

**From:** [Molly Laufer](#)  
**To:** [CITYCOUNCIL-List](#)  
**Subject:** [EXTERNAL] Public Comment for Non-Agenda Item - City Council Meeting Mon. 9/16  
**Date:** Tuesday, September 16, 2025 5:39:43 PM  
**Attachments:** [Molly Laufer - Alameda City Council Mtg - Mon. 916.pdf](#)  
[IMG\\_5551.HEIC](#)

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Dear City Council Members,

I wanted to share with you a copy of the comments I plan to share at tonight's City Council Meeting + accompanying photo for your digital records.

My best,  
Molly

*Molly P. Laufer*  
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Sent via [Superhuman](#)

Good evening Mayor Ashcroft, Vice Mayor Pryor, and members of the Alameda City Council. My name is Molly Laufer and I have been a resident of Alameda for over 6 years. I have 3 young daughters, one of whom attends an Alameda public school. On Monday September 1st, I was walking down my street on the 2600 block of Otis Drive with my children when I saw a swastika painted on the traffic light pole at the corner of Otis & Broadway. I immediately submitted a See Click Fix ticket for "General Public Graffiti" and a non-emergency report to the Alameda Police Department as this type of public graffiti is considered hate speech. I also notified the President of Temple Israel, the local synagogue here on the island of which my family is a member. APD acknowledged the report and noted an officer was dispatched to record the issue. See Click Fix acknowledged the report the next business day and noted that the request was now a work order and assigned to staff.

Every day since September 1st, I have walked past this traffic pole and have yet to see the hateful graffiti covered up. I am here tonight as it has been over 2 weeks since the original acknowledgement and no one from Public Works has taken action. While I feel fortunate that my 3 Jewish daughters are too young to recognize this symbol and what it represents from our family's past, I can't help but wonder why this specific instance has been ignored or otherwise deprioritized by a city who publicly states that "Everyone Belongs Here"?

Since October 7th, it has not been easy to be publicly Jewish in Alameda - from wearing a Magen David, to attending public holiday gatherings, to walking my children into the synagogue past our private security. So you can imagine that I can't help but personally feel a little less welcome every time I see this graffiti. I am asking the city to please escalate the repainting of this traffic pole. I've submitted my comments via email prior to the meeting and you are free to follow up with me directly with any questions. Thank you for your time.

**From:** [Mitch B](#)  
**To:** [CITYCOUNCIL-List](#)  
**Subject:** [EXTERNAL] Written comment for item 4 of 9/16/25 City Council Meeting  
**Date:** Tuesday, September 16, 2025 11:59:48 AM

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Hello,

I will be making a non-agenda public comment in-person at the city council meeting today and wanted to share a written copy with linked citations. If it possible within the rules for this written copy to be shared/recorded to support my in-person comment, that would be appreciated. Thank you.

With construction on the Webster and Posey tube about to begin, Alameda will likely be facing high traffic congestion in the next few years before the Oakland Alameda Access Project finishes. I work in between these two tunnels and often pass by the congestion that already exists when I bike to and from work. The city has made meaningful progress in enabling people to use other modes of transportation in recent years from bike lanes to the water taxi and vehicle miles traveled are reducing ([https://www.alamedaca.gov/files/assets/public/v/3/departments/alameda/building-planning-transportation/sustainability/carp/alamedacarp\\_2024-annual-report.pdf](https://www.alamedaca.gov/files/assets/public/v/3/departments/alameda/building-planning-transportation/sustainability/carp/alamedacarp_2024-annual-report.pdf), p3). However, there are still ways that people are being artificially incentivized to use cars, and the city can end these incentives by simply enabling enforcement of a 30 year old California state law.

For those of you who don't know, "parking cash-out" law has been on the books since 1992 but often goes unenforced. The intent of this law is to prevent employers from subsidizing car use more than they subsidize any other modes of transportation. This law requires qualifying companies to offer employees who don't drive to work the ability to "cash-out" their parking space and receive cash or alternative transit subsidies instead, equivalent to the cost of each parking space (<https://ww2.arb.ca.gov/resources/documents/californias-parking-cash-out-law>). This could be huge for individuals who can't afford to own cars or families who can't afford to own multiple cars. Additionally, for those who currently drive to work but could use other modes, this could be a great incentive to stop contributing to rush hour congestion and road maintenance costs. These people deserve to be properly compensated for the true economic consequences of their decision.

Alameda just needs to do two things to enforce this law. Firstly, adopt a financial penalty for businesses that do not comply with this state law. The state law explicitly grants cities the power to do this. Secondly, change zoning to require that commercial leases have their parking "unbundled" and listed as a separate, adjustable line item in the lease. This makes calculation of the cost of parking easy and allows businesses to save money by reducing their parking footprint. Additionally, it also benefits commercial lessors as it allows them to identify land unclaimed by lessees that is prime for in-fill development. In-fill development in the form of new jobs, homes, and property tax revenue that will likely complete after the Oakland Alameda Access Project finishes. As you are all well aware, we have huge swathes of asphalt all over Alameda. Much of this goes unparked and is for all intents and purposes vacant land, but just hasn't been formally recognized as such. Unbundling parking is not a radical policy and is in fact already required of all new residential development in most of California. Alameda can go farther by requiring that all commercial and residential leases in Alameda, on

development both new and old, offer only unbundled parking.

It's not fair that tenants and employees who don't or can't drive are made to pay for parking they don't use and don't want. It's a distortion of the market that encourages speculation of effectively vacant land. Unbundling parking and enforcement of parking cash out law reduces car congestion, protects the environment, encourages new development during a housing crisis, doesn't have any high construction costs, and instead actually provides financial relief to the city's road maintenance budget as well as Alamedans who need it the most and so should be implemented here in Alameda.

Thank you,  
-Mitch Ball