

July 10, 2006

Ken Streló
City of Pittsburg Planning Department
65 Civic Avenue
Pittsburg, CA 94565

via facsimile: 925 252-4814

Subject: Draft EIR for the Trans Bay Cable Project

Dear Mr. Streló:

Thank you for the opportunity to comment on this important project. Livable City is a membership organization that advocates for a more livable and sustainable San Francisco. We have been active in the City's planning efforts in the Central Waterfront neighborhood, and are a member of the Blue Greenway Task Force.

We are concerned that the proposed project could interfere with the City's ability to extend the Bay Trail along the waterfront between Terry François Boulevard and Warmwater Cove Park. The current alignment of the Bay Trail in this area is along Illinois Street, as referenced in the DEIR when discussing the San Francisco Bay Plan (Section 4.8.2.3.6—Land Use and Recreation) the "San Francisco Bay Trail sections should be located near the shoreline unless that alignment would have significant effects on Bay resources; in this case, an alignment as near to the shore as possible should be provided consistent with Bay resource protection". This is also a central point of the San Francisco Bay Trail Plan, which states as its first policy that purpose of Bay Trail program is "to develop a continuous trail which...is situated as close as feasible to the shoreline..." (*The Bay Trail — Planning for a Recreational Ring Around San Francisco Bay*, July 1989). The Final EIR should discuss the proposed project in the context of the Bay Trail Plan and its policies.

That the Bay Trail should run along the waterfront is consistent with the current planning for the Blue Greenway, which has settled on Illinois street in the near term, but seeks to expand the Blue Greenway along the waterfront through Pier 70 and the Potrero Power Plant site. The Pier 70 planning is currently underway, but is also looking at options which allow the Bay Trail to pass closer to the water's edge through the Pier 70 site.

While the document seems to recognize that public access to the shoreline is an important—and likely required—amenity, the DEIR states that the use of the site as a converter facility precludes the development of public access amenities due the facility's industrial nature and public safety concerns. The proposed mitigation measure for this potentially significant impact is to "obtain any necessary permits from applicable agencies, including BCDC, and meet requisite



Livable City

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995 Market St.
Suite 1550
San Francisco
CA 94103

Tel 415.344.0489
Fax 415.431.2468
livablecity.org

conditions of approval including any conditions to provide Bay access in the vicinity of the Project site" (Section 4.8, Land Use and Recreation).

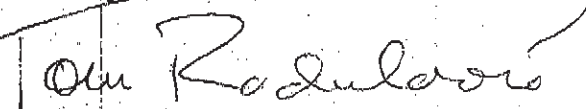
While BCDC may in fact require public access on the project site or in the immediate vicinity, it is not appropriate to rely on a future permit negotiation as a mitigation measure in an environmental review document. The purpose of the California Environmental Quality Act is to disclose to the public the significant impacts a project may impose, and offer specific mitigation measures to address the impacts. The DEIR identifies the proposed project as being in "potential conflict with public access improvements"—a potentially significant impact. It is not possible for interested parties to effectively comment on the appropriateness of proposed mitigation measures if they are not clearly stated in the document. Please include specific plans for public access to the shoreline in the Final EIR.

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It is our understanding that fencing associated with security and public safety concerns will surround the site, thereby blocking any potential future public access. It is important to the Bay Trail and Blue Greenway projects that a potential waterfront trail alignment connecting to existing shoreline access at Warm Water Cove Park not be precluded by the proposed project. The Bay Trail has an existing 8-10 foot-wide pathway on the Bay side of PG & E's Hunter's Point Power Plant that connects Heron's Head Park and India Basin Shoreline Park. The path is separated from the facility by a 10-12 foot cyclone fence, and was in use while the power plant was in operation. In addition, a segment of Bay Trail in Palo Alto is similarly located adjacent to a PG & E substation, and a pathway in Pinole directly borders a functioning water treatment plant. We believe that it is entirely feasible for a similar arrangement to be employed at any one of the three alternative sites chosen for the converter station. We ask that the final EIR include a detailed description, including graphics, of such a layout.

If you have any questions, or if I can be of any assistance, please do not hesitate to contact me at (415) 344-0489, or by e-mail at tom@livablecity.org.

Sincerely,


Tom Radulovich
Executive Director

cc: Marshall Foster, Mayor's Office of City Greening
David Beaupre, Port of San Francisco
Jeff Condit, San Francisco Neighborhood Parks Council
Maureen Gaffney, ABAG
Will Travis, BCDC
other interested parties