Hello David.

Please find attached my comments for the Planning Board Meeting tonight related to 1929 Webster Street. Thank you.

Planning Board Members:
These are some issues that should be considered prior to approving a parking variance.
Parking Situation.
The tavern is not within walking distance of many homes or communities. Considering the location of the tavern, the majority of patrons will arrive via their private vehicles. As there will be no parking at the tavern and street parking is scarce in the area, where will these guest park? The place most people will look at is the Rodeway Inn parking lot. The Rodeway parking lot is located right next door to the tavern and is less than a half a minute walk. The other spots these guests will park are the Bucket of Crawfish/Peet's parking lot. In addition the Walgreens/Starbucks/Fed Ex parking lot across the street will also be affected. This is unfair for these businesses that pay property tax and maintenance costs on their parking lots, to have to deal with this parking situation and subsidize the parking for the tavern patrons, and in addition lose parking for their own guests. What remedies do these businesses have if this occurs?
Deliveries
As there is no way for any delivery trucks to be able to drive into the tavern area, where will they stop to offload supplies? The only place they can stop is directly on Webster Street, in front of the tavern. Offloading of deliveries is not generally a quick process and this will block traffic at this busy intersection.
Uber/Lfyt
The tavern is banking on the majority of their patrons coming and leaving via Uber/Lyft. Not sure what evidence they have for this contention. Nonetheless, where will these vehicles stop when dropping and picking

up passengers? There is no designated special drop off or pick up spots. Logically, they will stop in front of the tavern on Webster and block traffic, or they will stop in front of the Rodeway Inn and block the driveway.

Bus Zone
There is a bus stop directly adjacent to the tavern entrance. Traffic will be affected if you have delivery trucks parked in front of the tavern and Uber/Lyft drivers dropping/picking up passengers with a bus trying to maneuver around these impediments.   Again, this will cause a bottleneck.

Case Study
The Bucket of Crawfish is located on the same lot as the Rodeway Inn. Prior to the pandemic, the parking lot would fill up during the lunch and dinner hours as guests would drive into the lot, park their cars and go into the restaurant for drinks and food. So our contention that most patrons would drive is not based on pure conjecture, but based on empirical observation.   So where will the tavern's patrons park?

Conclusion
There seems to be so many issues related to granting a parking variance. There will be traffic back ups/bottlenecks with delivery trucks, Uber/Lyft and the bus zone. Traffic already tends to get congested on Webster Street with cars coming from the tunnel and cars making left and right turns onto Webster Street from Atlantic and Appezzato Parkway. In addition, this could become a safety issue when the College of Alameda is in full session and you have students crossing the street on Webster to get to the College.

The planning board members should do a quick drive by at the location and imagine how this is going to work, with no parking being available and the impact that would have on traffic and the existing businesses.

Suggest a traffic study be done to see how traffic is affected due to no parking being available at the tavern and the variance not be granted.

Thank you.

Kiran Patel
General Manager
Rodeway Inn

Re: Item 7A on the 12/14/20 Planning Board Agenda

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Founder

Dear Planning Board Members,

Thank you board members for considering Bike Walk Alameda's (BWA) comments on this matter. In short, BWA strongly urges you to grant the parking variance recommended by our Planning Department staff.

I would also like to thank the petitioners for being forward thinking and aligning its business location and layout with Alameda's stated goals of reducing car dependency. These petitioners are placing their financial bets on Alamedans patronizing their business even without parking. This bet aligns perfectly with two of Alameda's most ambitious and critically important goals: Vision Zero goals and GHG reductions. This location is excellently served by both transit and biking and walking along the Cross Alameda Trail, and if we're going to encourage people to go places without their cars, there needs to be places you can get to safely and reliably without a car. This business, in particular, should not only discourage personal driving for obvious reasons, but we're also extremely grateful that the petitioners are forward thinking enough to push our out-dated minimum parking requirements, which are counter-productive to our goals.

While our amazing Planning staff continues to build a new, connected safe streets network that will allow people to get to the places they want to go safely without a car, we should be encouraging those places that are willing to bet right now that Alamedans will use that infrastructure. If you build a connected network of safe streets and transit, but continue to mandate that

businesses on those routes also have to invest in private parking lots, you're working in opposition of your own mode-share shift goals.

BWA urges you to align our building plans with your climate and transportation goals. Allowing businesses to build without on-site parking in a very well-connected location is the minimum we should be doing to encourage mode share shift. Please support staff's recommendation and grant this variance.

Thank you,

Bike Walk Alameda Board