

## **Exhibit 8. Comments Received for Transportation Commission Meeting (Part 1)**

Concerned Alameda Family < >

Tue 3/24/2015 4:32 PM

To:

Gail Payne;

PW Mailbox;

Alan-Viet Ta;

Cc:

You replied on 3/25/2015 9:15 AM.

TO:

Alameda Transportation Commission Members: Michele Bellows, Thomas Bertken, Michael Hans, Christopher A. Miley, Gregory Morgado, Eric Schatmeier, and Jesus Vargas

Bob Huan, Alameda Public Works Director ([pw@alamedaca.gov](mailto:pw@alamedaca.gov))

Gail Payne, Alameda Transportation Coordinator ([gpayne@alamedaca.gov](mailto:gpayne@alamedaca.gov))

Alan Ta, Assistant Engineer ([ata@alamedaca.gov](mailto:ata@alamedaca.gov))

FROM: Concerned Alameda Family

REGARDING: Proposed Parking Changes on Adelphian Way

I am a resident of Bay Farm and I am writing regarding the City's Harbor Bay Ferry Parking Recommendations published on March 18, 2015 – specifically, regarding Recommendation #1 to make parking changes to Adelphian Way.

Gail, as I do not have email addresses for the individual commission members, please forward my comments to them.

First, I want to thank the City of Alameda's Public Works Department for reaching out to the affected communities and giving Alameda citizens an opportunity to voice their concerns and feedback.

However, I am very disappointed that the Public Works Department is still recommending changes to the parking on Adelphian Way. It is obvious that the majority of the community opposes any change to the current parking regulation and insists on the enforcement of the

two hour zone on Adelphian Way. This is evident in the community comments – both at the meeting at Bay Farm Elementary School on February 24th and received outside of the meeting - and the resolution passed by the Community of Harbor Bay Isle Owners Association (CHBIOA). I would like to see that the will of the people be upheld.

Although I am writing anonymously, I can assure you that I am an Alameda resident and a homeowner on Bay Farm Island. I am writing anonymously because I know from the materials released by the Public Works Department – specifically Exhibit 6, Comments Received from Individuals Outside of the Community Meeting (citizen Helen Simpson specifically asked in bold face type font that you do not use her name if the information is shared with the public) – that I cannot count on your process keeping my name anonymous upon my request.

There are a few important points that I want the Public Works Department and all the Transportation Commission members to keep in mind:

- 1). It is very clear – from community comments and from the CHBIOA resolution - that the community strongly opposes any changes to the current parking regulations on Adelphian. Instead, the community insists that the City enforce the posted 2 hour limits. The Alameda Public Works Department report from March 25 even acknowledged that 63% of respondents do not favor making the changes on Adelphian Way.
- 2) The ferry is a commercial business and parking for the ferry should be located in a commercial area. As a commercial venture, the ferry should support its own capacity and not burden the neighborhood, disrupting the neighborhood's lifestyle and security.
- 3) It seems that WETA is getting special treatment. Any new commercial venture would not be approved if they were not able to provide sufficient parking to sustain its commercial needs. So why should WETA get preferential treatment?
- 4) Park parking should be used for park parking – not as a ferry parking lot. The City should not abdicate spaces reserved for park users and spaces intended for short duration use. This is a master planned neighborhood where residents pay special dues to maintain standards. The fact that the City's "solution" is to simply abdicate parking spaces that should be used for the park is offensive. This is contrary to the family environment and community lifestyle that the area is intended to be. It is not intended to be off-site ferry station parking. Worse yet, under the current proposal the few spots that remain 2-hour parking are all the way at the end of Adelphian Way. This is furthest away from the park itself and is therefore the least convenient for those who want to use the park – the grass area, the picnic tables, the actual park itself.

5) Residents who live in the development surrounding Adelphian did not sign up to live next to a ferry parking lot. This exposes residents in the area to an unacceptable additional risk of crime. The City should instead take a position that insists that all commercial ferry parking should be done in commercial areas.

6) What happens on the 2 Fridays per month that there is street cleaning – and therefore no parking at certain times during the day - on Adelphian Way? The reason that people are parking on Adelphian as ferry parking is because the 2-hr zone is not being enforced. Instead of parking elsewhere or using other means, ferry commuters are parking on Adelphian. On street cleaning days, commuters will park elsewhere. If the commuters can park elsewhere on those days (and walk just a little bit farther), why can't they find other alternatives (or walk just a little bit farther) on all other days?

7) What is the guarantee of accountability to make sure that the changes revert back to the 2-hr parking? Although the City's new Recommendation describes itself as "Conditional" parking changes that are not intended to be permanent, the Alameda Public Works Department report seems to have absolutely no guarantee of accountability in this regard. Indeed, it only refers to "Evaluations" that are not to occur less than a year after implementation or less than a year apart after implementation. However, there is no description of how these Evaluations are to occur – and most importantly, who would decide whether sufficient additional parking has been provided. Although the parking is only Maintained if the City, WETA, and HOA's all agree that it should be maintained, there is no stated guarantee that the matter will be submitted to these stakeholders for such a decision if the City simply constantly "evaluates" that sufficient additional parking does not yet exist.

8) There is no specific mechanism to guarantee that the changes revert back to 2-hr parking. Indeed, the City could completely fail in its efforts and duty to provide sufficient additional parking and in this way the change would de facto become permanent despite the self-described intent of it not being permanent. In addition, the City could provide additional parking elsewhere but ferry ridership could continue to increase thus causing the City to "evaluate" that sufficient parking elsewhere still does not exist. If the City is honest about its intent not to make this change permanent it should act appropriately and assume that it will do its job of providing additional ferry parking and set an absolute expiration to the parking change. A merely expressed intent by the City that the changes not be permanent cannot be trusted when the recommendations regarding the change are completely open-ended and call for no absolute end to the change in parking.

Ironically, the Alameda Public Works Department report from March 25 acknowledges its reasons for recommending the changes to Adelphian Way. The report calls the changes to

Adelphian Way an "easy solution" that provides relief while longer range solutions are reviewed. However, the proposed changes to Adelphian Way are NOT an actual solution - the problem will continue to exist. Rather than considering factors such as community safety, quality of life, the proper place for commercial parking (a commercial area, not a residential area), and respecting and upholding the will of the community, the Alameda Public Works Department has chosen instead to make its decision based on what would be easiest for the City. However, what is easiest is not what is right and just. Abdicating the 2-hr parking on Adelphian Way may be easy, but it is most certainly not right.

The City's proposal makes my family and other families in the community less safe and reduces our quality of life. It does so in order to achieve what the City acknowledges is merely a Band-Aid and not an actual solution to the problem that it faces. And it does so under the guise of a temporary intent but comes with absolutely no guarantee of being anything but permanent. This is unacceptable.

***Columbia Homeowners Association, Inc.***  
***c/o Associa Northern California, 8000 Jarvis Avenue, Newark, Ca. 94560***

**RESOLUTION OF COLUMBIA HOMEOWNERS ASSOCIATION**

**REGARDING: THE PROPOSED PARKING REGULATIONS AT  
THE HARBOR BAY FERRY TERMINAL**

Columbia Homeowners Association is comprised of 208 homes along Mecartney Road and Aldelphian Way with streets Sharon Road, Sweet Way, Anderson Road, Sweet Road, Lawrence Road, Ross Road and Salmon Road, Moore Court, McMurty Court, Moore Court, Smith Court and Swift Court.

Whereas the only vehicular ingress and egress to Columbia Homeowners Association is from Mecartney Road and Aldelphian Way and therefore the proposed parking regulations will have significant impact to our community's safety and quality of life.

Whereas the Columbia Homeowners Association opposes the proposed parking regulations at the Harbor Bay Ferry Terminal. Specifically we oppose:

- The permanent elimination of 2-Hour parking limitation on Aldelphian Way.
- Any roadway markings along Mecartney Road from Aldelphian Way to Sharon Road for the addition of 32 unrestricted parking spaces.

Whereas the Columbia Homeowners Association does approve a *temporary* solution (lasting no more than 12 months) of parking on Aldelphian Way, if and only if:

1. The City continues to diligently work on a resolving the parking problem (see suggestions A & B below).
2. There is no overflow parking onto the Columbia Homeowners Association's private streets.

Whereas the Columbia Homeowners Association requests and strongly encourages the following from the City of Alameda:

- A. Expand parking along the Harbor Bay Business Parkway in the business development.
- B. Leverage current negotiations with the Water Emergency Transportation Authority (WETA) and the Harbor Bay Business Park to address a long term, more permanent solution to the parking issue, including a purchase of the vacant lot adjacent to the Ferry Terminal.

Respectfully submitted and unanimously adopted.

Board of Directors for Columbia Homeowners Association

Gary Lym – President

Pauline Chow - Vice President

Paul Ravetti – Treasurer

Daniel Chin – Secretary

Steve Cvitanovich – Director

Witnessed: Tara Jolley, Sr. Community Manager, Associa Northern California

Unanimously Adopted March 18, 2015

Exhibit 8. Comments Received for Transportation Commission Meeting (Part 2)



March 25, 2015

Mr. Alan Ta, Assistant Engineer  
City of Alameda, City Hall West  
950 West Mall Square, Room 110  
Alameda, CA 94501  
Email: [ata@alamedaca.gov](mailto:ata@alamedaca.gov)

**VF Outdoor, Inc.**  
2701 Harbor Bay Parkway  
Alameda, CA 94502

Dear Mr. Ta:

We understand the City is evaluating parking alternatives to handle overflow parking at the existing Harbor Bay Ferry Terminal parking lot. VF continues to support the expansion of alternate means of transit; many of our employees that live in San Francisco enjoy the benefit of having ferry service to and from Harbor Bay.

However, I am writing to express our concern with the proposed permanent parking expansion on Harbor Bay Parkway. While there appears to be area to allow for parking, our experience tells us that traffic on this stretch of the Parkway moves above posted speeds and we are concerned the parking will lead to limited visibility for our many employees that cross the Parkway, and for those drivers using the Parkway. Furthermore, many cyclists use this stretch of the Parkway and the speed and the shape of the curve will impact safety if parking is incorporated.

We have over 600 employees on our campus and the pedestrian traffic using the crosswalk is very heavy. Our employees use the existing crosswalk in connection with the Ferry as mentioned above, for access to the business park shuttle, and many walk and run along the waterfront during their lunch breaks.

Currently, there is sufficient line of sight for both pedestrians and drivers to clearly see each other and thus the risk of crossing in the standard, unsignalized crosswalk. However, permanent parking will compromise this line of sight, and we fear a significant increase in risk of negative incident for pedestrians, cyclists and vehicles in this area.

Again, we continually support strategies that promote the increase used of public transit. However, if parking along this stretch of the Parkway is the only solution, then we strongly ask that the crosswalk be retrofitted with some sort of signalization device which will allow pedestrians to push a button and activate a visual warning to oncoming traffic. We strongly believe this signalization be in place before any parking is allowed in this section of Harbor Bay Parkway to provide better visibility for our many employees who use the crosswalk.

Yours truly

Javier J. Maldonado  
Sr. manager of facilities and Constriction  
VF Outdoor, Inc.

## **Exhibit 8. Comments Received for Transportation Commission Meeting (Part 3)**

**The comments below were received after the rescheduling of the item during the March 25, 2015 Transportation Commission Meeting.**

On March 25, 2015, right outside the Council Chambers, staff spoke with a handful of residents and HOA representatives, including but not limited to Pauline Chow (Columbia HOA), Tom Lynch (Headlands HOA), and George Kay (CHBIOA). The group expressed:

1. Concerns that the temporary recommendations for Adelphian Way would result in permanent changes with no end in sight and no long range solution;
2. Consideration by the HOA's of the private streets to tow vehicles parking illegally on their property;
3. Concerns about impacts to recreational usage;

Pauline Chow, Vice President of Columbia HOA, denied Columbia HOA's support of temporary parking on Adelphian Way, even with a 12 month time frame (contrary to the resolution submitted on March 25<sup>th</sup>). She stated that the resolution had errors and that they would send an updated one soon.

**These comments were received in response to proposed draft recommendations, i.e. adding 46 parking spaces on Harbor Bay Parkway and enforcement of existing parking restrictions on Adelphian Way**

**From:** Pauline Chow < >

**Sent:** Thursday, April 2, 2015 1:49 PM

**To:** Alan-Viet Ta

**Subject:** Re: Harbor Bay Ferry Parking

Hi Alan.

Thank you for the update.

Will additional parking on Harbor Bay Parkway be enough to accommodate all the people who can't park on Adelphian?

I have to meet with the other Columbia board members. I believe we rather have people parking on part of Adelphian than in our neighborhood. How often will staff conduct reviews of spillover parking?

Thanks,

Pauline

**From:** Tom Lynch < >

**Sent:** Thursday, April 2, 2015 12:23 PM

**To:** Alan-Viet Ta

**Subject:** Re: Harbor Bay Ferry Parking

Hi Alan,

Thank you for your hard work on this. From my perspective, this sounds good.

I will review this with others in the community. Not sure if we can pass you back an official note from the HOA since our next meeting isn't till the 1st week in May, but I will show share this memo with them.

Regards,

--Tom

**From:** Paul Pierce < >

**Sent:** Tuesday, April 14, 2015 10:58 AM

**To:** Alan-Viet Ta

**Subject:** Re: Harbor Bay Ferry Parking

Alan:

Thank you for keeping me informed. We believe this is a terrific short-term solution and heartily agree. The Headlands HOA fully endorses your recommended solution and adds two thoughts:

- Once Adelphian reverts to 2-hour restricted parking, we remain wary that ferry riders will resume parking on Creedon Circle and Sweet Road.
- For a more permanent, long-term solution, we also continue to urge the City of Alameda and WETA to pursue the acquisition of (currently vacant) land adjacent to the Ferry terminal for additional ferry parking. Ferry ridership will quickly grow and the 46 new spaces on Harbor Parkway will soon be inadequate to meet the need.

**Paul Pierce**



**From:** Tim Hoppen < >

**Sent:** Tuesday, April 14, 2015 12:23 PM

**To:** Alan-Viet Ta

**Subject:** Re: WETA Parking issue

Alan..You are fine with stating that you met with representatives of Harbor Bay Isle Associates (HBIA) and the Harbor Bay Business Park Association Board of Directors (HBBPA-BOD) and that we have stated we will work cooperatively with the City of Alameda, BCDC and WETA in their efforts to reach agreement on Ferry Terminal Parking Lot over flow and/or public access to the Shoreline Park.

Tim Hoppen

President