

Memorandum

To: AIRSPACE ADVISORY COMMITTEE

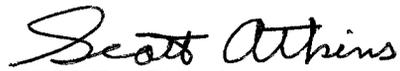
Date: July 17, 2002

From: DEPARTMENT OF TRANSPORTATION
DIVISION OF RIGHT OF WAY
MAIL STATION 37

Subject: Inquiry by Committee Member Mosher

I have attached a copy of a letter from Airspace Advisory Committee member, Walter Mosher, regarding the California Department of Transportation's (Department) property in the City of Oakland, being utilized by the United States Postal Service. Also, attached is a letter to Mr. Mosher from the Department, which outlines the status of the property in question, and replies to the issues in his letter.

Department staff from District 4 will be available at the meeting, should you have questions on this informational item. A location map is attached for your reference.


SCOTT ATKINS
Chief, Real Property Services

Attachments



REC'D BY CTC

JUN 27 2002

June 21, 2002

Kathie Jacobs
California Transportation Commission
1120 N Street, Room 2221 MS-52
Sacramento, CA 95814

Dear Kathie:

Thanks for replying to my phone call regarding the use of the property that I suggested as an alternative to the property that the City of Oakland is offering in exchange for the present parking lot between 7th Street, 8th Street, and bordering on Mandela Parkway. Clearly the swap is a bad idea, inasmuch as the distance to the BART Station is far too great for anyone to logically use that parking facility as an access point to the BART system. Further, it is not near the entrance to the freeway so the lot would not be a good park and ride facility either.

I am amazed that a lease was entered into with the Post Office on the terms you described, inasmuch as if this came before the AAC Committee, I would think that AAC members would realize immediately that this was an inappropriate use for the land. Instead the land should be used for access to both the BART and the freeway for park and ride,

At this point, I would be opposed to leasing the existing parking lot, unless the City of Oakland can somehow find a way of moving the Post Office from the parcel bounded by 5th, 7th, Kirkland, and Union to create parking at that location. I would recommend Oakland consider negotiating with the Post Office to remove the Post Office from this location and move them to the other location that was being offered as an alternative for the existing parking.

Mr. Wu's memo of April 9th mentioning the alternative with AC Transit for getting on to an existing bus lines to go to the BART Station is absolutely absurd. He obviously doesn't understand that intermobile changes discourage people from using public transit. I don't think anyone would accept the delays associated with the process of parking a car, waiting for a bus, riding the bus five blocks, getting off the bus and then waiting for a BART train. Such a suggestion shows little knowledge of what people are willing to do and is obviously self-serving.

Further, the idea that the AC Transit would provide an additional stop at 6th and Market to pick people up on the KH Commute Line as an additional alternative to get to the East Bay Terminal in San Francisco is also self serving. It is clear that, if they could stop at 6th and Market, they could instead make a stop at the existing lot or a new lot located on the present Post Office site.

For the future, I think it is imperative that the AAC deal with airspace excess property such that it is primarily allocated to enhancing transit and not to just give it up for commercial/residential development. I, at the moment, am opposed to the swap and would appreciate hearing why it is not possible to remove the Post Office from their presently used parcel to the one I suggested above.

Thanks for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Walter W. Mosher, Jr.', with a stylized flourish at the end.

Walter W. Mosher, Jr., Ph.D.
President

WWM:clc

cc: Allen Lawrence

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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PHONE (510) 286-5400
FAX (510) 286-5482*Flex your power!
Be energy efficient!*

July 18, 2002

Walter Mosher, Jr. PhD
Precision Dynamics Corporation
13880 Del Sur Street
San Fernando, CA 91340-3490

Dear Dr. Mosher:

This is in response to your letter dated June 21, 2002 addressed to Ms. Kathie Jacobs. On June 13, 2002, the State of California, Department of Transportation (Caltrans) received approval from the California Transportation Commission to sell the property located at 7th Street and Mandela Parkway in the City of Oakland to the Oakland Housing Authority (OHA). This will allow OHA to pursue the development of much needed affordable housing in the area which has the added benefit of being in close proximity to the West Oakland Bay Area Rapid Transit (BART) Station. OHA has also agreed to develop a slightly larger replacement park and ride lot at 5th and Market Streets as part of this transaction at no cost to the Department. You expressed some concern with the replacement lot as not being suitable because of distance and the Department has been asked to investigate the use of a site currently being leased to the United States Postal Service (USPS).

In the aftermath of the Loma Prieta earthquake of 1989, Caltrans had to demolish a portion of the Cypress Freeway (I-880) and reroute through an area that impacted USPS facilities in Oakland. In 1994, Caltrans and USPS entered into a mitigation agreement that would accommodate both entities' needs. One of the key elements of this agreement involved mitigation of the severe impact the Cypress project would have on the USPS complex. Mitigation included construction of a parking structure at a cost in excess of \$12,500,000 to replace lost employee parking within a smaller surface area and the development of a truck driver's training facility as close to the existing driver's training site as possible. The training facility was developed to USPS standards at a cost to the Department of approximately \$500,000. The new location was selected because it was available, unimproved and within a reasonable distance to the main USPS facility. Acquisition settlement terms in mitigation of substantial severance damages to the remaining property included site improvements and a market value lease to the USPS with provision for extension of the lease term and purchase of the site.

Once it was determined that the existing park and ride lot was required for the housing project, both the Department and OHA held a series of meetings with USPS staff to explore the possibility of relocating the park and ride lot to the current driver training facility. Several airspace sites and at

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least one site on the decommissioned Oakland Army Base were identified as sites which might accommodate the training needs of the USPS. In the end, for one reason or another, no suitable sites were identified and the USPS determined that it was not feasible or efficient to shift the driver training facility to another facility outside of the Bay Area. The commitments to the USPS outlined in the executed mitigation agreement prevent the use of the property bounded by 5th, 7th, Kirkham and Union Streets as a replacement site for the existing park and ride lot.

Department staff understand that the replacement park and ride lot location does not provide the same utility as the existing lot insofar as access to the BART Station is concerned. Most users of the 7th and Mandela Park and Ride lot commute many miles in single occupant vehicles from suburban locations. It is less expensive to park at the 7th and Mandela Parkway lot and take BART than to drive to San Francisco, pay the bridge toll and park at lots with higher rates, if available. The relocation of the park and ride lot could encourage these suburban commuters to board BART much closer to their point of origin, thereby reducing the number of commute vehicles on the highway and increasing BART fare revenue from the same passengers. The expectation is that both commuters who currently use the existing lot and new users will utilize the new lot in conjunction with the immediately available AC Transit local and Transbay bus service. In addition, the use of the replacement park and ride lot site as an alternative site for the USPS is not a viable option. The placement of the columns under the structure does not make it conducive for use as a truck training facility and could impact the integrity of the structure. Please be assured that the Department shares your concerns and has worked exhaustively with all parties involved to find the most suitable solution.

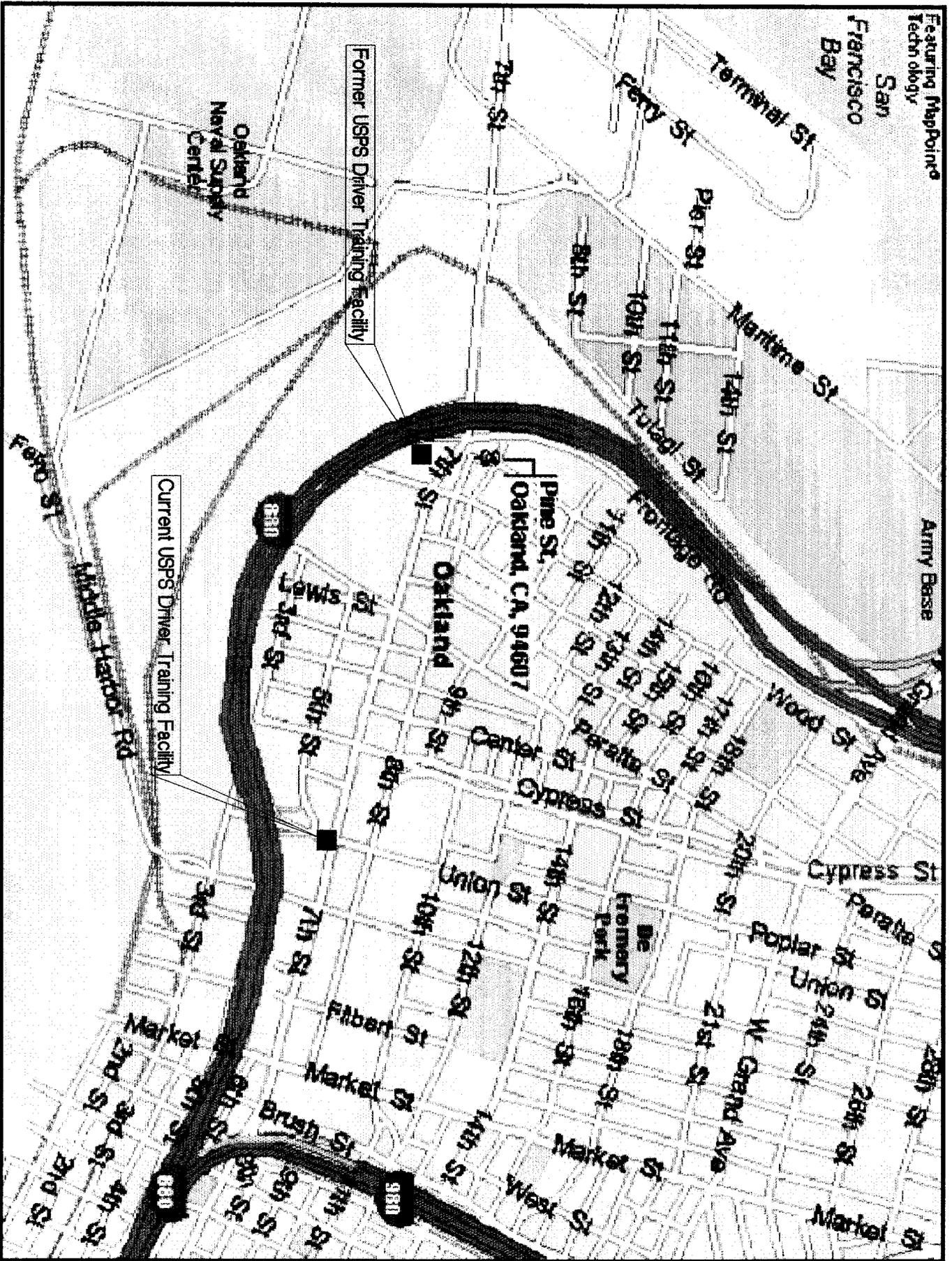
We look forward to addressing any further questions or concerns that you might have at the next Airspace Advisory Committee meeting on August 1, 2002.

Sincerely,



R. A. MACPHERSON
Deputy District Director
Right of Way

bcc: RAMacpherson, Right of Way
MABayol, Right of Way
Scott Atkins, HQ R/W
Doug Sibley, Planning



Former USPS Driver Training Facility

Current USPS Driver Training Facility

Oakland, CA, 94607

Oakland Naval Supply Center

Army Base