

# Appendix A:

## Technical Analyses Supporting TDM Plan

Table A-1: Cost of Implementing the Near-Term and Long-Term Strategies of the Alameda Point TDM Plan

<b>Table A-1: Cost of Implementing the Near-Term and Long-Term Strategies of the Alameda Point TDM Plan</b>						
TMA Core Services Requiring Staff Management	NT	Estimated Near-Term FTE Staff [1]	Est. Cost for Near-Term	LT	Estimated Long-Term FTE Staff [1]	Est. Cost for Long-Term
<b>Administrative / Coordination / Management / Training Services</b>						
General administrative and management duties	Y	0.42		Y	1.30	
Full-Time On-Site TDM Coordinator	Part-Time			Y		
Manage accounts for TMA Enterprise Funds	Y			Y		
Emergency Ride Home Program	Y			Y		
Bikeshare Station (4) Sponsorship	Ltd			Y		
Carshare Program	Y			Y		
Commute Alternatives website	Ltd			Y		
Guidelines for Employer-Based TDM Plans	Y			Y		
Transportation Coordinator Training Program	Ltd			Y		
Bicycle Commute Startup Program	N			Y		
Provide new tenant travel options kit	Y			Y		
School Commute Transportation Program	N			Y		
Rideshare Matching Service	N			Y		
Employer-Based TDM Plan Preparation Assistance	N			Y		
Review and Approve Employer-Based TDM Plans	Y	Y				
<b>Incentives and Services Related to Mode Shift</b>						
Introductory incentives for using alternatives modes for commuting:	Ltd	0.03		Y	0.10	
- Vanpool sign-up incentives (non-employer specific)						
- Carpool sign-up incentives (non-employer specific)						
- Bike share group subscription incentive						
Pooled Employer-Funded Incentive Program	Ltd			Y		
Registered Vanpool Subsidy	N			Y		
<b>Marketing and Promotion of TDM Plan</b>						
Annual Marketing and Promotion Plan	Ltd	0.06		Y	0.2	
Events / Transportation Fairs, and Alternative Mode Competitions	N			Y		
<b>Trip Reduction Monitoring, Surveys and Analysis</b>						
Annual Monitoring and Survey	Y	0.06		Y	0.20	
Analysis and Reporting of Monitoring and Survey Results	Y			Y		
<b>Core Services FTE Labor and Costs</b>		<b>0.57</b>	<b>\$ 52,790</b>		<b>1.8</b>	<b>\$ 166,704</b>

**Table A-1: Cost of Implementing the Near-Term and Long-Term Strategies of the Alameda Point TDM Plan Continued**

Non-Labor Costs Associated with the TDM Plan						
Materials Purchased			Cost			Cost
AC Transit Easy-Pass Program (pass purchases) [2]	Y		\$ 41,189	Y		\$ 423,661
Clipper Card for Visitors (Clipper Cards with fare for AC Transit, and BART)	Y		\$ 500	Y		\$ 3,500
BikeShare Station Annual Operating Cost / Sponsorship (1 in near-term / 3 in long-term) [3]	Ltd	One station / 9 bikes	\$ 21,200	Y	Three stations / 27 bikes	\$ 63,600
Introductory Incentive Programs	N		\$ -	Y		\$ 2,500
Vanpool Subsidy [4]	N		\$ -	Y		\$ 14,400
Materials and Miscellaneous Non-Labor Costs:	Ltd		\$ 2,000	Y		\$ 8,000
<b>Subtotal Non-Labor Expenses:</b>			<b>\$ 64,889</b>			<b>\$ 515,661</b>
<b>Subtotal TMA Core Services + Non-Labor Expenses:</b>			<b>\$ 117,678</b>			<b>\$ 682,365</b>
TMA Contracted Services			Est. Annual Contract Fee			Est. Annual Contract Fee
Easy-Pass Program	Y		See above	Y		See above
Shuttle to 12th Street BART Station (Service contracted to AC Transit or a private shuttle operator, see Table A-2a and Table A-2b)	Ltd		\$ 166,400	Y		\$ 608,800
Annual traffic monitoring and employee/resident surveys (service contracted to consultant)	Ltd		\$ 35,000	Y		\$ 70,000
Update and maintain interactive Alameda Point Commute Alternatives website	Ltd		\$ 2,000	Y		\$ 3,800
			\$ 800			\$ 1,500
<b>Subtotal Contracted Services:</b>			<b>\$ 204,200</b>			<b>\$ 684,100</b>
<b>Grand Total (TMA Core and Contracted Services):</b>			<b>\$ 321,878</b>			<b>\$ 1,366,465</b>
<p>[1] The estimated full time equivalent (FTE) for TMA is based on City employees in the Public Works Department (Transportation). The acting TMA director is assumed at the level of a Senior or Supervising Transportation Engineer, and the support staff is assumed at the level of an Engineer II or III. Estimates of the annual salary for these positions is based on the U.S. Bureau of Labor Statistics National Compensation Survey (published February 2011. Specifically, Civil Engineers in Table 6: Civilian workers: Hourly wage percentiles, San Jose-San Francisco-Oakland, CA CSA, April 2010. Annual salaries are reported for general category of "civil engineer" so wage percentiles are used to differentiate between grades:                      - Senior or Supervising Transportation Engineer (75th percentile): \$107,200                      - Associate Engineer (10th percentile): \$62,800                      Staff FTE as TMA director / TDM coordinator assumes the following combination of Senior Transportation Engineer (40%) and Associate Engineer (60%). Resulting labor is multiplied by a factor of 1.15 representing the TMA's share of the employee benefits.</p> <p>[2] In the near-term scenario, the cost of AC Transit's Easy-Pass for residents and employees is based on the projected first year of housing development (approx. 180 units) at two (2) passes per household plus 50% of employees projected for the first year of commercial development (approx. 150 employees) at \$81.00 per pass annually. Easy-Passes for employees is for Alameda Point employees who reside within AC Transit's service area, estimated at 50% of the total number of employees. In the long-term scenario the cost is based on buildout of residential uses (1,425 units) at two passes per unit plus 50% of employees at buildout of commercial development (approx. 4,450 employees) at \$58.00 per pass annually. All prices are in 2014 dollars.</p> <p>[3] The average annual operating cost or cost of sponsoring a nine bicycle BikeShare station is \$21,200 (\$2,600 per bike per year). Source: Assessment of BikeShare systems in Arlington, VA, Boulder and Denver, CO, and Minneapolis, MN. Capital costs associated with BikeShare stations are funded through the Alameda Point MIP.</p> <p>[4] To encourage formation of new vanpools, vanpools can receive a subsidy of \$60 a month per empty seat for the first 3 months (up to ten separate vanpools), providing a financial cushion to the other riders while passengers are recruited. The estimate for the long-term scenario assumes the subsidy is paid for eight empty seats (approx. 50% vacancy of 15-person vanpool) up to tens times annually.</p> <p>Kimley-Horn and Associates, Inc., 2014.</p>						
<b>Grade Classification for Estimating Cost of Labor</b>						<b>Annual Salary</b>
75th percentile wage for Civil Engineer to represent Senior or Supervising Engineer:						\$ 107,203
10th percentile wage for Civil Engineer to represent Engineer I - III:						\$ 62,754

<b>Table A-2a: AC Transit or Private Shuttle Annual Operating Costs (Essential Commute Service Only)</b>	
Labor Rate (all inclusive):	\$80 / hour
Operating days:	Weekdays (260 days per year)
Operating hours:	Commute peak periods: (5:00 am - 9:00 am / 3:00 pm - 7:00 pm)
Number of buses required in peak:	30-min. headways (8 hours of operation) 1 Bus
Number of buses required in non-peak:	n/a
Labor costs:	\$166,400
Administration (included in TMA operating budget)	\$0
<b>Total Annual Cost:</b>	<b>\$166,400</b>
Source: Review of existing shuttle contracts in Alameda.	

**Table A-2b: AC Transit or Private Shuttle Annual Operating Costs  
(Maximum Service at Buildout)**

Labor Rate (all inclusive):	\$80 / hour
Operating days:	Weekdays + Weekends (Excluding Certain Holidays) (358 days per year)
Weekday operating hours:	Commuter peak periods: (5:00 - 9:00 am / 3:00 - 7:00 pm) Non-peak weekday periods: (9:00 am - 3:00 pm/7:00 - 11:00 pm)
Number of buses required in peak:	15-min. headways (8-hours of operation) 2 Buses
Number of buses required in non-peak:	30-min. headways (10-hours of operation) 1 Bus
Weekend operating hours:	Saturday (6:00 am - 11:00 pm) No Service on Sunday
Number of buses required Saturday:	30-min. headways (17-hours of operation Saturday) 1 Bus
Number of buses required Sunday:	No Sunday Service
Labor costs:	\$608,800
Administration (included in TMA operating budget)	\$0
<b>Total Annual Cost:</b>	<b>\$608,800</b>

Source: Review of existing shuttle contracts in Alameda.

Table A-3a: Summary of Alameda Point Public Parking Facility Construction, Operations & Maintenance, and Enforcement Costs at Buildout

Planning Subarea	Demand for Public Parking Spaces [1]	Potential Sites for Public Parking (see Figure ES-3)	Lot Size (Acres)	Public Parking Facility Types [2]			Public Parking Facility Capital and Soft Costs [3]		Annual Operations and Maintenance and Enforcement Cost [3]		
				Initial Parking Facility	Build Out Parking Facility	Number of Spaces	Capital	Capital + Soft	Annual O&M	Annual Enforcement	Annual Total
Enterprise	841	P1	1.03	Surface Lot	Structure [5]	400	\$7,440,000	\$9,672,000	\$240,000	\$18,587	\$258,587
		P2	1.00	Surface Lot	Structure [5]	400	\$7,440,000	\$9,672,000	\$120,000	\$18,587	\$138,587
<b>Subtotal</b>	<b>841</b>		<b>2.03</b>			<b>800</b>	<b>\$14,880,000</b>	<b>\$19,344,000</b>	<b>\$360,000</b>	<b>\$37,174</b>	<b>\$434,347</b>
Waterfront / Town Center	495 / 995 with Ferry Terminal Parking P4	P3	1.03	Surface Lot	Structure [5]	300	\$5,580,000	\$7,254,000	\$180,000	\$13,940	\$193,940
		P4A Ferry [4]	3.21	Surface Lot	Surface Lot	400	\$1,600,000	\$2,080,000	\$120,000	\$18,587	\$138,587
		P4B Ferry	0.80	Surface Lot	Surface Lot	100	\$400,000	\$520,000	\$30,000	\$4,647	\$34,647
		P7	1.00	Surface Lot	Surface Lot	124	\$497,829	\$647,177	\$37,337	\$5,783	\$43,120
<b>Subtotal</b>	<b>995</b>		<b>6.04</b>			<b>924</b>	<b>\$8,077,829</b>	<b>\$10,501,177</b>	<b>\$367,337</b>	<b>\$42,957</b>	<b>\$453,251</b>
Adaptive Re-Use	640	P5	3.00	Surface Lot	Surface Lot	373	\$1,493,486	\$1,941,531	\$112,011	\$17,350	\$129,361
		P6	2.17	Surface Lot	Surface Lot	270	\$1,080,000	\$1,404,000	\$81,000	\$12,546	\$93,546
<b>Subtotal</b>	<b>640</b>		<b>5.17</b>			<b>643</b>	<b>\$2,573,486</b>	<b>\$3,345,531</b>	<b>\$193,011</b>	<b>\$29,896</b>	<b>\$252,803</b>
Main Street	171	None	0.00	None	None	0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>171</b>					<b>0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total</b>	<b>2,647</b>		<b>13.25</b>			<b>2,368</b>	<b>\$26,571,314</b>	<b>\$34,542,709</b>	<b>\$920,349</b>	<b>\$122,108</b>	<b>\$1,230,483</b>
<b>Estimated Cost of Public Parking in Initial Phases of Development</b>											
Non-specific representation of parking distributed throughout Alameda Point [6]				Surface Lots	n/a	260	\$1,040,000	\$1,352,000	\$78,000	\$12,081	\$90,081

**Table A-3a: Summary of Alameda Point Public Parking Facility Construction, Operations & Maintenance, and Enforcement Costs at Buildout (Continued)**

Non-specific representation of parking distributed throughout Alameda Point [6]	Surface Lots	n/a	260	\$1,040,000	\$1,352,000	\$78,000	\$12,081	\$90,081
<p>Notes:</p> <p>[1] See <b>Table A-3c</b> for the derivation of public parking spaces by planning subarea.</p> <p>[2] Public parking facilities on Alameda Point will typically start as surface parking lots. As demand grows and the parking lot is consistently occupied above 80% of its capacity, the lot will be considered for conversion to structured parking.</p> <p>[3] The costs in this table are comprised of:</p> <ul style="list-style-type: none"> <li>a) The estimated capital cost to construct either surface or structured parking is based on a typical industry value of \$4,000 per space for surface parking and about \$18,600 per space for structured parking. Source: Based on 2013 RS Means construction cost data. See Table A-3b for a summary of the long-term construction costs.</li> <li>b) Soft costs added to capital costs result in the fully loaded costs for funding including capital cost times a 30% factor encompassing planning &amp; design, architecture fees, program management, and contingencies.</li> <li>c) Operating and maintenance (O&amp;M) costs are based on an assumption of \$300.00 per space annually for surface parking lots and \$600.00 per space annually for parking structures**.</li> <li>d) See Table A-4 for breakdown of enforcement costs. Public off-street parking is assumed to comprise two-thirds of the total enforceable public parking. On-street parking makes up the remaining one-third of the public parking supply.</li> </ul> <p>[4] Sites P4A and P4B are reserved for a 500-space ferry parking facility located near the future Seaplane Lagoon ferry terminal. The parking is reserved for ferry passengers during weekday operating hours, but may be available for public use in the evenings and weekends. The preliminary specification for 500 spaces can be met with two surface lots totaling approximately four acres in close proximity (see Figure 3).</p> <p>[5] Site P1 is a recommended site for a two bay parking structure with a maximum of four floors yielding about 400 spaces (assumes a 37,800 sq. ft. footprint at 378 sq. ft. per parking space). Site P1 is centrally located and within a 5-minute walk of the areas with the potential for the most intense development. As a surface lot, the 1-acre size of Site P1 would only yield about 129 spaces which is not an effective use of the site. Site P3 is a recommended site for a two bay parking structure with a maximum of three floors yielding about 300 spaces (assumes a 37,800 sq. ft. footprint at 378 sq. ft. per parking space). Site P3 is located within walking distance of the areas with the potential for the most intense development. Site P3 is also near the south edge of the Main Street Neighborhood planning subarea where the subarea's commercial land uses will be concentrated, but within which no off-street public parking facilities are planned. As a surface lot, the 1-acre size of Site P3 would only yield about 129 spaces which is not an effective use of the site. Site P3 is a recommended site for a two bay parking structure with a maximum of four floors yielding about 400 spaces (assumes a 37,800 sq. ft. footprint at 378 sq. ft. per parking space). Site P3 is located within Alameda Point's future major employment district with the potential for significant development. As a surface lot, the 1-acre size of Site P3 would only yield about 129 spaces which is not an effective use of the site.</p> <p>[6] The location of public parking in the initial phases of development depends on where new development occurs. For purposes of estimating costs in the initial phases of development (e.g., years 1 through 2), this analysis assumes the construction of 260 surface lot spaces in unspecified locations (260 spaces is the equivalent of two 1-acre lots).</p> <p>** The use of \$600.00 per space for operations and maintenance of a parking structure is supported by the referenced article in which the average O&amp;M cost/space in four major U.S. cities was \$684.00. PT (2005) "What's It Cost You To Run Your Garage?," Parking Today (www.parkingtoday.com), May, pp. 30-32</p> <p>Kimley-Horn and Associates, Inc. 2014.</p>								

**Table A-3b: Summary of Long-Term (Buildout) Costs to Construct Public Parking at Buildout of Alameda Point**

Location and Type of Parking Facility [1]	Spaces	Hard Costs	Soft Costs	Total Costs [2]	Funding Source [3]
P1 / Structure	400	\$7,440,000	\$2,232,000	\$9,672,000	Other
P2 / Structure	400	\$7,440,000	\$2,232,000	\$9,672,000	
P3 / Structure	300	\$5,580,000	\$1,674,000	\$7,254,000	
<b>Total Structures</b>	<b>800</b>	<b>\$14,880,000</b>	<b>\$4,464,000</b>	<b>\$19,344,000</b>	
P1 / Interim Surface Lot	129	\$516,000	\$154,800	\$670,800	MIP
P2 / Interim Surface Lot	124	\$496,000	\$148,800	\$644,800	MIP
P3 / Interim Surface Lot	129	\$516,000	\$154,800	\$670,800	MIP
P4A / Surface (Ferry)	400	\$1,600,000	\$480,000	\$2,080,000	MIP
P4B / Surface (Ferry)	100	\$400,000	\$120,000	\$520,000	MIP
P5 / Surface	373	\$1,493,486	\$448,046	\$1,941,531	MIP
P6 / Surface	270	\$1,080,000	\$324,000	\$1,404,000	MIP
P7 / Surface	124	\$497,829	\$149,349	\$647,177	MIP
<b>Total Surface Lots</b>	<b>1650</b>	<b>\$6,599,314</b>	<b>\$1,979,794</b>	<b>\$8,579,109</b>	

Notes:

[1] See Figure 3 for location of public parking facilities.

[2] See Table A-3b for a detailed breakdown of costs and assumptions.

[3] The cost to construct surface lot public parking is included in the Master Infrastructure Plan (MIP) financing program. The three public parking structures will be funded through future parking revenues.

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**Table A-3c: Projected Private Off-Street and Public Off-Site Parking Supply at Buildout of Alameda Point**

Planning Subarea	Land Use	Subcategory	Units	Determination of Public Parking					Grand Total Parking Spaces (Private + Public)
				Assumed Parking Ratio in Actual Development	Maximum Parking Ratio from AP Zoning Code	Private Off-Street Parking Supply	Parking Ceiling	Public Parking	
Endnote:				[1]	[1]	[2]	[3]	[4]	
Main Street Neighborhood	Residential	Single Family	200	2.00	2.00	400	n/a	n/a	1,205
		Multi-Family	559	1.25	1.50	769	894	80	
	Commercial	Retail	100	3.10	3.35	323	350	34	
		<b>Total Bldg Floor Area:</b>	<b>100</b>	<b>KSF</b>		<b>1091</b>	<b>1244</b>	<b>114</b>	
<b>Total Housing Units:</b>			<b>759</b>	<b>Dus</b>					
Town Center and Waterfront	Residential	Multi-Family	489	1.25	1.50	672	782	70	3,450
		Employment	200	2.00	2.75	475	560	123	
	Commercial	Manufacturing	541	0.50	0.75	338	473	169	
		Retail	369	3.10	3.35	1190	1292	125	
		Restaurant	41	6.90	7.00	285	287	3	
	<b>Total Bldg Floor Area:</b>			<b>1,151</b>	<b>KSF</b>		<b>2960</b>	<b>489</b>	
<b>Total Housing Units:</b>			<b>489</b>	<b>Dus</b>					
Adaptive Reuse	Residential	Multi-Family	177	1.25	1.50	243	283	22	3,152
		Employment	457	2.00	2.75	1085	1280	280	
	Commercial	Manufacturing	1,622	0.50	0.75	1014	1419	507	
		<b>Total Bldg Floor Area:</b>	<b>2,079</b>	<b>KSF</b>		<b>2343</b>		<b>809</b>	
<b>Total Housing Units:</b>			<b>177</b>	<b>Dus</b>					
Enterprise	Employment	Office	1,020	2.00	2.75	2423	2856	625	5,315
		Manufacturing	750	0.50	0.75	469	656	234	
	Commercial	Retail	360	3.10	3.35	1161	1260	122	
		Restaurant	40	6.90	7.00	280	280	2	
	<b>Total Bldg Floor Area:</b>			<b>2,170</b>	<b>KSF</b>		<b>4,332</b>	<b>5,052</b>	
<b>Total Housing Units:</b>			<b>0</b>	<b>Dus</b>					
All Planning Subareas	<b>Total Bldg Floor Area:</b>			<b>5,500</b>	<b>1,000 Square Feet</b>				<b>13,122</b>
	<b>Total Housing Units:</b>			<b>1,425</b>	<b>Dwelling Units</b>		<b>10,726</b>	<b>6,297</b>	

Notes:

- [1] The assumed parking ratio in actual development represents the lower end of parking that might be built by development that does not build to the maximum. The basis of the maximum parking ratio is detailed in the revised Alameda zoning ordinance, Chapter 30-4.24, Alameda Point Zoning District, Section G.xii. Table B: Allowed Land Uses and Parking Requirement, and Section G.xiii Off-Street Parking and Loading Regulations.
  - [2] This estimate of private off-street parking at buildout of Alameda Point is based on a parking ratio of equaling the average of the assumed in actual development and the maximum ratios for all uses. This scenario is used for planning purposes. Since there is no required minimum parking required, the actual amount of off-street parking built on Alameda Point will be dependent on the amount of parking new development chooses to provide up to the maximum. For purposes of deriving a public parking supply, the summation of private off-street parking excludes single family uses.
  - [3] The parking ceiling is a combination of on-site private parking plus off-site public parking. It is generally equal to 70% of the City of Alameda's current minimum parking requirement for the most relevant land use category.
  - [4] Public parking equals the difference between the parking ceiling and the estimated private off-street parking calculated using the average of the assumed actual built and maximum parking ratios. Single family land use is not included in the calculation of public parking, and the public parking related to multi-family uses have been reduced to more accurately reflect guest and visitor parking demands.
- [a] Marina land use is assumed to provide 100% of its parking requirement on-site.

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**Table A-4: On-Street and Public Off-Street Parking Enforcement Costs**

	Units	Unit Cost	Total Cost	Assumptions/Notes
<b>Capital Costs</b>				
Parking meters (Multi-space)	30	\$ 15,000	\$ 450,000	Capital Costs are assumed covered in the MIP
Enforcement vehicles	2	\$ 24,000	\$ 48,000	
<b>Total</b>			<b>\$ 498,000</b>	
	FTE Staff	Annual Salary	FTE Annual Salary + Benefits	Assumptions/Notes
<b>Personnel Costs</b>				
Parking Enforcement Workers [1]	1.5	\$ 49,130	\$ 95,804	Assumes enforcement and revenue collection workers are exclusive to Alameda Point and maintenance and administration workers are shared with City of Alameda.
Revenue Collection Workers [1]	0.5	\$ 49,130	\$ 31,935	
Meter Maintenance Workers [2]	0.5	\$ 41,740	\$ 27,132	
Administration [3]	0.25	\$ 37,060	\$ 12,045	
<b>Total</b>			<b>\$ 166,914</b>	
Revenue from Violation Fines [4]			\$ 166,914	
Net Cost of Parking Enforcement			\$ -	
	<b>Est. Total Public Parking</b>		<b>Annual Cost Per Space</b>	
Cost Per Space [5]	3,592		\$ 46.47	

Notes:

[1] Source of wages for parking enforcement officer: Bureau of Labor Statistics. May 2012 Metropolitan and Nonmetropolitan Area Occupational Employment and Wage Estimates, Oakland-Fremont-Hayward, CA Metropolitan Division. Based on data for Parking Enforcement Workers.

[2] Ibid. Wages for maintenance personnel based on data for Coin, Vending, and Amusement Machine Servicers and Repairers.

[3] Ibid. Wages for administrative personnel based on data for Office and Administrative Support Workers.

[4] Historically, the City of Alameda's parking enforcement division has been able to fund all of its expenses through violation fines. It is reasonable to assume that trend will continue in Alameda Point, therefore, the net cost of enforcing public parking in Alameda Point is projected to be zero.

[5] The cost of enforcement per parking space is based on approximately 2,400 off-street parking spaces plus approximately 1,200 on-street spaces through all planning subareas.

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**Table A-5a: Estimated Revenue from Public Parking in Initial Phase of Development**

Day of Week	Total Public Parking Spaces [1]	Average Fee per Parked Vehicle	Avg Surface Parking Occupancy	Avg Space Turnover [2]	Revenue Per Period [3]	Estimated Annual Revenue
Weekday	260	\$1.50	25%	1.25	\$121.88	\$30,469
Weekday Evenings	260	\$1.00	5%	1.00	\$13.00	\$3,250
Weekend	260	\$1.50	15%	1.60	\$93.60	\$4,680
Weekend Evenings	260	\$1.00	5%	1.15	\$14.95	\$748
<b>Average / Total</b>	<b>260</b>	<b>\$1.25</b>	<b>13%</b>	<b>1.25</b>	<b>\$243.43</b>	<b>\$39,146</b>

Notes:

[1] Near-term public parking assumes the construction of 260 parking spaces located in surface lots distributed over Alameda Point. The actual location of the spaces will be dependent on where new development occurs. Excludes on-street parking.

[2] The turnover of a parking space is a measure of how many individual cars the space accommodates and is a function of the duration each space is occupied. The value in the table is "cars parked/space/day".

[3] The equation for calculation parking revenue during each period is:

$$[\text{Period Revenue} = \text{Number of Spaces} \times \text{Occupancy} \times \text{Average Space Turnover} \times \text{Average Fee per Parked Vehicle}]$$

The estimation of annual revenue multiplies the revenue generated each period by the number of times the period occurs during the year accounting for holidays.

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<b>Table A-5b Estimated Revenue from Public Parking at Buildout of Alameda Point</b>						
<b>Day of Week</b>	<b>Total Public Parking Spaces [1]</b>	<b>Average Fee per Parked Vehicle</b>	<b>Avg Surface Parking Occupancy</b>	<b>Avg Space Turnover [2]</b>	<b>Revenue Per Period [3]</b>	<b>Estimated Annual Revenue</b>
Weekday [1]	1,868	\$4.50	30%	1.25	\$3,152	\$787,990
Weekday Evenings [2]	2,368	\$2.50	15%	1.00	\$888	\$221,984
Weekend	2,368	\$4.00	25%	1.60	\$3,789	\$189,426
Weekend Evenings	2,368	\$3.00	10%	1.15	\$817	\$40,845
<b>Average / Total</b>	<b>1,000</b>	<b>\$3.50</b>	<b>20%</b>	<b>1.25</b>	<b>\$8,645</b>	<b>\$ 1,240,245</b>

Notes:

[1] Buildout public parking costs assume the construction of all of the parking facilities (P1 - P7) identified in Table A-X. Weekday revenue estimates exclude the parking in the WETA parking lots (P4a - P4b) which are assumed reserved for ferry passengers weekdays. Weekday evening and weekend revenue estimates include the WETA parking facilities.

[2] The turnover of a parking space is a measure of how many individual cars the space accommodates and is a function of the duration each space is occupied. The value in the table is "cars parked/space/day".

[3] The equation for calculation parking revenue during each period is:  

$$\text{Period Revenue} = \text{Number of Spaces} \times \text{Occupancy} \times \text{Average Space Turnover} \times \text{Average Fee per Parked Vehicle}$$
 The estimation of annual revenue multiplies the revenue generate each period by the number of times the period occurs during the year accounting for holidays.

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