

October 24, 2003

Claudia Cappio
City of Oakland CEDA
Planning and Zoning Division
250 Frank H. Ogawa Plaza
Oakland, Ca 94612

sent via facsimile: 510/238-6538

RE: Draft EIR for the Jack London Square Redevelopment Project: #ER03-0004

Dear Ms. Cappio:

Thank you for the opportunity to comment on the Draft EIR for the expansion of the Jack London Square District. The DEIR is scaled to maximize the PUD allocation, while at the Design Review meetings the developers said they did not plan to build to the maximum. That has created some confusion, so I am limiting my comments to two areas: Public Trust land, and trains as discussed in the DEIR.

The DEIR makes reference to the State Lands Commission, and to the Public Trust lands in this district. but there is no map to indicate their location. Please include a map that identifies sovereign Public Trust as well as those lands purchased with the Port's Public Trust revenues, an action which adds the Public Trust designation to those lands. Uses are restricted on Public Trust lands, so their location would be critical to an evaluation of the project. In the Port of Oakland's strategic Plan for 2003 - 2007, one of the Port-wide goals are: "fulfill the Port's responsibilities as steward of the Oakland waterfront as articulated in the California's Tidelands Trust provisions and the Oakland City Charter." Is the Port meeting its "stewardship" responsibilities in the DEIR?

Trains were discussed under Methodology (IV.B-32) in the DEIR. While the average of 27 freight trains a day may be correct today, what is the Port's projection five to seven years from now? The Capitol Corridor trains are quick, but BART is planning a significant increase in the number of trains over the next 10 years. This change, combined with an increase in freight trains could have a significant effect on "vehicular queuing." Equally important is the effect on pedestrians. The plan proposes adding one pedestrian bridge over the railroad tracks, bringing the total to three in a seven block corridor. Is that enough to provide the access needed to support the level of development proposed? Where is the analysis of foot traffic over the rails?

Thank you for providing this opportunity to make comments.

Sincerely,

Sandra Threlfall
Executive Director