



MEMORANDUM

TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Elizabeth A. Lake
Assistant City Administrator

SUBJECT: Waterfront Ballpark District
at Howard Terminal Project Update

DATE: February 15, 2022

City Administrator
Approval

Date
Feb 16, 2022

INFORMATION

The purpose of this Informational Memorandum is to provide an update on the Oakland Waterfront Ballpark District at Howard Terminal Project (Project) proposed by the Oakland Athletics (Oakland A's), including the status of: (1) the City of Oakland (City) discretionary actions related to the Project, including certification of the Final Environmental Impact Report (EIR), adoption of the City-Port jurisdictional ordinance, and approval of a Development Agreement, General Plan Amendment, Rezoning, Planned Unit Development and Tentative Tract Map (collectively, the City Approvals); (2) community engagement on community benefits; (3) event day transportation management; (4) the Department of Toxic Substances Control (DTSC) review of a Remedial Action Plan (RAP) and other actions related to the remediation and management of existing hazardous materials on the Project site; and (5) seaport compatibility, including (a) measures identified by the Port of Oakland (Port) to ensure that the Project does not impact or interfere with the Port's use or operations outside of the Project site, (b) the Port's potential widening of the Inner and Outer Harbor Turning Basins, and (c) pending revisions to the Bay Conservation and Development Commission's (BCDC, or Commission) Bay and Seaport Plans.

BACKGROUND / EXECUTIVE SUMMARY

This Information Memorandum supplements the reports provided to the City Council dated June 25 and December 30, 2019, July 20, 2020, February 11, July 1 and July 15, 2021, and February 1, 2022.

The Oakland A's have proposed the redevelopment of the approximately 55-acre site commonly known as Howard Terminal, generally located at the southerly terminus of Market Street along

the Inner Harbor of the Oakland-Alameda Estuary, into a new mixed-use development, including an open-air waterfront multi-purpose Major League Baseball ballpark (Ballpark) with a capacity of up to 35,000 persons, up to 3,000 residential units, up to 1.5 million square feet of office space, approximately 270,000 square feet of retail space, an approximately 50,000 square-foot indoor performance center with capacity of up to 3,500 patrons, up to 400 hotel rooms, and a network of publicly-accessible open spaces totaling up to 18.3 acres (the Project).

Approximately 50 acres of the 55-acre Project site are part of the Port Area, as such term is defined in the City Charter. Section 701 of the City Charter vests in the Board of Port Commissioners (Port Board) exclusive control and management of the Port Department and power over the Port Area. Used as a container shipping terminal until January of 2014, this 50-acre portion of the Project site has more recently been leased by the Port to short-term tenants for a variety of maritime support purposes, which fluctuate somewhat over time. As of October 2021, existing uses on Howard Terminal included truck parking (16 acres), loaded and empty container storage and staging (17 acres), longshoreperson training facilities (7 acres), and berthing vessels for maintenance and storage (2 acres).

Development of the Project will require discretionary approvals from both the City and the Port, in accordance with their respective jurisdictional authorities under the City Charter. On May 13, 2019, pursuant to Resolution No. 19-32 (Port ENTS Resolution), the Port Board approved a non-binding Exclusive Negotiation Term Sheet for the Project, outlining the preliminary negotiating terms of the Project; which term sheet (ENTS) was attached and incorporated by reference into the Port ENTS Resolution. Through various sections of the ENTS, the Port ENTS Resolution contemplated that the City Council would approve a General Plan amendment and residential use within the Project site pursuant to the Charter, and in addition, intended that the City Council accept additional responsibilities to consider and review Project-specific land use regulations, including zoning amendments and design review.

In furtherance of the Port ENTS Resolution, on January 21, 2020, the City Council authorized the City Administrator to execute that certain non-binding Memorandum of Understanding Between City and Port Regarding Howard Terminal Oakland A's Ballpark Project through the adoption of Resolution No. 87798 C.M.S.

On February 17, 2022, the City Council will consider an ordinance to approve the relinquishment by the Port Board to the City Council of additional jurisdictional responsibilities necessary to approve, permit, and administer Project approvals (Jurisdictional Ordinance).

The City and Port have worked together as Lead and Responsible Agencies under the California Environmental Quality Act (CEQA), respectively, to prepare a Draft EIR, which was published in February of 2021, and respond to more than 400 comments received on the Draft EIR in the Final EIR and Response to Comments, which was published in December 2021.

As further discussed below, the proposed Project first requires certification of the Final EIR, as was considered and unanimously recommended by the City's Planning Commission on January 19, 2022, and adoption the Jurisdictional Ordinance.

Development of the Project also requires future discretionary approvals from both the City and Port, as well as other state, regional, and local agencies. In addition to the City Approvals, the proposed Project would require Port building permits and a Port disposition and development agreement; amendment of BCDC’s Seaport Plan and issuance of a BCDC Major Permit; approval of a RAP and related plans by DTSC; and completion of an exchange agreement with the State Lands Commission. A summary of all major entitlement milestones accomplished to date and anticipated during this calendar year is presented in **Figure 1**, below.

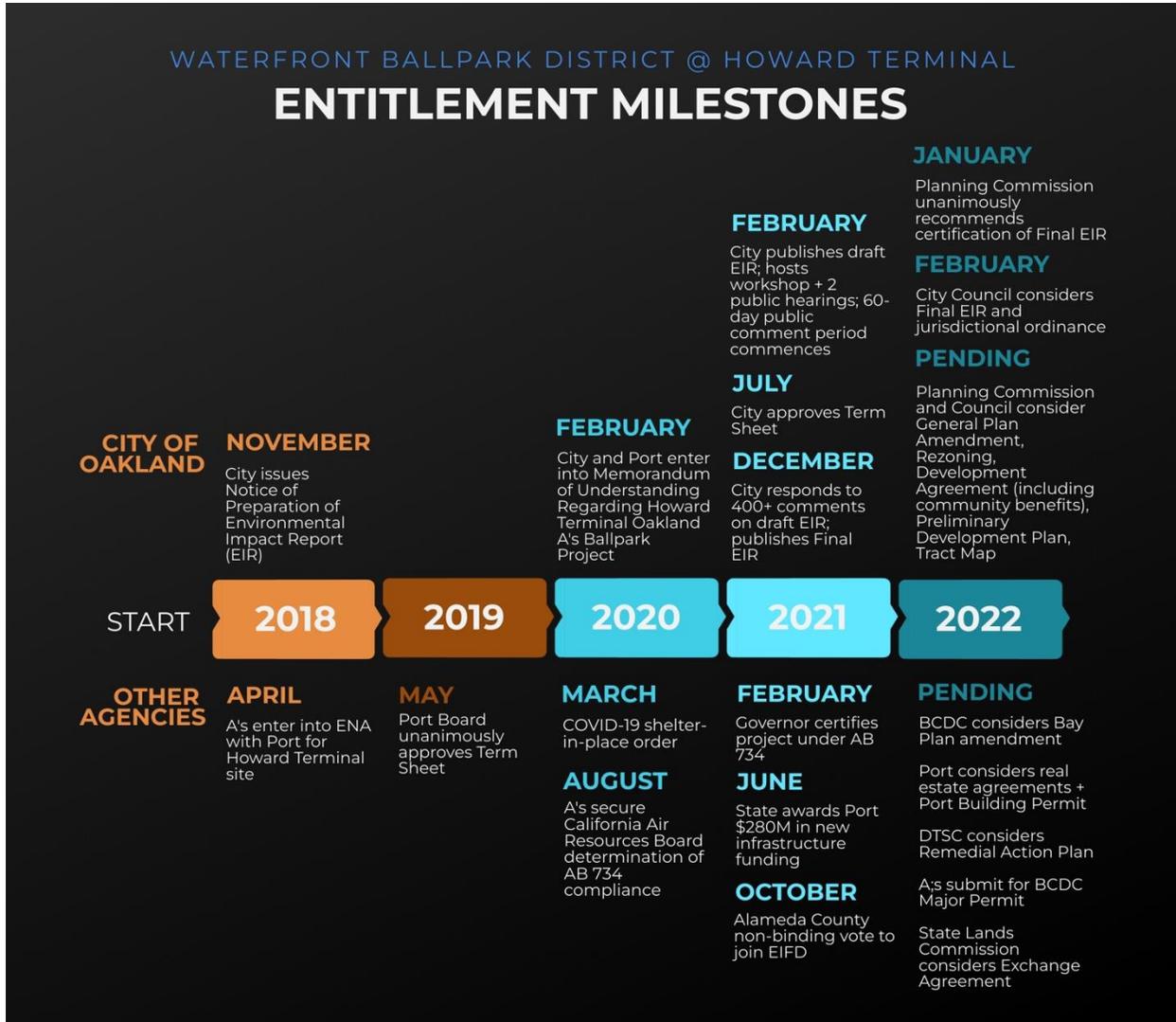


Figure 1 – Entitlement Milestones, 2018 – 2022

This Information Memorandum provides an update on the status of the City Approvals, community engagement and the development of a comprehensive package of community benefits, plans for event day transportation management, DTSC’s review of plans to clean up and manage existing hazardous materials on the Project site, and development of seaport compatibility measures.

1) City Approvals

On February 17, 2022, the City Council will consider: (a) certification of the Final EIR, as was considered and unanimously recommended by the City’s Planning Commission on January 19, 2022, and (b) adoption of the Jurisdictional Ordinance. Certification of the Final EIR is a required first step towards consideration of the final project approvals that must be secured prior to commencement of construction on the Oakland A’s new Ballpark. All regulatory decisions in this multi-jurisdictional approval process depend upon the City first taking action on the Final EIR. In addition, because both the City and Port have jurisdictional authority over the Project site, prior to taking action on other City Approvals, the City must first adopt the Jurisdictional Ordinance. The City Council *cannot* approve a Development Agreement, or the associated package of community benefits, until the City Council adopts the Jurisdictional Ordinance being considered on February 17, and because the Jurisdictional Ordinance is directly related to the Project, this first approval cannot happen prior to certification of the Project’s Final EIR.

The status of the City Approvals is summarized in **Figure 2**, below.

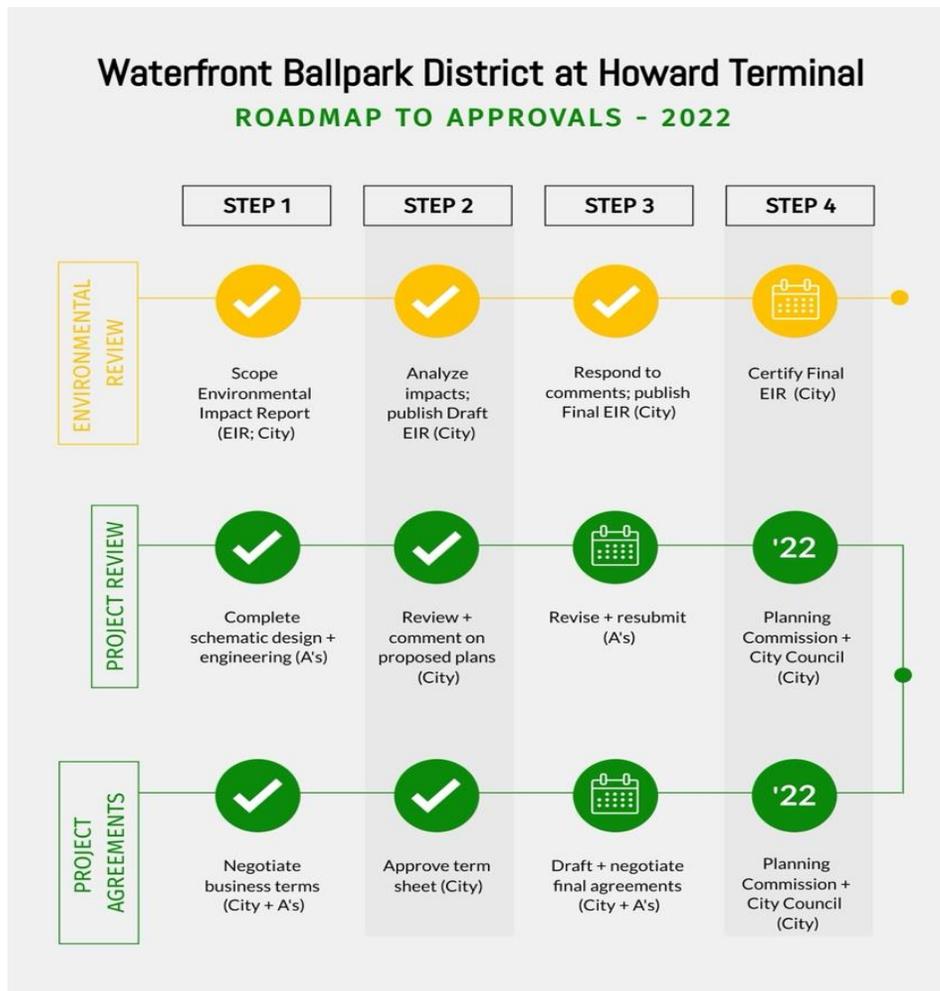


Figure 2 – Roadmap to City Approvals, 2022

Certification of the Final EIR and approval of the Jurisdictional Ordinance *do not mean that the Project is approved*. These steps, however, would provide clarity – as requested by many stakeholders – regarding the City’s authority to process and approve Project applications, including the Development Agreement, identify measures that will be required as Project mitigation by the EIR, and set the “floor” upon which the final community benefits package can be built and incorporated into any Development Agreement.

Pending City Council certification of the EIR and adoption of the Jurisdictional Ordinance, staff will bring to the City Council for consideration at a future date the remainder of the City Approvals, including the following applications filed by the Oakland A’s:

- 1) General Plan Amendment and Rezoning;
- 2) Planned Unit Development;
- 3) Tentative Tract Map; and
- 4) Development Agreement (including community benefits).

The foregoing will first be considered by the Planning Commission, and if recommended, move forward for final action by the City Council. The anticipated sequence of required public meetings related to the remaining City Approvals is summarized in **Figure 3**, below¹. These meetings may commence as early as Summer 2022, depending upon the outcome of ongoing negotiations between the City and Oakland A’s related to the Development Agreement, including community benefits.



Figure 3 – Public Meetings for Future City Approvals

2) Community Engagement and Benefits

Community Fund and Community Benefits Framework

The City has retained Estolano Advisors (EA), an equity-focused urban planning and public policy firm, to complete two areas of work related to community benefits for the Project. This engagement follows EA’s 2021 work for the City in refining and compiling the final [Howard Terminal Community Benefits Recommendation Summary report](#). The two work areas include: facilitating the design of a community fund (Community Fund) that may be established for the

¹ Any application related to the Gondola Variant and any Final Development Plan application involving the historic PG&E building in the Peaker Plant Variant would require a public meeting at the Landmarks Preservation Advisory Board before proceeding to Planning Commission. However, no such applications have been filed by the Oakland A’s.

Project; and serving as negotiator and strategic advisor on the final community benefits package in discussions with the Oakland A's and community representatives.

The two areas of work described in more detail below build on the community-centered process undertaken and previously presented to the City Council beginning in 2019, when the City, Port, Oakland A's, and community partners at the West Oakland Environmental Indicators Project and Oakland Asian Cultural Center (together, the Planning Group) convened a collaborative, multi-stakeholder process focused around seven Topic Cohorts: Community Health & Safety, Culture Keeping & History, Economic Development & Jobs, Education, Environment, Housing, and Transportation.

To create and prioritize a list of recommended community benefits for the Project, the Topic Cohorts used an Equity Matrix, developed collaboratively by the Planning Group, as a tool to guide their work. In total, approximately 148 community stakeholders participated in Topic Cohort meetings between January and August 2020, when they submitted their prioritized recommendations to the Steering Committee for further consideration. Steering Committee members were selected by their peers in February 2020 and met monthly thereafter with the objective of reaching consensus on a final package of community benefits for the Project.

Throughout the community benefits stakeholder engagement process, the community consistently advocated that community benefits should extend for the entire duration of the 66-year lease and that there should be a long-term source of funding to implement those benefits. Over the course of this approximately 18-month engagement, it became clear that the typical approach of providing community benefits primarily through and during the Project's construction phase was not aligned with the community's vision. Several recommendations from the Topic Cohorts included establishment of a community fund, an approach supported by staff and discussed in further detail below.

Community Fund Development

To inform the fund design process with community stakeholders, EA is currently conducting research on similar community funds around the country connected to large-scale developments and sports franchises, to identify potential governance models, community oversight mechanisms, and other fund structure elements. This research builds on prior work with the City of San Jose on the Google Community Stabilization and Opportunity Fund and includes outreach to local foundations and fiscal sponsor organizations who may be potential fund administrators to learn about their services, fees, values and mission alignment, and capacity to house the new fund. EA is also meeting with various Councilmembers, as well as City staff working on the City's Affordable Housing Trust Fund and Brooklyn Basin projects to explore opportunities to leverage existing City efforts in the establishment of the Community Fund.

EA will bring the results of this research back to community representatives in late February to inform and gather feedback on key design elements like funding priorities, where the Community Fund should be housed, and how the community advisory board should be structured. Based on community representative feedback, EA will work with the City Attorney's

Office to develop a proposed fund governance structure to be documented as an exhibit to the project's Development Agreement. EA will work with community representatives through March to finalize the governance structure.

Community Benefits Framework

Concurrently with work on the Community Fund, EA will also be meeting with City, Port, and community representatives and the Oakland A's to facilitate agreement on outstanding issues from the Project term sheet approved by the City Council in July 2021. The community benefits to be provided by the Project will be required in several legally binding documents, including the Development Agreement between the City and the A's, real estate contracts and related land use approvals by the Port, City legislation establishing an Enhanced Infrastructure Financing District (EIFD), and City legislative and administrative action to create the Community Fund. EA and Renne Public Law Group (RPLG) are developing a "Community Benefits Framework" document, which will consolidate and detail the community benefits to be provided through these various mechanisms. This document will help the public and City actors understand and evaluate the full slate of the project's community benefits, prior to the Council's vote on the Development Agreement. In addition, EA and RPLG are exploring the prospects of working with community advocates to further clarify and refine the package of community benefits and secure their support for the project through their formal endorsement of the Community Benefits Framework.

In keeping with the work of the Community Benefits Steering Committee and the City's approved Term Sheet, the Project's community benefits package is intended to address the needs of Oakland's vulnerable and historically underserved populations, particularly in the four neighborhoods most impacted by the Project: Chinatown, Jack London Square, Old Oakland, and West Oakland. The benefits will include the Community Fund as described above, affordable housing, anti-displacement services, public art, parks, community programming and amenities, transportation improvements, and emergency services.

The timeline for completing these two pieces of work assumes that all documents and agreements are finalized in Spring 2022.

Port Jobs Policies

Detailed policies concerning construction and operation jobs at the Project are being negotiated by the Port and will be summarized in the Community Benefits Framework described above. The Port's 2017 Operations Jobs Policy for the Centerpoint Oakland Global Logistics project is expected to form the basis for an operations jobs policy for the Project. These policies include living wages and benefits for workers; priority consideration for unemployed individuals, armed forces veterans, single parents, ex-offenders and foster care adults; and a ban on asking applicants about prior criminal offenses. In addition, the Port anticipates applying its Maritime and Aviation Project Labor Agreement (MAPLA) to construction on the Project site.

The Port commenced negotiation of its operations jobs policy for the Project during the first quarter of 2022. City and Port staff continue to meet regularly to share updates and information regarding community benefits for the Project.

Stakeholder Engagement – Chinatown Work Group

In July 2021, the City Council included the following directives pertaining to Chinatown in its resolution amending and approving a Development Agreement term sheet for the Project:

- A. Identifying and minimizing the potential safety, economic, and environmental impacts of traffic and parking congestion on Chinatown's people, business and cultural institutions, which shall include, but is not limited to, defining an effective role for Chinatown representatives in implementing the Project's Transportation Management Plan;
- B. Securing additional under-freeway parking and prioritizing the use of Chinatown parking garages for cultural events when they occur at the same time as Ballpark events; and
- C. Working with the A's to promote patronage of Chinatown businesses by Ballpark event attendees as well as creating on-site business opportunities for Chinatown and other local businesses and promoting marketing for Chinatown history and culture.

Following that City Council meeting, beginning in September 2021, staff convened a work group of Chinatown stakeholders and City staff and consultants. The work group met bi-weekly between September and December 2021 and decided to focus its efforts on traffic and parking concerns, which are not impacts under CEQA. Between September and November 2021, staff from the City Administrator's Office, OakDOT and the Planning and Building Department participated in each meeting and made presentations to the work group in response to the specific concerns raised.

On September 29, 2021, staff provided the work group with a comprehensive list of studies, projects, plans, and developments in Chinatown, including the Chinatown Compete Streets Project, for which Caltrans recently awarded Oakland a \$500,000 planning grant. The Chinatown Complete Streets project is intended to prioritize and build consensus around implementation of improvements identified through past studies and plans (including those completed for the Project) with the goal of producing streetscape designs sufficiently detailed to apply for and secure grant funds needed to deliver the priority projects.

On October 1, 2021, OakDOT Parking and Mobility Division Manager Michael Ford presented the project's Parking Management Plan (PMP) overview, which included explanations of the City's existing Memorandum of Understanding with Caltrans to acquire under-freeway parking, expansion of the Residential Parking Permit (RPP) program and enforcement hours to protect residential parking in neighborhoods that are close to the Project site, demand-responsive on-street meter parking that adjusts meter rates based on parking demand in areas that do not have RPPs, and the introduction of the OakPark reservation system, through which parking spaces in off-site garages may be reserved in advance when purchasing event tickets to help reduce congestion caused by vehicles circling in search of parking. Mr. Ford also reiterated the City's commitment to set aside parking spaces in the Pacific Renaissance Plaza Parking Garage for Chinatown cultural events that occur on the same date or time as events at the Ballpark. On

November 19, 2021, Mr. Ford delivered a follow-up presentation that summarized how the PMP will address Chinatown's concerns – including through the acquisition of additional underfreeway parcels for parking from Caltrans, and commitment to prioritize the use of Chinatown parking garages for cultural events in the PMP.

On October 29, 2021, the City's transportation consultant, Fehr & Peers, presented on the draft Transportation Management Plan (TMP), an Appendix to the EIR that identifies strategies for reducing trips and managing transportation before, during, and after events, while minimizing disruption to existing land uses and communities such as Chinatown. The TMP is, by design, a living document that will be revised prior to Ballpark opening and at least annually thereafter, as needed to achieve desired outcomes and meet performance standards. The TMP must be approved by the City prior to the issuance of the Temporary Certificate of Occupancy (TCO) for the ballpark. Future changes in the TMP must be reviewed and approved by the City.

Fehr & Peers' presentations included detailed explanation of the approach to analysis, with maps of multimodal routes within Chinatown that were factored into the TMP. Chinatown stakeholders in the work group expressed a strong desire for additional study of level of service impacts of pedestrian traffic from the Lake Merritt BART station along the Chinatown pedestrian routes and vehicle traffic from baseball game attendees seeking parking in Chinatown. The level of service issues are not impacts under CEQA, and the City has agreed to the additional study, which will inform implementation of the TMP and is expected to be completed before Summer 2022. The study is expected to inform the TMP and help develop an effective role for Chinatown representatives in the TMP project design, operational planning, implementation, and monitoring.

Finally, the Oakland A's are working directly with Chinatown on ways to promote Chinatown businesses, history and culture, and Chinatown as well as other impacted stakeholder groups are participating in the EA process noted above to finalize the Community Fund governance structure and Community Benefits Framework.

Other Stakeholder Engagement – Ongoing

Between April 2021 and January 2022, staff continued to engage with community stakeholders, providing project updates at eleven separate meetings with attendance ranging from 12 - 120 participants. Presentations generally included a Project overview, explanations of the Project's public benefits and key concepts, community benefits updates, information about forthcoming public hearings or meetings, the Project's next steps, and concluded with opportunities for questions and answers.

Host community organizations included West Oakland Benefits for Equity (WOBE), the West Oakland Community Collaborative (WOCC), Old Oakland Neighbors, Oakland Youth Advisory Commission, Prescott Neighborhood Council, District 3 Town Halls, District 6 Neighborhood Councils, and a community tour of the Project site. Staff will continue to provide project updates as requested.

3) Event Day Transportation Management

A Transportation Guide for the Project, included as **Attachment A**, has been created to help members of the public easily understand how to travel to and from the Ballpark safely, sustainably and efficiently, while minimizing disruption to existing uses and communities in the surrounding areas. The guide includes maps and recommendations for those traveling to the Ballpark by each transportation mode (transit, walking, biking, driving and parking, and rideshare). As noted in the Transportation Guide, with three BART stations located within 15 – 20 minutes' walk of the Ballpark, shuttles connecting the Project site to the 12th Street BART station on game days, and a ferry terminal located directly adjacent to the Project site, public transit will be the best way to get to an event at the new Ballpark.

The Transportation Guide also includes information on living and working near the Ballpark District that summarizes for local residents, businesses, and seaport stakeholders the traffic and parking strategies identified in the TMP and PMP to help ensure that the Project can exist compatibly with surrounding neighborhoods.

The TMP is a “living” document that will be finalized and implemented prior to opening day at the Ballpark, monitored to determine whether desired outcomes are being achieved and performance standards met, and revised as needed over time to respond to changes in travel patterns, transportation infrastructure, and operations as Oakland’s downtown and waterfront continue to grow and build out. The initial TMP will be finalized closer to the date on which the Ballpark hosts its first event, and an updated Transportation Guide will be published at that time as well. Then, the A’s, in coordination with the City, Port and community stakeholders, will monitor and refine the TMP as needed until transportation patterns are established, and annually thereafter.

4) Hazardous Materials

As noted in the Final EIR for the Project, DTSC has reviewed and approved a Site Investigation Report and Human Health and Ecological Risk Assessment (HHERA) for the Project site and is currently reviewing an initial draft of the RAP for the Project site, prepared and submitted by the Oakland A’s. DTSC’s discretionary action with regards to the RAP will rely on the City's EIR, which means the City must first certify the Final EIR before DTSC can take action on the RAP.

Among other things, the RAP will describe the remedial approach for the entire property, specify the remediation strategies to be implemented to address risks identified in the approved HHERA, and require the subsequent preparation of a Site Management Plan (SMP) and separate Remedial Design and Implementation Plans (RDIPs) for each individual subarea or parcel at the time of vertical development. The RDIPs will provide more detail regarding measures that will be applied to each specific subarea or parcel, tailored for the specific subarea’s or parcel’s proposed development and uses. The RDIPs, while providing additional detail about required site-specific remedial actions, such as vapor mitigation, will be consistent with the RAP. In addition to the remediation of contaminated materials at the project site, DTSC will require the recordation of new or updated Land Use Covenants (LUCs) and Operations and Maintenance Agreements

(O&M Agreements) to further ensure that the Project site is operated and maintained over the long term such that people and the environment are not exposed to contaminated materials.

Figure 4 below illustrates the DTSC process, as well as the roles of the City and Project sponsor in implementing remedial plans and actions on the Project site and opportunities for public engagement. As shown below, approvals from both DTSC and the City will be required prior to the commencement of construction. These approvals are in addition to any requirements imposed by the Port through the real estate documents, as described in the section relating to Hazardous Materials in Attachment B to the E.N.T.S.

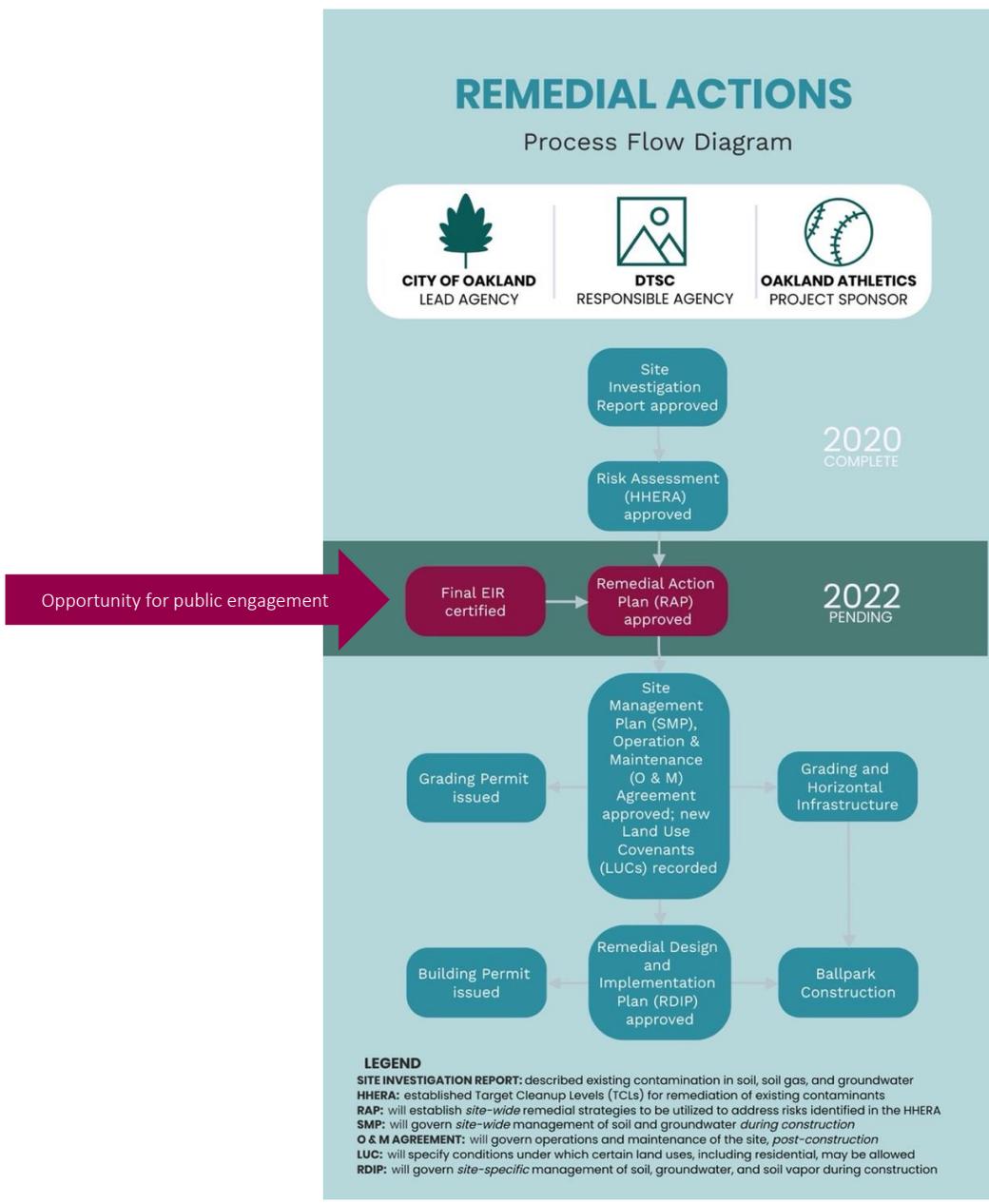


Figure 4 – Remedial Actions, Process Flow Diagram

The City will require DTSC approval of the RAP, SMP, O&M Agreements, and recordation of new LUCs prior to issuance of a grading permit for the Project site. Similarly, the City will require DTSC approval of a RDIP for each parcel or phase of development prior to issuance of building permits for buildings on the parcel or within the phase. Consistent with the proposed Resolution scheduled to be heard by the Council on February 17th, the City will work to convene an informal working group and coordinate with the Port and Oakland A’s to track implementation of DTSC toxics remediation requirements.

DTSC has an established process to facilitate and encourage public participation. All documents related to the characterization and remediation of toxic contaminants on the Project site can be found on the publicly accessible DTSC website, EnviroStor, at https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=01440006, by clicking on the “Activities” tab, shown in **Figure 5**, below. Documents such as notices, updates, and copies of any draft decision documents will be posted to Envirostor under the “Community Involvement” tab, when available. Interested members of the public can also sign up to be informed via email whenever new Project-related documents have been posted to EnviroStor by visiting the address listed above and clicking on “SIGN UP FOR EMAIL ALERTS” in the upper right-hand corner of the landing page.



Figure 5 – Envirostor Website

As required by California Health and Safety Code 25356.1, prior to approving a RAP for the Project site, DTSC will request public comments to the draft RAP. In addition to posting on Envirostor, DTSC will provide paper copies of the draft RAP and related documents for public review at designated repositories in the local community, including at the DTSC office at 700 Heinz Avenue in Berkeley, California. Interested members of the public should submit comments at that time to DTSC’s Public Participation Specialist, whose email address is also provided on EnviroStor, at the address noted above. DTSC will take all comments received within the (minimum 30-day) comment period into consideration and will direct the Project sponsor to make changes to the draft RAP, as appropriate, before submitting a final RAP for DTSC’s final review and approval.

5) Seaport Compatibility

Port of Oakland Seaport Compatibility Measures

As noted earlier, in May 2019, the Port and Oakland A's entered into the ENTS. Pursuant to Attachment D to the ENTS, the Port and the A's are required to negotiate measures, designs, and operational standards (Seaport Compatibility Measures or SCMs), to ensure that the Project does not affect or interfere with the Port's use or operations outside of the Project. On December 16, 2021, Port Executive Director Danny Wan submitted a written request for *Council Consideration of Seaport Compatibility Measures*, included as **Attachment B** hereto. In his letter, Executive Director Wan identified 22 such measures, developed based on consultations with seaport stakeholders, analysis with City staff, and considerations of Port operations.

The Port's recommended Seaport Compatibility Measures were categorized by the objectives of each SCM, including (1) safety of and non-interference with navigation of ships and Port waterside operations, (2) non-interference with ingress and egress of trucks and other seaport transportation vehicles into and from seaport and avoiding congestion of seaport-related traffic routes, and (3) safety of and avoiding conflict between trains, vehicles, bicyclists, pedestrians, and other modes of transportation.

Port staff conducted at least ten meetings with seaport stakeholders to receive input regarding appropriate and reasonable SCMs between 2019 and 2021. In several instances, City staff also participated in these meetings. Following a "Seaport Compatibility Measures Conference" attended by over 60 stakeholders in November 2019, Port and City staff compiled the suggested measures and analyzed their potential for inclusion in the Draft EIR. In early 2020, prior to the release of the Draft EIR, City staff held a workshop for seaport stakeholders to present and obtain feedback on transportation-related measures intended to support truck access to the seaport. After the Draft EIR was published and the comment period closed, the Port resumed meeting with representatives of the seaport stakeholders to review the SCMs included in the Draft EIR and potential additional SCMs. Each of these post-Draft EIR meetings focused on a specific topic related to Port operations (for example, trucking, rail, and maritime navigation) with between approximately five and 50 stakeholders in attendance at each meeting.

Through ongoing coordination between the staffs of City (acting as Lead Agency under CEQA) and Port (acting as a Responsible Agency), all Port-recommended SCMs set forth in the Port's December 2021 letter were analyzed in the EIR, either as elements of the Project or as mitigation measures or Project alternatives. If the City Council elects to approve the proposed Project, the Port recommended that the City Council include all measures listed in EIR and select Alternative 3 of the EIR, which includes a grade separated vehicular access to the Project site, as the preferred Project, which recommendations are also consistent with those of City staff.

Potential Inner Harbor Turning Basin Widening

Pursuant to Section 7 of the ENTS, the Port reserved approximately 10 acres of land in the southwest corner of the Project site for the construction and operation of a potential, future expansion or reconfiguration of the Inner Harbor Turning Basin (Maritime Purposes). This reservation included an approximately 6-acre portion nearest the southwest corner of the site (and the existing turning basin), known as the Maritime Reservation Lands, which the Port may elect to use all or any portion of for Maritime Purposes through May 2029, in addition to an approximately 1-acre landward portion known as the Maritime Reacquisition Lands, and an approximately 3-acre landward portion known as the Variant Lands, both of which the Port may elect to use all or any portion of for Maritime Purposes through May 2024. All are shown on the illustrative site map shown in **Figure 8** below.

According to the Port, the existing federal navigation turning basins in the Oakland Harbor, most recently improved circa 2008, were designed for a 6,500 twenty-foot equivalent units (TEU) capacity vessel, with a 1,139-foot length overall. Vessels routinely calling Oakland today are larger, and in particular longer, than this design vessel. Vessels calling Oakland with lengths greater than 1,139-feet experience transit restrictions, resulting in inefficiencies and negative economic impacts. As a result, the Port is considering widening both Oakland Harbor turning basins (Inner and Outer) to accommodate a design vessel with a capacity of 19,000 TEU and length of 1,310-feet.

In July 2020, the Port, together with the United States Army Corps of Engineers (USACE), commenced the feasibility study planning process for turning basin channel improvements intended to allow vessels to operate efficiently within the Oakland Harbor and allow large vessels to call more frequently. These efficiencies would result in decreased restrictions, “in harbor” transit times, and transit emissions, as well as economic benefits. In August 2021, the Port and USACE identified a “Tentatively Selected Plan” for the Inner and Outer Harbor Turning Basin widenings, and thereafter, in December 2021, published a Draft Integrated Feasibility Report and Environmental Assessment for the Oakland Harbor Turning Basins Widening Navigation Study (Oakland Harbor Study). Following a January 2022 public meeting, USACE recently extended the comment period on the draft Oakland Harbor Study through Monday, February 14, 2022. Materials presented at the January public meeting, including the timeline excerpted below as **Figure 6**, are available on the Port’s website at https://www.oaklandseaport.com/wp-content/uploads/2022/01/January.12.2022_Turning-Basins_Community-Stakeholder-Meeting-2_Presentation-Slides.pdf; the full text of and appendices to the Oakland Harbor Study are available on USACE’s website at <https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Projects-A-Z/Oakland-Harbor-Turning-Basins-Widening/>.

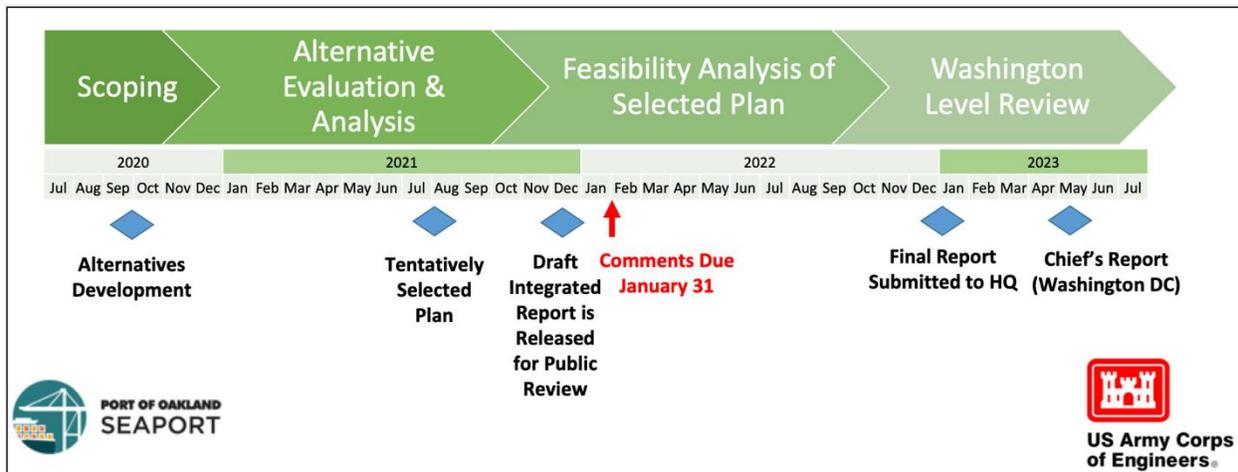


Figure 6 – Oakland Harbor Study Timeline

As noted in the timeline, USACE’s study period is anticipated to conclude in May 2023, about 6 years prior to the expiration of the Port’s option over the larger, 6-acre Maritime Reservation Lands. Of the 6-acre Maritime Reservation Lands, the Tentatively Selected Plan for the Inner Harbor Turning Basin, illustrated in **Figure 7**, below, would impact only 2.3 acres of fast land (land that is above the high-water mark) at Howard Terminal. The current alignment of the Tentatively Selected Plan does not appear to impact the Maritime Reacquisition and Variant Lands.



Inner Harbor

Figure 7 – Tentatively Selected Plan

BCDC staff’s presentation at the February 3 briefing included a timeline for potential action by the Commission on BPA 2-19, which is excerpted as **Figure 9** below for reference. Should the City certify the Final EIR for the Project in mid-February, a final vote on the potential Seaport and Bay Plan amendments is currently expected in early June 2022.

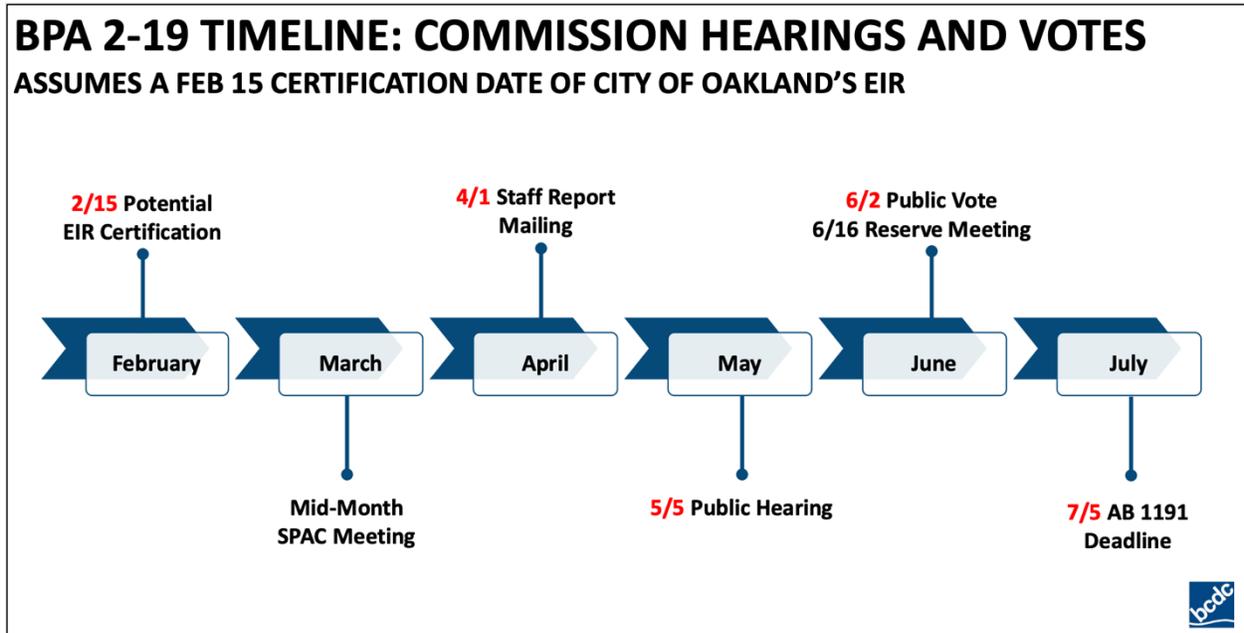


Figure 9 – Timeline of BCDC Action on Seaport + Bay Plan Amendment

For questions related to the information presented in this report, please contact Molly Maybrun at (510) 238-4941 or mmaybrun@oaklandca.gov.

Respectfully submitted,

Elizabeth Lake

ELIZABETH A. LAKE
Assistant City Administrator

Prepared by:
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Attachments

Attachment A – Transportation Guide

Attachment B – December 16, 2021 Port letter requesting *Council Consideration of Seaport Compatibility Measures*

OAKLAND WATERFRONT BALLPARK DISTRICT @Howard Terminal



Transportation Guide



WELCOME

About the Waterfront Ballpark District
The Transportation Management Plan

Getting to the Waterfront Ballpark District

Public Transit
Walking
Driving
Ride Share
Biking
Ferry

Primary Transportation
Options Summary Map

Living & Working Near the
Waterfront Ballpark District

Residential
Local Businesses
Seaport

ABOUT THE WATERFRONT BALLPARK DISTRICT

The Oakland A's have proposed the redevelopment of the **55-acre site** known as Howard Terminal. Located at the terminus of Market Street on the Oakland Estuary, at full buildout the new Ballpark District will include the following:



35,000
seat
Stadium



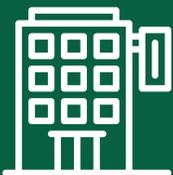
18.3 acres
New Parks
& Open Space



1.5 million
square feet
Office Space



3,000 units
Market &
Affordable



400
Hotel
Rooms



270,000
square feet
Retail Space



3,500 seat
Performance
Space



1.5 mile
Extension of
SF Bay Trail

THE WATERFRONT BALLPARK DISTRICT @ FULL BUILDOUT



THE TRANSPORTATION MANAGEMENT PLAN

The primary goal of the Transportation Management Plan (TMP) is to ensure **safe** and **efficient access** for all people traveling to and from the ballpark site while **minimizing disruption to existing land uses and communities**, with a focus on promoting **pedestrian, bicycle, and transit access**. The TMP program **must reduce vehicle trips** to the site by at least **20 percent** compared to the number of trips that would occur without the program.

The TMP will be **monitored** for changes in travel patterns that result from development, and changes to transportation infrastructure and operations that may be made over time.

To respond to these possible changes and to ensure the TMP goals are met, the **A's**, in coordination with the **Port of Oakland**, the **City of Oakland**, and **community stakeholders** – particularly from neighboring impacted areas such as the Jack London District, Chinatown, Old Oakland, and West Oakland, will **monitor and refine** the **TMP** as needed until transportation patterns are established, and annually thereafter.

For more information, explore the Draft Howard Terminal Transportation Management Plan at <https://bit.ly/httmp>

TMP
Transportation
Management Plan

IMPLEMENTED
for All Events



MONITORED
to Measure Outcomes

REVISED
as Needed to Achieve
Desired Outcomes

GETTING TO THE WATERFRONT BALLPARK DISTRICT - PUBLIC TRANSIT

Thousands of people will come to the Waterfront Ballpark District, arriving through adjacent neighborhoods. On event days, many people will travel to and from the ballpark during a specific time window, whereas on non-event days, travel times will likely ebb and flow with regular traffic patterns.

PUBLIC TRANSIT



GETTING TO THE WATERFRONT BALLPARK DISTRICT - PUBLIC TRANSIT

What is the best way to get to the Waterfront Ballpark District?

Taking public transit is the best way to get to the Waterfront Ballpark District. A new **Transportation Hub** will be constructed on 2nd Street between Martin Luther King Jr. Way and Clay Street to accommodate bus stops, shuttle buses, shared micromobility devices such as scooters and bikes, and placemaking amenities such as benches, shelters, lighting, signage, and real-time transit information. Transit ambassadors will direct ballpark attendees to and from BART stations, AC Transit stops, and the Ferry terminal. The hub, a short walk away, will be directly connected to the Ballpark and District by a new overcrossing for pedestrians and bicyclists at Jefferson Street.



GETTING TO THE WATERFRONT BALLPARK DISTRICT - PUBLIC TRANSIT

How will people get there from BART?

The Waterfront Ballpark District is approximately a **15-20 minute walk** from **3 BART stations**: West Oakland, 12th Street, and Lake Merritt. Key walking routes to and from BART will have signage to easily orient and direct travelers following routes with things to see and do, like restaurants and bars. On game days, **shuttle service** will be available on Broadway between the 2nd Street Transportation Hub and the 12th Street BART Station. Shuttle service may be expanded to service the West Oakland and Lake Merritt BART Stations.

The **A's** will **coordinate** with **BART** to ensure **adequate resources** are provided at the nearby BART stations to manage passenger flow on game days.

Bus Service?

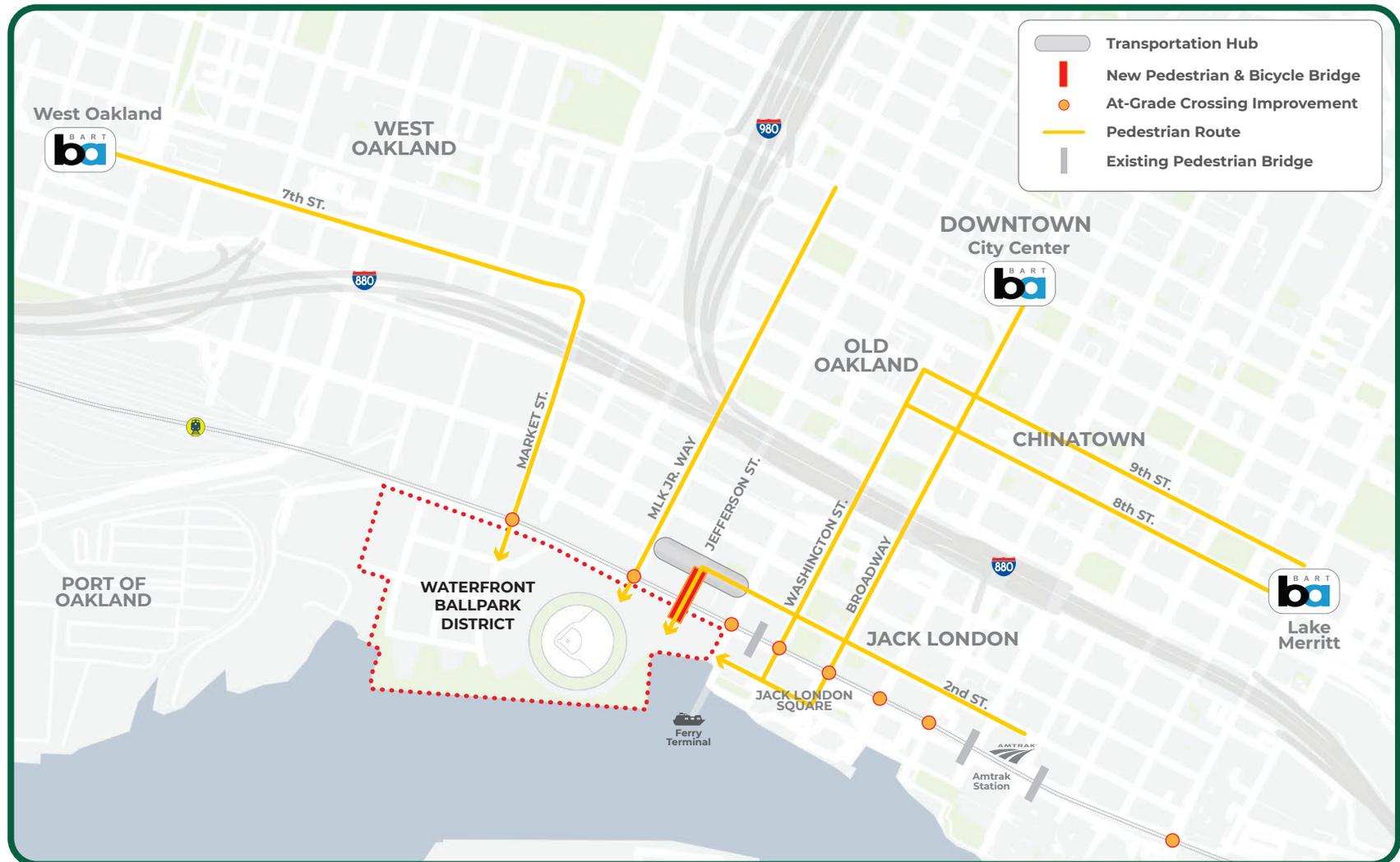
Transit improvements will be implemented throughout the surrounding communities, such as providing **priority bus lanes** on Broadway between 11th and 2nd Streets to increase transit service and reliability, **extending AC Transit Route 72** to service the Transportation Hub, and **increasing late night and weekend service** frequencies for ballgames based on demand.

What about the Ferry?

Special event ferries through the Water Emergency Transportation Authority (WETA) will be established on game days based on demand. The Oakland Ferry Terminal is directly adjacent to the Waterfront Ballpark District.

GETTING TO THE WATERFRONT BALLPARK DISTRICT - WALKING

PEDESTRIAN ROUTES



GETTING TO THE WATERFRONT BALLPARK DISTRICT - WALKING

Can I walk to the Ballpark?

Yes, walking is an ideal way to get to the District while also enjoying all Oakland has to offer. There will be **clear walking routes** from West Oakland, Chinatown and Downtown to the Ballpark. Once close by, visitors can access the site from Jack London Square along the Bay Trail or by crossing the **new Pedestrian and Bicycle Bridge** from the Transportation Hub on 2nd Street.

Will I be able to safely cross the railroad tracks to get to the ballpark?

The **new Pedestrian and Bicycle Bridge** will be the safest way to cross over the railroad tracks. **At-grade improvements** including **fencing** along the railroad corridor to more clearly separate trains from other traffic and **new railroad gate arms** at intersections will be implemented to maximize pedestrian safety. Additionally, **Traffic Control Officers** will be **positioned at key crossings** during game days to help ensure safe pedestrian and vehicular crossing of the railroad tracks.

GETTING TO THE WATERFRONT BALLPARK DISTRICT - BIKING

BIKE ROUTES



GETTING TO THE WATERFRONT BALLPARK DISTRICT - BIKING

If I bike to the ballpark, where can I park my bike?

On ballpark game days, the **A's** will **coordinate** with a service provider to manage secure and/or valet (temporary) **bike parking**. In addition, plenty of bike racks will be provided throughout the Project site.



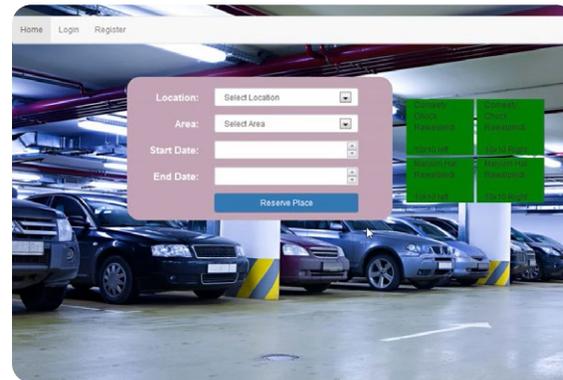
How will bike lanes provided by the project tie into the City's network of existing and proposed bike lanes?

Protected bike lanes on Martin Luther King Jr. Way between Embarcadero and 7th Street will be implemented, and they will tie into the pending buffered bike lanes on Martin Luther King Jr. Way between 7th Street and San Pablo (and eventually to the Emeryville border) to extend the **direct connection into the ballpark** area. This north-south connection provides access to the existing and proposed bike lanes on Embarcadero, 2nd, 7th, and 14th Streets, making bike access to the waterfront easier for communities in West Oakland, Chinatown, Old Oakland, Downtown, and Jack London Square.



GETTING TO THE WATERFRONT BALLPARK DISTRICT - DRIVING & PARKING

The **OakPark Parking Management Plan** is a component of the Transportation Management Plan to **manage and control gameday parking**. OakPark is a parking management system that will be implemented prior to the opening of the Ballpark to **minimize parking demand, congestion, and pollution**. OakPark will manage public parking to balance the diverse needs of Oakland's visitors, merchants, commuters, and residents through the **Residential Parking Permit** Program, on-street **meter management**, and maximizing existing public parking garages with a **reservation system**. All on-street and off-street parking will include **ADA accessible parking** and passenger loading.



GETTING TO THE WATERFRONT BALLPARK DISTRICT - DRIVING & PARKING

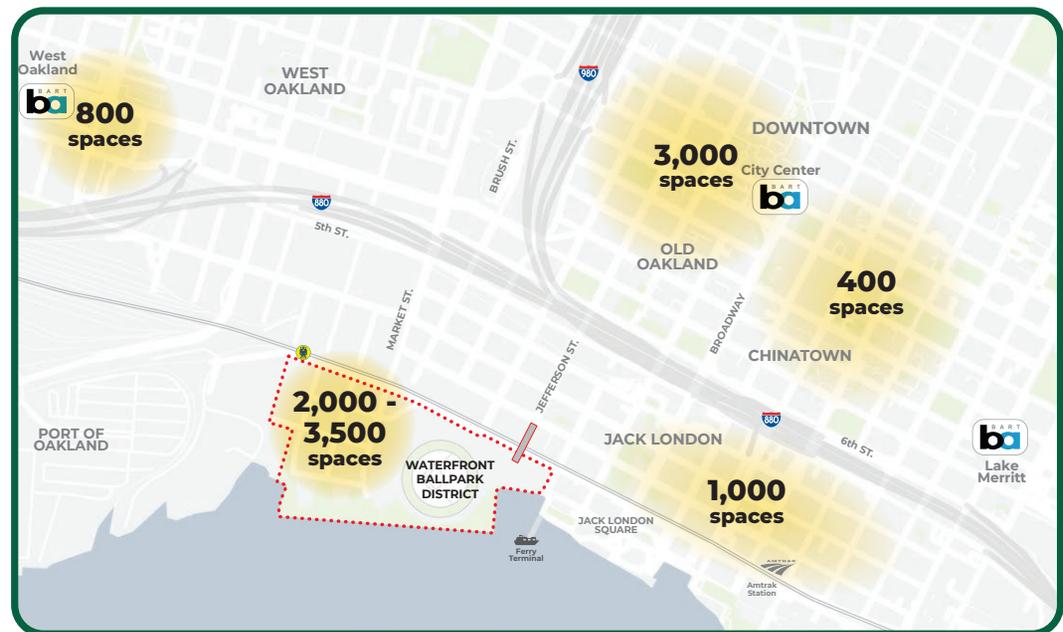
If I drive to the ballpark, where can I park?

There will be a **limited number** of newly built **parking spaces on-site** and therefore the best way to travel to the ballpark will be via public transit, on foot, or bike. Before the site is fully built out, there will be up to 3,500 surface parking spaces available on-site. At full build-out of the non-ballpark development, the number of on-site parking will decrease to 2,000 in new structured parking garages.

If attendees choose to drive to the ballpark, all **on-site parking** must be **pre-purchased** with an **event ticket**. If attendees park in an **off-site** garage, they will have the ability to **reserve their parking space in advance** through **OakPark** when they purchase their baseball game ticket.

Reserving parking in advance will minimize the number of cars that circle around in search of a parking spot and will therefore also reduce traffic congestion and air pollution.

PARKING GARAGE SPACES



GETTING TO THE WATERFRONT BALLPARK DISTRICT - DRIVING & PARKING

If I park in a public garage, what are my options for getting to the ballpark?

Attendees have **several options** available for getting to the ballpark from an off-site public garage. They can take a **shuttle** that will be available on Broadway between the Transportation Hub on 2nd Street and the 12th Street BART Station. They can also walk along one of the **key pedestrian corridors** along Martin Luther King Jr. Way and Broadway and access the ballpark through the **Pedestrian and Bicycle Bridge** on Jefferson Street.

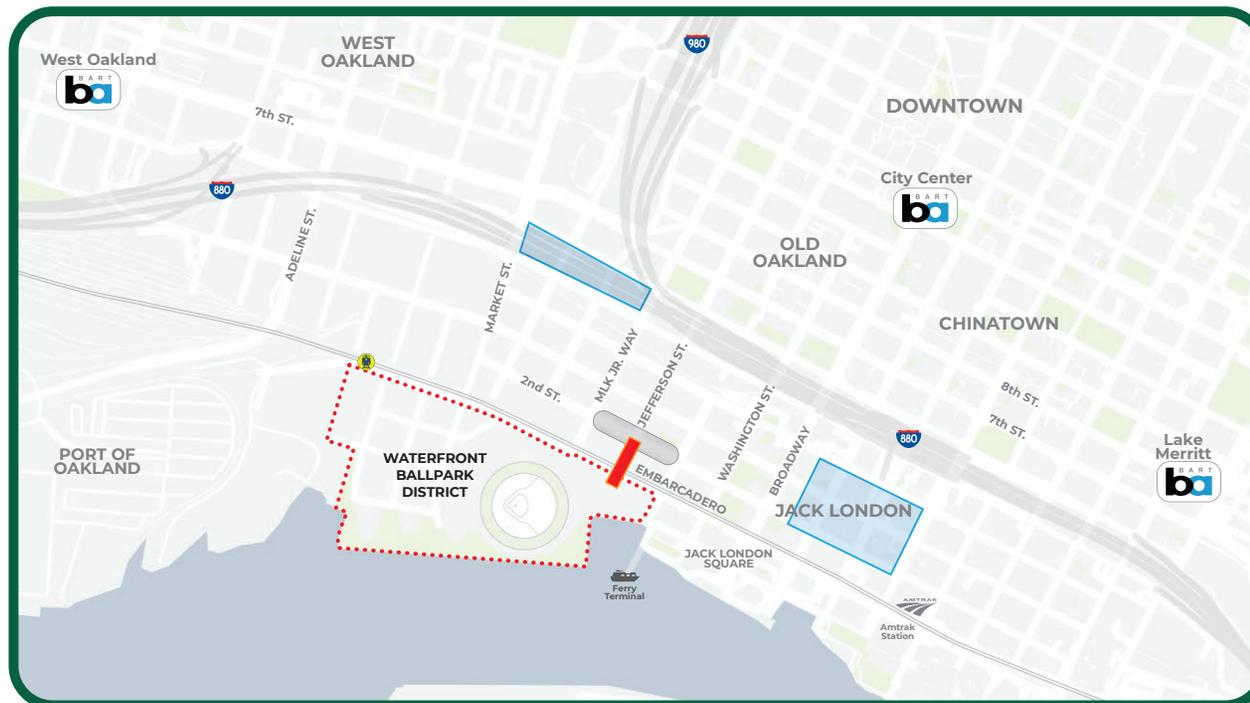


GETTING TO THE WATERFRONT BALLPARK DISTRICT - RIDESHARES

Where will rideshares such as Uber or Lyft drop off passengers?

Rideshare **passengers** will be dropped off and picked up at **designated offsite** locations. Rideshare vehicles will **not be allowed** into the **on-site parking area** to drop off or pick up passengers. Passengers who have **ADA accessibility** needs can be dropped off or picked up in a designated area **onsite** near the Ballpark entrance.

POTENTIAL RIDESHARE LOCATIONS



PRIMARY TRANSPORTATION OPTIONS SUMMARY MAP



LIVING & WORKING NEAR THE WATERFRONT BALLPARK DISTRICT

RESIDENTIAL

The **Transportation Management** and **Parking Management Plans** contain **procedures** that will be **implemented, monitored, evaluated**, and **revised** as necessary to **control traffic congestion** and **minimize disruption** for existing residents and workers.

How will traffic congestion be managed?

Taking **public transportation** is the best way to minimize traffic congestion. **Traffic control personnel** will be available for special events to ensure a smooth travel experience for all attendees by **managing** the flow of **traffic**. For example, traffic control officers will manage pedestrian flows to and from the ballpark on event days by **directing pedestrians** to the primary corridors serving the site including 7th Street, Market Street, Martin Luther King Jr. Way, Washington Street, Broadway, and the **Bike and Pedestrian bridge** at Jefferson. OakPark will include a **parking reservation system** for special events to minimize congestion and conflicts caused by people circling to find parking. **Rideshare** vehicles will be required to drop-off and pick-up in **designated areas roughly one-half mile from the ballpark**, as another way to reduce traffic congestion by preventing rideshare vehicles from circling for places to drop off or pick up passengers.

LIVING & WORKING NEAR THE WATERFRONT BALLPARK DISTRICT

RESIDENTIAL

How many baseball games will there be?

People who live or work near the ballpark can anticipate approximately **14 mid-week afternoon** events, **50 mid-week evening** events, and **27 weekend** events annually, between April and October.

Will I lose my street parking to attendees who park in my neighborhood?

Residential parking will be **protected** through the expansion of the **Residential Parking Permit (RPP) Program**. The Residential Parking Permit (RPP) Program **expansion** will **reduce** the **adverse effects** caused by traffic congestion and unlimited parking in residential areas and will provide residents the opportunity to park near their homes. **Enforcement** of RPP areas will be performed by the **Oakland Department of Transportation** during designated hours to promote the availability of on-street parking spaces for residents in areas with high parking demand.

Additionally, **new dynamically priced on-street meters** will be added for neighborhoods near the Ballpark that do not have RPPs. **RPP and meter enforcement** hours will be extended to **coincide** with **game days** and times.

LIVING & WORKING NEAR THE WATERFRONT BALLPARK DISTRICT

LOCAL BUSINESSES

How will my business be protected from game attendees using parking meters in front of my store?

Metered on-street parking will be **expanded** and **dynamically priced** to **match demand** - meaning hourly parking rates will be adjusted when demand is high, especially for those looking to park for two or more hours. For example, on game days, metered parking rates will remain **affordable** for **retail patrons** parking for **fewer** than **two hours**, while dynamic pricing will **increase** that **rate** for **subsequent hours**. As a result, it may not be cheaper for ballpark patrons to park on the street, creating an incentive for attendees to utilize parking garages, or even better, public transit.



LIVING & WORKING NEAR THE WATERFRONT BALLPARK DISTRICT SEAPORT

How will traffic from port trucks be kept separate from the Waterfront Ballpark District traffic?

An important goal of the project is to **minimize** vehicular **congestion** from the project and **avoid conflict** between **vehicular, pedestrian, and bicycle** traffic generated by the project with **seaport operations**, including drayage truck routes and traffic. This is accomplished through **project design** and **implementation** of the **TMP**.

Near Howard Terminal, **Adeline Street** provides a **primary truck** entrance to the seaport. Therefore, project vehicular, pedestrian and bicycle traffic will be directed away from Adeline Street. **7th** and **Market Streets** will serve as the **primary** project route for **vehicles** and **pedestrians**. Automobile use will be limited on nearby streets during game days to ensure that vehicle traffic does not overwhelm local roadways, interfere with seaport operations, or substantially degrade the ballpark fan experience. Bicycle lanes previously planned for Adeline would be relocated to 7th and Market Streets to accommodate safe truck movements to and from the seaport.



Under the TMP, the **A's** are required to **notify** the **Port** of the times and expected attendance for games and special events and **coordinate** on a regular basis to identify and **plan** for any overlap of medium or large ballpark events with projected seaport activities, such as (un)

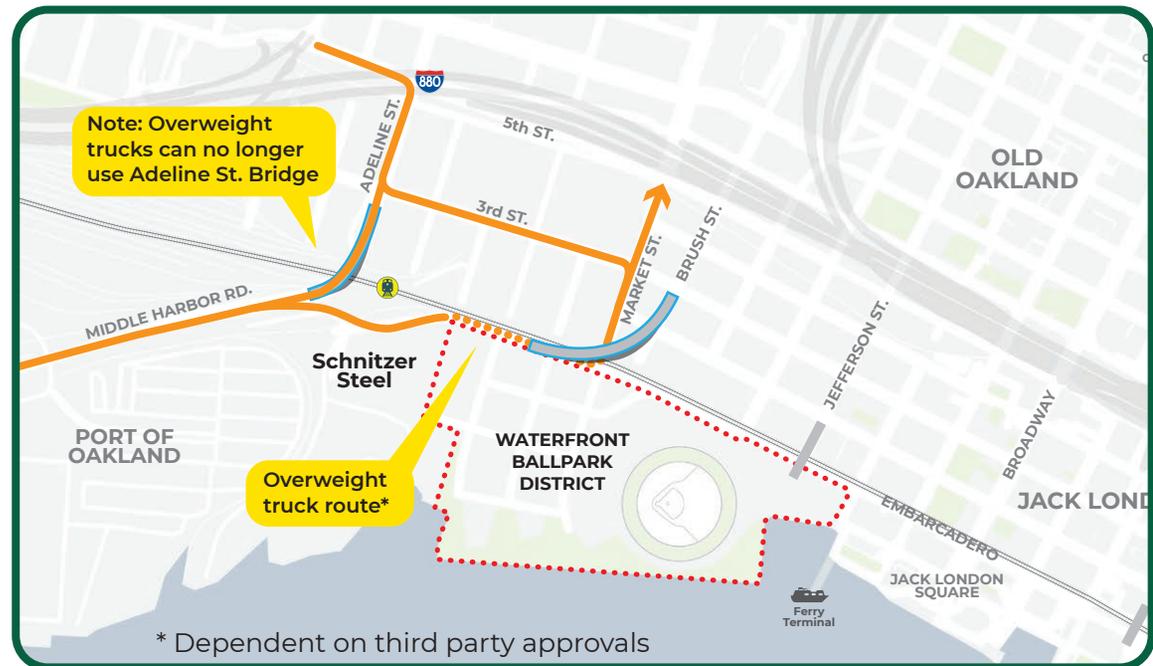
LIVING & WORKING NEAR THE WATERFRONT BALLPARK DISTRICT SEAPORT

loading container ships and other night and weekend operations that may affect traffic conditions in the neighborhoods surrounding the ballpark and seaport. During events at the ballpark, **automobile** travel in the ballpark area will be **directed** to travel along a few **primary corridors** to minimize conflicts with seaport and transit operations, pedestrians, and bicyclists. Vehicle traffic will be restricted entirely on some corridors (e.g., 2nd Street) and will have turn restrictions on others (e.g., Martin Luther King Jr. Way) to reduce conflicts between vehicles and pedestrians and eliminate delay associated with turning vehicles. **Turn restrictions** will also shift ballpark-destined traffic away from the seaport.

Traffic control officers and/or special event signal timings may be utilized to ensure efficient operations.

Finally the **TMP** will **monitor Howard Terminal site traffic** to ensure that it is being effectively deterred from using internal Port roadways.

TRUCK ROUTES



LIVING & WORKING NEAR THE WATERFRONT BALLPARK DISTRICT SEAPORT

How did the City address compatibility with Port operations?

The **Port of Oakland** is a vital **engine** of the City's and region's **economies**. Ensuring the **development does not interfere** with the **Port's** current or future **operations is critical**.

Working with the **City** and **various stakeholders**, the **Port of Oakland** identified **potential compatibility measures**. These measures include mitigation measures, project design features and other measures that have been analyzed and included in the EIR, including grade-separated access to the site on foot, bike or in a car; water safety measures; and a Transportation Management Plan. These measures serve as potential Seaport Compatibility Measures to ensure the continued safe and efficient navigation of ships and other waterside operations, ingress and egress of trucks and other traffic to and from the Port, and to avoid potential conflicts between trains, trucks, passenger vehicles, bikes and pedestrians. The **final Seaport Compatibility Measures** would be **implemented** as **mitigation measures** or **conditions of approval** of the Project.

Detailed information about the **Seaport Compatibility Measures** can be found at www.portofoakland.com/howard-terminal/seaport-compatibility-measures/



Visit the Oakland Waterfront Ballpark District at Howard Terminal on the City of Oakland's website regularly for project information and updates.

www.oaklandca.gov/projects/oakland-waterfront-ballpark-district

CITY OF
Oakland



December 16, 2021

Danny Wan
Executive Director

Nikki Fortunato Bas, Council President & District 2 Councilmember
 Rebecca Kaplan, At Large Member & Vice Mayor
 Dan Kalb, District 1 Councilmember
 Carroll Fife, District 3 Councilmember
 Sheng Thao, District 4 Councilmember & Council President Pro Tempore
 Noel Gallo, District 5 Councilmember
 Loren Taylor, District 6 Councilmember
 Treva Reid, District 7 Councilmember

Re: City Council Consideration of Seaport Compatibility Measures

Dear Honorable Members of the Oakland City Council:

The Port of Oakland (“Port”) appreciates the City Council’s consideration of Seaport Compatibility Measures to be included as part of the proposed development of a new baseball stadium and a residential and commercial mixed-use development on the Port’s Howard Terminal (“Proposed Project”). The Board of Port Commissioners (“Port Board”) believes that the Proposed Project, if approved, will create transformational value to the Port’s and the City’s waterfront to serve both commerce and people, provided that the Proposed Project incorporates appropriate measures, designs, and operational standards to ensure that the Project does not impact or interfere with the Port’s use or operations outside of the Project (“Seaport Compatibility Measures” or “SCMs”).

At its July 20, 2021 meeting, the City Council requested that the Port supply a detailed list of Port-recommended SCMs that the Port would like included in the final Environmental Impact Report (“EIR”) for the Proposed Project or be adopted as conditions of approval if the City Council approves the Proposed Project. The Port appreciates City staff for working extensively with the Port and seaport stakeholders to analyze and incorporate SCMs in the City’s Draft EIR. The table below describes the Port’s “*Recommended Seaport Compatibility Measures Analyzed in the Draft EIR*”. They have been developed based on consultations with seaport stakeholders, analysis with City staff, and considerations of Port operations.

The recommended SCMs for City adoption or approval are categorized by the objectives of the SCM, including (1) safety of and non-interference with navigation of ships and Port waterside operations, (2) non-interference with ingress and egress of trucks and other seaport transportation vehicles into and from seaport and avoiding congestion of seaport-related traffic routes, and (3) safety of and avoiding conflict between trains, vehicles, bicyclists, pedestrians, and other modes of transportation.

In summary:

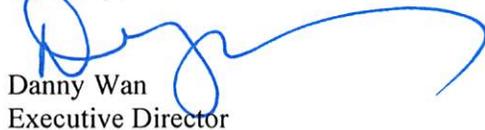
- Recommended SCMs have been analyzed in the Draft EIR as elements of the Proposed Project or as mitigation measures. If the City Council approves the Proposed Project, the Port recommends that the City Council include and adopt all measures listed.
- The Port appreciates the inclusion of the analysis of a new vehicular grade separation above and across Embarcadero which would enhance vehicular safety, pedestrian safety, and freight efficiency. The Port fully supports City staff’s recommendation to adopt Alternative 3 of the EIR, which includes such a vehicular grade separation, as the preferred Project.

Re: City Council Consideration of Seaport Compatibility Measures

Port staff has conducted numerous meetings with seaport stakeholders to receive input from them regarding the appropriate and reasonable SCMs. In several instances, these outreach meetings were conducted jointly with City representatives. Following a “Seaport Compatibility Measures Conference” attended by over 60 stakeholders and certain Port Board members held on November 5, 2019¹, Port and City staff compiled the suggested measures and analyzed their feasibility and utility for inclusion in the Draft EIR to the extent that any such measures are appropriate for inclusion under the California Environmental Quality Act (“CEQA”). In early 2020, prior to the release of the Draft EIR, City staff held a workshop for seaport stakeholders to present and obtain feedback on transportation-related measures intended to support truck access to the seaport. After the Draft EIR was published and the comment period closed, the Port resumed several additional meetings with the representatives of the seaport stakeholders to review the SCMs included in the Draft EIR and potential additional SCMs. Each of these post-Draft EIR meetings was focused on an area of potentially impacted Port operations with specific stakeholder groups operating in the area.²

The Port of Oakland is proud to be the hub of transportation, logistics, and waterfront commerce, creating more than 84,000 jobs in the region. As a department of the City of Oakland and trustee for State Tidelands, the Port is committed to managing our waterfront for the benefit of the public and commerce. With the successful City adoption and implementation of the recommended Seaport Compatibility Measures, the Port believes that the Proposed Project, if approved, will bring significantly more people to the Oakland waterfront and Jack London Square while ensuring that the seaport continues to grow its vital role in international commerce and the supply-chain.

Sincerely,



Danny Wan
Executive Director

¹ The conference was preceded by at least five smaller stakeholder group meetings, including:

- August 20, 2019: small-group meeting, held at the Port of Oakland with ten stakeholders participating.
- September 5, 2019: held at the Port of Oakland with ten stakeholders participating.
- October 2, 2019: meeting with the Mayor of Oakland and City of Oakland planning and transportation staff, held at SSA offices with 17 stakeholders participating.
- October 3, 2019: SCM Roundtable as part of the Agriculture Transportation Coalition (“AgTC”) workshop, held at Oakland Airport, with approximately 50 stakeholders participating.

² Four focused stakeholder meetings to address specific categories of SCMs were held in 2021 following release of the Draft EIR, including:

- June 14, 2021: Zoom meeting with approximately 47 stakeholders to discuss trucking-related SCMs.
- July 14, 2021: Zoom meeting with approximately 5 stakeholders from Harbor Trucking Association for additional trucking SCM discussion.
- July 14, 2021: Zoom meeting with approximately 15 stakeholders to discuss rail SCMs.
- July 27, 2021: Zoom meeting with approximately 22 stakeholders to discuss maritime navigation SCMs.

**Port of Oakland Recommended Seaport Compatibility Measures
Analyzed in the Draft EIR**

Measure Summary	Location of Full Text in Draft EIR
<i>Maritime Navigation and Safety</i>	
Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan and Requirements. The Project sponsor shall have a protocol for boating and water recreation around the Project site, as approved by the City of Oakland and the Port of Oakland, in consultation with the San Francisco Bay Area Water Emergency Transportation Authority, the Harbor Safety Committee of the San Francisco Bay Region, and the United States Coast Guard.	pp. 4.10-38 to 4.10-39
Improvement Measure AES-1: Construction Lighting Design Features. During construction, light sources shall be shielded and/or aimed so that no direct beam illumination is directed/aimed outside of the Project Site boundary to the extent feasible.	p. 4.1-43
Improvement Measure AES-2/Mitigation Measure LUP-1b: Design Lighting Features to Minimize Light Pollution. Prior to obtaining the final building permit for the ballpark, to minimize the effects of light pollution on nighttime views, and to prevent unnecessary glare onto adjacent areas, the following measures would be implemented [full list provided in EIR].	p. 4.1-51 and p. 4.10-43
Mitigation Measure BIO-1b: Bird Collision Reduction Measures. Prior to the approval of a construction-related permit, the Project sponsor shall submit building plans to the City of Oakland Bureau of Building which reflect the City of Oakland Bird Safety Measures, the Howard Terminal Design Guidelines regarding reflective or mirrored glass, and include the specific design measures set forth below for review and approval [for example, bird friendly glazing treatments].	pp. 4.3-38 to 4.3-40
<i>Seaport Access and Traffic Routes</i>	
Adeline Street/5 th Street/I-880 corridor Non-CEQA Recommended Improvements to maintain Port truck access on Adeline Street. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	p. 4.15-121 and Figures 4.15-25, 4.15-26, 4.15-27
7th Street corridor Non-CEQA Recommended Improvements/Mitigation Measure Trans-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7th Street from Mandela Parkway to Martin Luther King Jr. Way and 7 th Street portions of Mitigation Measures TRANS-1e: Implement Pedestrian Improvements to accommodate Project pedestrian and bike traffic. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	pp. 4.15-117, 4.15-198 to 4.15-200, and 4.15-230 and Figures 4.15-23, 4.15-25, 4.15-26, 4.15-28
Market Street corridor Non-CEQA Recommended Improvements and Market Street portions of Mitigation Measures TRANS-1e: Implement Pedestrian Improvements to accommodate Project auto traffic and deter it from using Adeline Street. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	pp. 4.15-122 to 4.15-123 and 4.15-198 to 4.15-200, and Figures 4.15-28, 4.15-29, 4.15-30
Martin Luther King Jr. Way corridor Non-CEQA Recommended Improvements, Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street, and	pp. 4.15-124 to 4.15-126, 4.15-

Measure Summary	Location of Full Text in Draft EIR
Martin Luther King Jr. Way portions of Mitigation Measure TRANS-1e: Implement Pedestrian Improvements to accommodate Project pedestrian and bike traffic as well as auto traffic. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	198 to 4.15-200, and 4.15-230, and Figures 4.15-31, 4.15-32, 4.15-33, 4.15-34, 4.15-35
Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2nd Street.	pp. 4.15-118 and 4.15-197 and Figure 4.13-5
Mitigation Measure TRANS-1a: Transportation and Parking and Parking Demand Management (TDM) Plan to reduce Project automobile use and congestion that could result in delays in truck freight movement.	pp. 4.15-183 to 4.15-189
Mitigation Measure TRANS-1b: Implement Transportation Management Plan (TMP) to prioritize and maintain the Adeline Street corridor for truck access during games and events.	pp. 4.15-193 to 4.15-197 and Appendix TRA.1
Traffic Control Plan in Mitigation Measure TRANS-4: Construction Management Plan. The Port needs to review and provide comment on the draft Traffic Control Plan prior to its approval by the City and have the opportunity to adjust it during implementation if issues arise to maintain Port access during Project construction.	p. 4.15-241
Port-specified design requirements for Emergency Vehicle Access (EVA) road that connects the west end of Embarcadero West to Middle Harbor Road.	pp. 3-45 to 3-46
<i>Safety and Avoidance of Conflict</i>	
Mitigation Measure LUP-1c: Land Use Siting and Buffers, which states that all proposed sensitive uses (including residences and childcare facilities) on the Project site shall be prohibited west of Myrtle Street. This separation is also included in the Port's Exclusive Negotiation Term Sheet.	pp. 4.15-49 to 4.10-50
Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements, including fencing and railroad crossing features to enhance multimodal safety along and across the railroad tracks.	pp. 4.15-235 to 4.15-236
Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing, to create a safe and accessible route for pedestrians and bicyclists traveling to the Project site on both event and non-event days, connecting 2nd Street, which is north of the railroad tracks, to Athletics' Way to the south. It is important that the overcrossing be constructed prior to ballpark operations.	pp. 4.15-236 to 4.15-237
Mitigation Measure AIR-4a: Install MERV16 Filtration Systems, applicable to all residential buildings.	pp. 4.2-113 to 4.2-114
Mitigation Measure NOI-3: Noise Reduction Plan for Exposure to Community Noise that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan.	p. 4.11-63
Improvement Measure LUP-1: Statement of Disclosure, which states that the Project sponsor and any future owners of the Project or portions of the Project shall provide a Statement of Disclosure on the lease or title to all new tenants or owners of the Project, or any portion thereof, acknowledging the commercial and industrial character of the Project's environs, and providing express acceptance of the potential for the Port's maritime and marine operations in the area to result in	p. 4.10-51

Measure Summary	Location of Full Text in Draft EIR
certain off-site impacts at higher levels than would be expected in other mixed-use or residential areas of the City. This requirement shall run with the land.	
Construction Mitigation Measures AIR-1a: Dust Controls, AIR-1b: Criteria Air Pollutant Controls, and AIR-1c: Diesel Particulate Matter Controls to protect the health and safety of the Port's employees, tenants, contractors, and operators. The Port will review and provide comment on these plans prior to their approval by the City and have the opportunity to adjust them during implementation if issues arise.	pp. 4.2-64 to 4.2-67
In order to reduce potential interference of Project traffic with train operations and minimize physical conflict between trains and at grade traffic that may cause congestion and impacts to seaport related traffic such as trucks and Proposed Project vehicular traffic, the Port supports the City staff recommendation to adopt Alternative 3 in the Draft EIR, which includes a vehicular grade separation at Brush Street, is not currently part of the Proposed Project.	Alternative 3