based on location, proximity to other public parking, area dedicated to trailhead functions, type of out-buildings, length and utilization of the trails served by the trailhead				
[5] Off-street parking requirements for the gathering and commercial / visitor-serving areas of Enterprise Park will be determined by the Community Development Director upon submission of a parking demand study.				
[6] Transit stations are a permitted use in the Enterprise sub-area, but Park and Ride facility associated with the transit station require a Conditional Use Permit. The location and amount of off-street parking for a transit center Park and Ride facility is determined by the Community Development Director upon submission of a parking demand study.				
[7] Parking for emergency shelters to be determined by the Community Development Director.				
[8] A Carshare station uses a flexible parking space that is required of another use. A Bikeshare station is exempt from providing off-street parking.				

Table 30-X.6C Schedule of Off-Street Parking Requirements for the Adaptive Reuse Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Adaptive Reuse Subarea				
Residential and Open Space				
Dwelling Unit (Upper Floor - equiv. to MFDU)	C	1.00	1.25	1.50
Dwelling Unit (Ground Floor - equiv. to SFDU)	C	1.00	1.25	1.75
Hotel (Per room)	C	0.25	0.75	0.80
Community Garden	P	[2]		
Open Space (Parks)	P	[2]		
Playgrounds and Sports Fields	P	[3]		
Trailheads and Comfort Stations	P	[4]		
Trails	P	[4]		
Office and Work Live Uses				
Office (less than 5,000 SF)	P	No min.	2.00	2.75
Office (more than 5,000 SF)	P	No min.	2.00	2.75
Artist Studio	P	No min.	0.30	0.55
Work/Live	C	No min.	0.30	0.55
Retail and Eating Establishments				
Retail, Catalog, and Mail Order	P	1.00	1.80	2.00
Retail, Plant Nursery	P	1.00	1.80	2.00
Convenience Store	C	1.00	1.80	2.00
Art Gallery	P	No min.	0.50	0.60
Grocery Store	C	1.00	1.80	2.00
Café / Restaurant (greater than 4,000 SF seating area)	C	No min.	6.90	7.00
Café / Restaurant (less than 4,000 SF seating area)	C	No min.	4.00	4.50
Catering Services	P	No min.	2.00	2.75
Banks and Financial Services	P	No min.	2.00	2.75
Repair Business (Consumer Products)	C	1.00	1.80	2.00
Outdoor Dining / Entertainment / Farmers Market	C	No Min.	6.90	7.00
Education and Assembly Land Uses				
Animal Shelter	C	No min.	2.00	2.25
Clubs	P	No min.	3.00	3.50
Meeting Halls	P	No min.	2.00	4.00
Community Center	P	No min.	2.00	4.00

Table 30-X.6C Schedule of Off-Street Parking Requirements for the Adaptive Reuse Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Adaptive Reuse Subarea				
Conference Center	P	No min.	2.00	4.00
Library	P	No min.	1.00	1.25
Museum	P	No min.	1.00	1.25
Theater / Entertainment	P	No min.	2.50	4.00
Religious Assembly	P	No min.	3.00	5.00
Health and Fitness Facilities	C	No min.	1.00	1.75
Hospitals	P	No min.	2.50	3.00
Health Clinic	P	No min.	1.50	2.75
Veterinary Clinic	C	No min.	2.00	2.25
Government Facilities and Offices	P	No min.	1.50	1.75
Transit Station	P	[5]		
Post Office (Storefront / < 5,000 SF)	P	No min.	1.50	2.00
Post Office (5,000 SF and over)	P	2.00	3.40	3.50
Funeral Home	C	No min.	2.00	4.00
Teaching Studio	P	No min.	1.50	2.00
College	P	No min.	1.50	2.00
Schools (Private)	P	No min.	1.50	2.00
Emergency Shelter	C	[6]		
Family Day Care (Large)	P	No min.	0.80	1.00
Family Day Care (Small)	P	No min.	0.80	1.00
Transportation Services				
Car or Bike Sharing Facility	P	[7]		
Automobile Sales / Rental / Lease	C	No min.	1.25	1.50
Automobile Service / Repair	C	No min.	1.00	1.25
Parking, structured or surface lot (private and public)	P	Not Applicable		
Transit Maintenance Facility	P	No min.	2.00	2.25
Industrial				
Building Materials Storage / Contractor Yards	C	0.20	0.40	0.40
Food and beverage manufacturing	P	No min.	0.50	0.75
Industrial, Light	P	No min.	0.50	0.75
Industrial, Heavy	P	No min.	0.50	0.75
Industrial Arts	P	No min.	0.50	0.75
Utilities (Large)	C	No min.	0.50	0.75

Table 30-X.6C Schedule of Off-Street Parking Requirements for the Adaptive Reuse Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Adaptive Reuse Subarea				
Utilities (Small)	P	No min.	0.50	0.75
Printing and Publishing	P	No min.	0.50	0.75
Specialty Trade Contractors and Businesses	C	No min.	0.50	0.75
Storage, Outdoors	C	0.20	0.40	0.40
Storage, Indoors	C	0.20	0.40	0.40
Wholesaling and Distribution	C	No min.	0.50	0.75
Marine				
Marine Research Facility	P	No min.	1.75	2.00
Maritime Workplace	P	No min.	2.00	2.75
Maritime Wholesaling	P	1.00	3.40	3.50
Marine Fuel Sales, Boat Sales / Repair	P	1.00	1.50	1.75
Maritime Concessions	P	No min.	1.00	1.50
Boating Clubs or Schools	P	No min.	1.00	2.00
Commercial Marina (per berth)	C	No min.	0.40	0.50
Dry Boat Storage	C	0.20	0.40	0.40
<p>Abbreviations and definitions: (P): permitted land use; (C): land use requires a Conditional Use Permit; DU: dwelling unit; KSF: 1,000 square feet of gross building floor areas; SF: square feet; MFDU: multi-family dwelling unit; SFDU: single-family dwelling unit.</p> <p>Notes:</p> <p>1] Land uses permitted in the district by right. Land use types allowed with a Conditional Use Permit are designated with a "C". Source: Table C: Alameda Point Zoning District-Allowed Land Uses.</p> <p>[2] Community gardens, neighborhood and pocket parks, small greens, plazas, paseos, gardens and paths are exempt from providing off-street parking regardless of whether the open space is under public or private ownership. Parking for these forms of open space is provided with on-street and off-street public parking.</p> <p>[3] Playgrounds are exempt from providing off-street parking. Sports fields are permitted with a Conditional Use Permit. The location and amount of off-street parking for sport fields is determined by the Community Development Director upon submission of a parking demand study.</p> <p>4] Parking for trails is provided at trailheads. Trailheads and comfort stations are permitted uses and off-street parking requirements determined by the Community Development Director based on location, proximity to other public parking, area dedicated to trailhead functions, type of out-buildings, length and utilization of the trails served by the trailhead</p> <p>[5] Transit stations are a permitted use in the Adaptive Reuse Subarea, but Park and Ride facilities associated with the transit station require a Conditional Use Permit. The location and amount of off-street parking for a transit center Park and Ride facility is determined by the Community Development Director upon submission of a parking demand study.</p> <p>[[6] Parking for emergency shelters to be determined by the Community Development Director.</p> <p>[7] A Carshare station uses a flexible parking space that is required of another use. A Bikeshare station is exempt from providing off-street parking.</p>				

Table 30-X.6D Schedule of Off-Street Parking Requirements for the Main Street Neighborhood Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Main Street Neighborhood Sub-Area				
Residential and Open Space				
Dwelling Unit (Upper Floor - equiv. to MFDU)	P	1.00	1.25	1.50
Dwelling Unit (Ground Floor - equiv. to SFDU)	P	1.00	1.25	1.75
Bed and Breakfast Inn	C	0.25	0.75	0.80
Community Garden	P	[2]		
Open Space (Parks)	P	[2]		
Playgrounds and Sports Fields	P	[3]		
Trailheads and Comfort Stations	P	[4]		
Trails	P	[4]		
Office and Work Live Uses				
Office (less than 5,000 SF)	P	No min.	2.00	2.75
Office (more than 5,000 SF)	C	No min.	2.00	2.75
Artist Studio	C	No min.	0.30	0.55
Work/Live	C	No min.	0.30	0.55
Retail and Eating Establishments				
Retail, Plant Nursery	C	2.00	3.40	3.50
Convenience Store	C	2.00	3.40	3.50
Art Gallery	C	No min.	0.40	0.50
Grocery Store	C	2.00	3.40	3.50
Café / Restaurant (greater than 4,000 SF seating area)	C	No min.	4.00	6.00
Café / Restaurant (less than 4,000 SF seating area)	C	No min.	4.00	6.00
Catering Services	C	No min.	2.00	2.75
Repair Business (Consumer Products)	C	No min.	2.00	2.75
Personal Services	C	No min.	2.00	2.75
Outdoor Dining / Entertainment / Farmers Market	C	No min.	4.00	6.00
Education and Assembly Land Uses				
Clubs	P	No min.	3.00	3.50
Community Center	P	No min.	2.00	4.00
Library	P	No min.	1.00	1.25

Table 30-X.6D Schedule of Off-Street Parking Requirements for the Main Street Neighborhood Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Main Street Neighborhood Sub-Area				
Museum	C	No min.	1.00	1.25
Theater / Entertainment	C	No min.	2.50	4.00
Religious Assembly	P	No min.	6.00	7.00
Health Clinic	P	No min.	1.50	2.75
Veterinary Clinic	C	No min.	2.00	2.25
Government Facilities and Offices	C	No min.	1.50	1.75
Transit Station	P	[5]		
Post Office (Storefront / < 5,000 SF)	P	No min.	1.50	2.00
Teaching Studio	C	No min.	1.50	2.00
College	C	No min.	1.50	2.00
Schools (Private)	C	No min.	1.50	2.00
Emergency Shelter	C	[6]		
Family Day Care (Large)	C	No min.	0.80	1.00
Family Day Care (Small)	P	No min.	0.80	1.00
Transportation Services				
Car or Bike Sharing Facility	P	[7]		
Parking, structured or surface lot (private and public)	C	Not Applicable		
Industrial				
Utilities (Small)	C	No min.	0.50	0.75
Marine				
Boating Clubs or Schools	C	No min.	1.00	2.00

Table 30-X.6D Schedule of Off-Street Parking Requirements for the Main Street Neighborhood Subarea

Land Use Category	Permitted Use [1] (P) or (C)	Minimum	Allowed	Maximum
		All requirements are in "spaces per 1,000 square feet" of gross building floor area unless otherwise noted		
Main Street Neighborhood Sub-Area				
Abbreviations and definitions:				
<p>(P): permitted land use; (C): land use requires a Conditional Use Permit; DU: dwelling unit; KSF: 1,000 square feet of gross building floor areas; SF: square feet; MFDU: multi-family dwelling unit; SFDU: single-family dwelling unit.</p>				
Notes:				
<p>[1] Land uses permitted in the district by right. Land use types allowed with a Conditional Use Permit are designated with a (C). Source: Table C: Alameda Point Zoning District-Allowed Land Uses.</p>				
<p>[2] Community gardens, neighborhood and pocket parks, small greens, plazas, paseos, gardens and paths are exempt from providing off-street parking regardless of whether the open space is under public or private ownership. Parking for these forms of open space is provided with on-street and off-street public parking.</p>				
<p>[3] Playgrounds are exempt from providing off-street parking. Sports fields are permitted with a Conditional Use Permit. The location and amount of off-street parking for sport fields is determined by the Community Development Director upon submission of a parking demand study.</p>				
<p>[4] Parking for trails is provided at trailheads. Trailheads and comfort stations are permitted uses and off-street parking requirements determined by the Community Development Director based on location, proximity to other public parking, area dedicated to trailhead functions, type of out-buildings, length and utilization of the trails served by the trailhead</p>				
<p>[5] Transit stations are a permitted use in the Adaptive Reuse Subarea, but Park and Ride facilities associated with the transit station require a Conditional Use Permit. The location and amount of off-street parking for a transit center Park and Ride facility is determined by the Community Development Director upon submission of a parking demand study.</p>				
<p>[[6] Parking for emergency shelters to be determined by the Community Development Director.</p>				
<p>[7] A Carshare station uses a flexible parking space that is required of another use. A Bikeshare station is exempt from providing off-street parking.</p>				

30-X.7 Formation of Parking and Business Improvement Area.

a. Intent.

The City of Alameda shall form a parking and business improvement area (“PBI A”) to aid general economic development and revitalization, to assist trade, economic viability, and livability and for the purpose of financing improvements within specific planning subareas in Alameda Point. The PBI A intends levy special assessments upon new development located within the PBI A, to pay the costs of the acquisition, construction or maintenance of parking facilities for the benefit of the area.

b. Establishing the Parking and Business Improvement Area

The establishment of the PBI A shall require a resolution adopted by the Alameda City Council upon submission of a petition signed by the owners of businesses and residences who would pay 60% or more of proposed PBI A assessments.

c. Subareas within the Parking and Business Improvement Area.

The Parking and Business Improvement Area consists of the Alameda Point planning subareas of Enterprise, Adaptive Reuse, and Waterfront Town Center. Each planning subarea shall be defined as an independent Parking and Business Improvement Subarea, however, there may be locations where the need for public parking facilities overlap multiple subareas necessitating a sharing of subarea revenues and facilities. [MULTIPLE SUBAREAS WITH OVERLAPPING BENEFITS MAKES IT EASIER TO TRACK EQUITABLE EXPENDITURE OF REVENUES, BUT A SINGLE LARGE PBI A CONSISTING OF THE THREE PLANNING SUBAREAS MAY BE SIMPLER AND MORE EFFICIENT METHOD TO APPLY AND ADMINISTER]

d. Use of Proceeds.

The proceeds of the PBI A special assessments shall be used exclusively to fund administrative costs such as staff support, and the planning, acquisition, construction, operation and maintenance of parking lots and structures or other parking improvements that serve and benefit the area.

e. Location of Public Parking Facilities Within the Improvement Area

Public parking facilities shall be located so that no development within the PBI A is more than a XX-minute walk from a parking facility.

f. Development Right to Use Public Parking Facilities.

Users of existing and new development within the PBI A and its subareas, that are current with payment of the required annual assessment, have the right, with payment of the assigned parking fee, to access and utilize the public parking facilities in any subarea of the PBI A. Users include the employees of tenants occupying existing and new developments, their visitors, service personnel, customers of retail and eating establishments, and visitors to Alameda Point's sports, recreational, natural, and visual assets.

g. City's Obligation to Developments.

The City of Alameda is obligated to plan, acquire, construct, operate and maintain the public parking facilities to accommodate spillover parking demand from existing and new developments as promised in the contractual instruments represented by Development Agreements and the PBI A resolution. The City shall add new surface parking lots and/or convert parking lots into structured parking facilities to accommodate growth based on parking demand projections prepared by the City of Alameda Community Development Department and Department of Public Works.

30-X.8 Development Agreements.

Alameda's Community Development and Public Works Departments shall prepare and execute Development Agreements with the owner(s) and/or developer(s) of property on Alameda Point as the primary instrument stating the obligation of the City of Alameda and the developer.

30-X.9 Continuation of Off-Street Parking Spaces.

All off-street parking spaces and associated improvements required by this section shall continue unobstructed in operation, in good condition, for functioning vehicles and shall not be reduced below the required size or number, as long as the main use remains, unless an equivalent number of spaces is provided for the use in another location which complies with all of the requirements of this article, or except as provided by subsection 30-X.11.

30-X.10 Nonconforming Off-Street Parking.

When the number of off-street parking spaces associated with an existing parcel and building with an application for reuse is less than that required by subsection 30-X.8, new spaces may be added, up to the maximum allowable parking for the existing use, even if the sum of existing parking plus proposed parking remains less than that required by this ordinance, provided the new parking meets all other requirements of this chapter.

When the number of off-street parking spaces associated with an existing parcel and building with an application for reuse is greater than the maximum allowable in Subsection 30-X.6, the excess

spaces shall be removed, blocked, converted to another function or made otherwise unusable for parking automobiles.

An existing site with an application for reuse that contains large paved areas with no current designated function, shall be required to remove, mark, sign, or otherwise ensure that the area is not used for parking except for the provision of parking meeting the requirements of this chapter.

30-X.11 Exceptions.

a. **Reduced Maximum Allowable Parking Ratio for Complementary Mixed Uses.**

Developments with two or more uses whose time of peak parking demand do not coincide or overlap are considered complementary as it relates to parking demand. Developments with complementary uses are subject to a reduction in the maximum allowed parking ratio to reflect shared parking. The reduction is taken from the sum of the maximum allowable parking for each complementary use. The zoning administrator makes the determination of complementary uses and determines the reduction in the maximum allowable parking ratio up to a maximum of twenty five percent (25%). A shared parking agreement between the tenants the complementary uses shall also be required.

Parking spaces in a shared parking lot or garage of a development with complementary mixed uses may not be reserved for individual tenants, owners or their visitors (with the exception of flexible (unbundled) spaces) without an overall parking management plan approved by the community development department.

b. **Increase in the Maximum Allowable Parking Ratio.**

Increases in the maximum allowable parking ratio may be authorized by the zoning administrator on a project by project basis for developments that are located in excess of one-quarter of a mile (1/4-mile) of a transit station or public parking facility. The distance requirement shall be measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property to the nearest transit station and nearest public parking facility.

30-X.12 Preferential Permit Parking Areas.

Chapter 12-17 of Alameda's Municipal Code establishes a citywide Preferential Permit Parking Program to mitigate intrusive parking impacts caused by long-term and nonresident parking in residential areas which make it difficult for residents to locate on-street parking within their neighborhood. The provisions of this Section set forth procedures for the establishment of Preferential Permit Parking areas within the City. Using permits to control unrestricted parking in

residential neighborhoods supports and strengthens the supply and pricing strategies that effectively reduce automobile trips.

A Preferential Permit Parking zone shall be established encompassing all of the Alameda Point Neighborhood Main Street sub-area pursuant to Alameda Ordinance No. 3031. Implementation of the program on any street or series of streets, including installation of signs, issuance of permits, and enforcement shall commence with receipt of a resident petition fulfilling the requirements of Chapter 12-17 of Alameda's Municipal Code.