

Dear Mr. Vollman:

Communities for a Better Environment, East Bay Housing Organizations, Public Advocates, and the East Bay Alliance for a Sustainable Economy, members of the Oakland United Coalition, respectfully request that the City provide adequate time for members of the public to review the Final Environmental Impact Report (“FEIR”) for the Oakland Waterfront Ballpark District Project (“Project”) at Howard Terminal. For the reasons more fully detailed below, **we request that the Oakland Planning Commission’s public hearing on the FEIR, currently scheduled for January 19th, be moved to no sooner than February 23rd to allow the public adequate time to review this lengthy document.**

Our organizations work with residents, workers, faith leaders, youth, unions, and community organizations in East and West Oakland. These low-income communities and communities of color will likely face significant impacts from the construction and operation of the Project. It is critical to public health and welfare that the public – and certainly impacted residents like those with whom we work – have sufficient time to assess the Project’s environmental impacts and whether those impacts have been adequately disclosed and addressed in the FEIR. If constructed as proposed, the Project would result in a major redevelopment of the 55-acre site and a transformation of the entire neighborhood, including not only the 35,000-seat stadium, but more than 2 million square feet of mixed-use development (presumably drawing thousands of workers), and up to 3,000 residential units¹—a more than 150% increase in the number of housing units in the area.² As the City outlined in the Draft Environmental Impact Report, this Project will result in significant and unavoidable environmental impacts on Air Quality, Wind, Cultural Resources, Noise and Vibration, Traffic Safety Hazards, and Consistency with Regional Transportation Plan.³

Public participation is at the heart of the CEQA process.⁴ CEQA directs the City to encourage “wide public involvement.”⁵ **The Final Environmental Impact Report is over 3500 pages long.**⁶ This document will plainly require more than the mere 32 days the City has provided for review and preparation of comments, particularly given that it was **released on December 17th**, shortly before the holidays, when both interested community organizations and government

¹ FEIR Chapter 2, “Updated Project Information”

https://cao-94612.s3.amazonaws.com/documents/2_Updated-Project-Info_FEIR.pdf

² The latest US Census Bureau data indicates that the surrounding census tracts contain a total of 1,923 households. See Housing Data for Census Tracts [9820](#), [9819](#), [4025](#), [4026](#), and [9832](#), available at <https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx>.

³ DEIR, Chapter 2, “Summary” <https://cao-94612.s3.amazonaws.com/documents/Chapter-2-Summary.pdf>

⁴ CEQA Guidelines § 15201 (“Public participation is an essential part of the CEQA process.”)

⁵ CEQA Guidelines § 15201.

⁶ “City of Oakland Publishes Final EIR on Waterfront Ballpark District at Howard Terminal.”

<https://www.oaklandca.gov/news/2021/city-of-oakland-publishes-final-eir-on-waterfront-ballpark-district-at-howard-terminal-2>

entities are unavailable and many community members are spending time with their families and do not have the capacity to analyze such a report. The document is also inaccessible to disabled residents, given that it cannot be read by a screen reader and the font size is extremely small. The public hearing must be moved later in order to reflect considered feedback from the Oakland community, including marginalized residents.

Moreover, the City has indicated that the CEQA mitigation measures, rather than other policy or contract tools, will provide the primary vehicle for addressing the Project's numerous and significant environmental impacts. This only heightens the importance of providing the public with adequate time to review and comment on the FEIR.

Final approvals for the Project with City Council have not been calendared, so there should be no issue rescheduling hearings on the FEIR until closer to the time when Development Agreement and other key documents are ready to be approved. The community benefits terms, Port mitigations, and other important matters remain to be worked out. It would be in the public's best interest to review and comment on this FEIR once more of those details have become clear.

Finally, while Assembly Bill 734 establishes an expedited *judicial* review process for the Project, it does not expedite the *administrative* and essential environmental review. In fact, the plain language of AB 734 emphasizes the importance of public participation in environmental review of the Project:

It is therefore in the interest of the state to expedite judicial review of the proposed project, as appropriate, *while protecting the environment and the right of the public to review, comment on,* and, if necessary, seek judicial review of, the adequacy of the environmental review of the project under the California Environmental Quality Act.⁷

We appreciate the City of Oakland's community engagement efforts in the review of this Project. In order to adequately solicit feedback and community input at this critical stage of environmental review, it is imperative that the Bureau of Planning ensure the public has an adequate amount of time to review the FEIR. We request that the Bureau of Planning allow until at least February 23rd for the Planning Commission's consideration of the FEIR, consistent with the intent of CEQA and AB 734.

Sincerely,

⁷ AB 734 Sec. 1(f) (emphasis added).

Communities for a Better Environment
East Bay Housing Organizations
Public Advocates
East Bay Alliance for a Sustainable Economy

FEIR Planning Commission Hearing Extension Request

① You replied on Fri 1/7/2022 10:13 AM

ST

Scott Taylor <staylor@gsclogistics.com>

Thu 1/6/2022 4:14 PM

To: Vollmann, Peterson

Cc: cmanusopc@gmail.com; jfearnopc@gmail.com; tlimon.opc@gmail.com; vsugrueopc@gmail.com; SS



[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Dear Mr. Vollmann,

I respectfully ask that the planning commission hearing currently scheduled for January 19, 2022, to review the Howard Terminal Final Environmental Impact Report (FEIR) be postponed for at least 30 days in the interest of allowing our community an equitable opportunity to respond. There has not been enough time allocated to read the FEIR and comment upon its many pages (2050 in the main FEIR document, 472 pages of appendices), and requiring reading it parallel with the earlier-released DEIR, itself about 1600 pages with 5000 pages of appendices.

I am disappointed that The City of Oakland chose to release the FEIR just before the holidays, a time when Port workers are working around the clock to alleviate the supply chain crisis and community advocates are focusing on issues like feeding and housing those in need - not sifting through thousands of pages of legal documents. Further, I question whether the commission has had adequate time to study it. Claiming that this is the genuine start of a 30-day review period, knowing that most are otherwise occupied by holiday and year-end gatherings, is simply disrespectful and disingenuous.

It does not serve the EIR process nor the project itself to schedule a hearing before people have had time to consider it carefully and write comments. I fear that such a short window would leave the most vulnerable and marginalized members of our community, including those who would feel the negative impacts of this project most, little time to bring to the attention of the city any deficiencies in the FEIR and the project itself.

Thank you for your time and consideration.

Sincerely,



Scott Taylor | CEO / Chairman of the Board
530 Water Street, 5th Floor, Oakland, CA 94607
D: 510.844.3701 C: 510.750.3421
staylor@gsclogistics.com

Please Postpone Howard Terminal EIR Considerstion for 30 day

Stas Margaronis <apmargaronis@gmail.com>

Mon 1/10/2022 11:56 AM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

Cc: cmanusopc@gmail.com <cmanusopc@gmail.com>; jfearnopc@gmail.com <jfearnopc@gmail.com>; tlimon.opc@gmail.com <tlimon.opc@gmail.com>; vsugrueopc@gmail.com <vsugrueopc@gmail.com>; SShiraziOPC@gmail.com <SShiraziOPC@gmail.com>; jrenkopc@gmail.com <jrenkopc@gmail.com>; Office of the Mayor <OfficeoftheMayor@oaklandca.gov>; Kaplan, Rebecca <RKaplan@oaklandca.gov>; Fortunato Bas, Nikki <NFortunatoBas@oaklandca.gov>; Kalb, Dan <DKalb@oaklandca.gov>; Fife, Carroll <CFife@oaklandca.gov>; Thao, Sheng <SThao@Oaklandca.gov>; Gallo, Noel <NGallo@oaklandca.gov>; Taylor, Loren <LTaylor@oaklandca.gov>; Reid, Treva <TReid@oaklandca.gov>; Reiskin, Edward <EReiskin@oaklandca.gov>; Lake, Betsy <ELake@oaklandca.gov>

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

PROPELLER CLUB OF NORTHERN

CALIFORNIA



Dear Mr. Vollmann,

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It does not serve the EIR process nor the project itself to schedule a hearing before people have had time to consider it carefully and write comments. I fear that such a short window would leave the most vulnerable and marginalized members of our community, including those who would feel the negative impacts of this project most, little time to bring to the attention of the city any deficiencies in the FEIR and the project itself.

Thank you for your time and consideration.

Sincerely,

Stas Margaronis
President, Propeller Club of Northern California

Howard Terminal FEIR

🕒 You replied on Fri 1/7/2022 10:16 AM

RL Rita Look <Rita.Look@gilead.com>

Thu 1/6/2022 7:34 PM

To: Vollmann, Peterson

Cc: cmanusopc@gmail.com; jfearnopc@gmail.com; tlimon.opc@gmail.com; vsugrueopc@gmail.com; SS



[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Dear Mr. Vollmann,

As a resident of West Oakland and less than a mile from the Howard Terminal site, I respectfully ask that the planning commission hearing currently scheduled for January 19, 2022, to review the Howard Terminal Final Environmental Impact Report (FEIR) **be postponed for at least 30 days** in the interest of allowing our community an equitable opportunity to respond. There has not been enough time allocated to read the FEIR and comment upon its many pages (2050 in the main FEIR document, 472 pages of appendices), and requiring reading it parallel with the earlier-released DEIR, itself about 1600 pages with 5000 pages of appendices.

This didn't seem fair that The City of Oakland chose to release the FEIR just before the holidays, a time when Port workers are working around the clock to alleviate the supply chain crisis and community advocates are focusing on issues like feeding and housing those in need - not sifting through thousands of pages of legal documents. Further, I question whether the commission has had adequate time to study it. Claiming that this is the genuine start of a 30-day review period, knowing that most are otherwise occupied by holiday and year-end gatherings, is simply disrespectful and disingenuous.

It does not serve the EIR process nor the project itself to schedule a hearing before people have had time to consider it carefully and write comments. I fear that such a short window would leave the most vulnerable and marginalized members of our community, including those who would feel the negative impacts of this project most, little time to bring to the attention of the city any deficiencies in the FEIR and the project itself.

Thank you for your time and consideration.

Sincerely,

Rita Look
West Oakland



January 5, 2022

By electronic transmission
Chair Manus and Planning Commissioners
Catherine Payne

Subject: Howard Terminal FEIR

Dear Mr. Manus and Planning Commission members:

Oakland Heritage Alliance requests that the hearing on the Howard Terminal FEIR be postponed.

There has not been enough time allocated to read the FEIR, review the MMRP, discuss it, and comment upon its many pages (2050 in the main FEIR document, 472 pages of appendices, and requiring reading it parallel with the earlier-released DEIR, itself about 1600 pages with 5000 pages of appendices. In addition, the FEIR has not been agendized for review by the Landmarks Preservation Advisory Board, the mission of which is to advise the Planning Commission regarding cultural resources. How can the LPAB advise the Planning Commission by January 19, when it is not on the Jan. 10 LPAB agenda?

We question whether the Commissioners have had enough time to study it. Having released it just before widely-observed holidays and many people's planned vacation days, the number of actual hours people could devote to this large document has been more limited than the apparent month allocated. (The document was released on Dec. 17 and your hearing is scheduled for Jan. 19.) This is an unrealistic schedule, guaranteed to result in inadequate public review.

It does not serve the EIR process nor the project itself to schedule a hearing before people have had time to consider it carefully and write comments, especially in the context of our constrained public hearing process during the pandemic. With this schedule, the Commission is sentencing itself to a lengthy hearing in which a large number of people will read prepared 2-minute sound bites, many of which will be unlikely to address the serious environmental issues raised, followed by a discussion among tired commissioners. Is this the most responsible way to address the document?

Please extend the time for consideration and postpone the hearing into February. You might also want to consider whether to break the hearing into several meetings, and take up digestible chunks of material, organized by topic.

Sincerely,

A handwritten signature in blue ink that reads "Mary Harper".

Mary Harper
President

By electronic transmission:
cc: Director William Gilchrist, Ed Manasse, Robert Merkamp, Catherine Payne, Bureau of Planning/Zoning;
Mayor Schaaf, Councilmembers Kaplan, Fortunato-Bas, Kalb, Fife, Thao, Gallo, Reid, Taylor, City Attorney Parker, City Administrator Reiskin



Date: January 10th, 2021

To: Oakland City Council
Re: Howard Terminal A's Stadium DEIR

Dear Councilmembers,

An A's Ballpark at Howard Terminal has the potential to be an environmental and infrastructure improvement for our waterfront neighborhoods and an economic development catalyst for all of Oakland.

Some DEIR commenters suggested closing existing at grade railroad crossings in Jack London. Our neighborhood is working to overcome the existing barriers caused by non-pedestrian infrastructure. Closing existing at-grade railroad crossings in Jack London would only further divide the neighborhood and separate the Square from the rest of the City.

Rail safety is an existing District priority with committed community volunteers working to move it forward. And this goal would not be advanced if this project does not happen. We are particularly pleased that the DEIR expanded the scope of at-grade rail safety improvements--including fencing between intersections, and quad gates and signals at crossings-- to extend all the way through the district from Market Street.

Developing the Ballpark at Howard terminal is elevating existing issues like the I-880 freeway barrier, Broadway connectivity, safe mobility, environmental quality, pedestrian access to the waterfront, and rail safety. These are chronic challenges that are long overdue in solving, and the stadium development makes some important headway in these areas.

It is impossible for any single project to solve Oakland's multifaceted infrastructure challenges. However, this once-in-a-generation project will accelerate solutions and investment to allow more people to access to quality public spaces at the waterfront.

Sincerely,

Savlan Hauser

Executive Director, Jack London Improvement District

Fw: EIR report for Oakland As development proposal



Armstrong, Desmona

Fri 1/7/2022 9:17 AM



To: Clark Manus <cmanusopc@gmail.com>; Sahar Shirazi <sshiraziOPC@gmail.com>; Tom Limon <tlim
Cc: Vollmann, Peterson; Payne, Catherine

Hello All,

I am forwarding correspondence.

Desmona R. Armstrong, PSR | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6343 | Email: drarmstrong@oaklandca.gov
Website: www.oaklandca.gov/departments/planning-and-building

**** Please note that I am working remotely in response to the COVID-19 event and the Alameda County Department of Health Shelter In Place Order. The City buildings at Frank H Ogawa Plaza are closed to the public until further notice. For the current status of all Planning and Building Department services, please check for updates at: <https://www.oaklandca.gov/news/2020/planning-building-department-response-to-shelter-in-place>**

From: Lorna Jones <lornaspix12@gmail.com>
Sent: Thursday, January 6, 2022 5:13 PM
To: Armstrong, Desmona <DRArmstrong@oaklandca.gov>
Subject: EIR report for Oakland As development proposal

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Please encourage the Planning Commission to delay its meeting. It is important for Oakland citizens to have ample time to review the proposal and its far-reaching implications prior to City Council action.

The release of the report was not timely, coming as it did in the midst of the Holiday Season. A delay is warranted for such an important decision, for Oakland's sake.

Thank you for your prompt attention.

Sincerely,

Lorna E. Jones, former Oakland Planning Commissioner

Re: We need stronger mitigation language

Daniel Levy <dlouislevy@gmail.com>

Mon 1/10/2022 7:35 PM

To: naomi@17th.com <Naomi@17th.com>

Cc: August, Karen <KAugust@oaklandca.gov>; Gilchrist, William <WGilchrist@oaklandca.gov>; Klara Komorous <klara@ktarch.com>; Marcus Johnson <marcus_a_johnson@yahoo.com>; Timm@mithun.com <Timm@mithun.com>; Vollmann, Peterson <PVollmann@oaklandca.gov>; aolenci@gmail.com <aolenci@gmail.com>; benfu.oakland@yahoo.com <benfu.oakland@yahoo.com>; chrisandrews@sbcglobal.net <chrisandrews@sbcglobal.net>; craigr@seradesign.com <craigr@seradesign.com>

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Hi Everyone,

Thank you Naomi. Yes, if the Howard Terminal FEIR is certified as is, the mitigations will contain "should" and "to the extent possible" instead of the stronger language Naomi suggested, which gives the city and its residents less standing on which require design changes to protect Old Oakland if the gondola variant is pursued.

The next time Howard Terminal comes back to Landmarks Board, this language will have been finalized and not be able to be changed.

OHA will be providing comments to the Planning Commission on January 19 and maybe some LPAB members want to as well, even if individually.

Thank you for all your work earlier this evening.

Daniel

On Mon, Jan 10, 2022 at 5:21 PM Naomi Schiff <naomi@17th.com> wrote:

The mitigation as phrased CUL-7 is not worded properly to provide protection for Old Oakland. Please request rewritten mitigation language. Although the project might come back for review before the LPAB, the FEIR is about to be set in stone. The mitigation measure should be strengthened to give you the tools you need for that review.

In every case, "should" ought to be "shall".

The phrases "to the extent possible" should be removed.

"Minimal footprint possible"

Naomi Schiff
510-835-1819 (land)

510-910-3764 (cell)
[238 Oakland Ave.](#)
[Oakland, CA 94611](#)
naomi@17th.com

City of Oakland | Department of Transportation

Impact CUL-10: The proposed Project, with the Aerial Gondola Variant, would result in impacts to the Old Oakland API. (Criterion 1) (*Significant and Unavoidable with Mitigation*)

Mitigation Measure CUL-7: Convention Center Station Contextual Design Review.

The design of the Convention Center Station should minimize the horizontal and vertical extent of the new architectural structure to the greatest extent feasible within the final determined design constraints. It should occupy the minimal footprint possible and locate that footprint outside of the Old Oakland API to the greatest extent possible. In addition, the design of the platform should follow the minimal dimensions possible to limit visual intrusions and obstruction within the Old Oakland API. In addition, the stations should be composed of transparent materials, small-dimension structural elements, and/or design features that minimize the structure's bulk and mass within the intersection of 10th and Washington Streets.

Significant and Unavoidable

Howard Terminal EIR - more time needed!

Kate Tanaka <kate@redoakrealty.com>

Tue 1/11/2022 4:47 PM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

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of pages of legal documents. Further, I question whether the commission has had adequate time to study it. Claiming that this is the genuine start of a 30-day review period, knowing that most are otherwise occupied by holiday and year-end gatherings, is simply disrespectful and disingenuous. It does not serve the EIR process nor the project itself to schedule a hearing before people have had time to consider it carefully and write comments. I fear that such a short window would leave the most vulnerable and marginalized members of our community, including those who would feel the negative impacts of this project most, little time to bring to the attention of the city any deficiencies in the FEIR and the project itself.

Thank you for your time and consideration.

Yours truly,
Kate Tanaka

When information is supplied by third parties, please do not assume I have investigated or verified such information.



Kate Tanaka

Realtor • #01360386

510-914-8355

1891 Solano Avenue, Berkeley, CA 94707

katetanaka.com • GOOD MOVE.

Response to EIR(Environmental Impact Report) for Howard Terminal - postpone Planning Commission Mtg

Jo Ann Yoshioka <joannm.yoshioka@gmail.com>

Tue 1/11/2022 5:51 PM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

Cc: sshiraziopc@gmail.com <sshiraziopc@gmail.com>; cmanusopc@gmail.com <cmanusopc@gmail.com>; jfearnopc@gmail.com <jfearnopc@gmail.com>; tlimon.opc@gmail.com <tlimon.opc@gmail.com>; vsugrueopc@gmail.com <vsugrueopc@gmail.com>; jrenkopc@gmail.com <jrenkopc@gmail.com>; Office of the Mayor <OfficeoftheMayor@oaklandca.gov>; Kaplan, Rebecca <RKaplan@oaklandca.gov>; Fortunato Bas, Nikki <NFortunatoBas@oaklandca.gov>; Kalb, Dan <DKalb@oaklandca.gov>; Fife, Carroll <CFife@oaklandca.gov>; Thao, Sheng <SThao@Oaklandca.gov>; Gallo, Noel <NGallo@oaklandca.gov>; Taylor, Loren <LTaylor@oaklandca.gov>; Reid, Treva <TReid@oaklandca.gov>; Reiskin, Edward <EReiskin@oaklandca.gov>; Lake, Betsy <ELake@oaklandca.gov>

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The timeline for the EIR process is not adequate nor does it speak to equity when all voices do not have an opportunity to comment. The length and breadth of the document should allow time for careful review and consideration. This is an important document and an important issue, one that will impact Oakland and more importantly some it's most vulnerable citizens, let us be thoughtful in the process, we and future Oaklanders will have to live with it.

Thank you for your time and consideration.

Sincerely,

JoAnn Yoshioka

FEIR Extension

Bill Dow <williamfdow@gmail.com>

Fri 1/7/2022 10:07 PM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

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Thank you for your time and consideration.

Sincerely,

William F. Dow

Warehouse Union

ILWU Local 6



January 13, 2022

Peterson Vollman, Project Planner IV
City of Oakland, Bureau of Planning
250 Frank H. Ogawa, Suite 2114
Oakland, CA 94612

Re: Combined Notice of Availability and Release of a Response to Comments/Final Environmental Impact Report, (Case File Number ER18-016), Oakland

Dear Mr. Vollman:

East Bay Municipal Utility District (EBMUD) commented on the Draft Environmental Impact Report (EIR) for the Oakland Waterfront Ballpark District Project (Project) located in the City of Oakland (City) on April 22, 2021. EBMUD has the following clarifying comment.

EBMUD would like to clarify the availability of recycled water and the existing infrastructure that will serve the Project. The response to comments in the Final EIR (Appendix 5, page 29) indicate that the Project will be connected to the potable water system until Phase 1B is installed by EBMUD, per our Recycled Water Master Plan, after which the Project will switch the service to the recycled water system. The referenced Phase 1B Project is an independent planned expansion of our recycled water system that is irrelevant to the Project. The project sponsor should plan on connecting to the recycled water system as part of their initial development plan.

EBMUD Policy 9.05 requires that customer use non-potable water for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant life, fish, and wildlife to offset demand on EBMUD's limited potable water supply. The Project is within the boundaries of EBMUD's East Bayshore Recycled Water Project. The nearest existing recycled water main is located a few blocks away from the Project, along 7th Street between Adeline and Jefferson Streets. The project sponsor should plan on connecting to this recycled water main from the Project's inception for landscape irrigation, flushable fixtures, and other commercial and industrial process uses. The project sponsor will be responsible for installation of all needed recycled water main extensions and pipelines to connect to the recycled water system on 7th Street between Adeline and Jefferson Streets.

Peterson Vollman, Planner IV

January 13, 2022

Page 2

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,



David J. Rehnstrom

Manager of Water Distribution Planning

DJR:VDC:grd

sb22_022 Oakland Waterfront Ballpark District Project, FEIR Response

cc: Oakland Athletics Investment Group, LLC
7000 Coliseum Way
Oakland, CA 94621

January 12, 2021

Oakland City Hall
1 Frank H. Ogawa Plaza
Oakland, CA 94612

Re: Extension of Time to Respond to Howard Terminal Final EIR

Dear Mr. Vollman and Planning Commissioners:

The Chinatown Coalition and the The Chinatown Chamber of Commerce respectfully request that the City provide adequate time for members of the public to review the Final Environmental Impact Report (“FEIR”) for the Oakland Waterfront Ballpark District Project (“Project”) at Howard Terminal. **We request that the Oakland Planning Commission’s public hearing on the FEIR, currently scheduled for January 19th, be moved to be no sooner than March 30 to allow the public adequate time to review this lengthy document.**

To evaluate the Project’s impacts on the Project environment, including existing infrastructure and conditions, and to identify appropriate mitigation measures, the Final EIR refers to pre-existing regulatory protocols, plans, and studies. The application of technical material to a project that is already exceptional in its scope and scale has resulted in a report that simply requires more than 32 days to review, especially when those days spread over major holidays. This is particularly true for members of the public who lack the resources and expertise to respond quickly. Of particular importance to the Chinatown Community is to review and understand the proposed impacts and mitigation measures, if any, to the Chinatown community, which was sorely lacking in the Draft EIR.

Our organizations work with residents, workers, youth, small businesses, property owners and faith organizations in Chinatown, many of whom will face significant environmental impacts from the construction and operation of the Project. We require sufficient time to assess the Project’s environmental impacts and whether those impacts have been adequately disclosed and addressed in the FEIR. If constructed as proposed, the Project would result in a major redevelopment of the 55-acre site and a transformation of the entire neighborhood, including not only the 35,000-seat stadium, but more than 2 million square feet of mixed-use development (presumably drawing thousands of workers), and up to 3,000 residential units¹—a more than 150% increase in the number of housing units in the area.² As the City outlined in the Draft Environmental Impact Report, this Project will result in significant and unavoidable environmental impacts on Air Quality, Wind, Cultural Resources, Noise and Vibration, Traffic Safety Hazards, and Consistency with Regional Transportation Plan.³

Public participation is at the heart of the CEQA process.⁴ CEQA directs the City to encourage “wide public involvement.”⁵ **The Final Environmental Impact Report is over**

3500 pages long.⁶ This document will plainly require more than the mere 32 days the City has provided for review and preparation of comments, particularly given that it was **released on December 17th**, shortly before the holidays, when both interested community organizations and government entities are unavailable and many community members are spending time with their families and do not have the capacity to analyze such a report. The document is also inaccessible to disabled residents, given that it cannot be read by a screen reader and the font size is extremely small. The public hearing must be moved later in order to reflect considered feedback from the Oakland community, including marginalized residents.

Moreover, the City has indicated that the CEQA mitigation measures, rather than other policy or contract tools, will provide the primary vehicle for addressing the Project's numerous and significant environmental impacts. This only heightens the importance of providing the public with adequate time to review and comment on the FEIR.

Finally, while Assembly Bill 734 establishes an expedited *judicial* review process for the Project, it does not expedite the *administrative* and essential environmental review. In fact, the plain language of AB 734 emphasizes the importance of public participation in environmental review of the Project:

It is therefore in the interest of the state to expedite judicial review of the proposed project, as appropriate, while protecting the environment and the right of the public to review, comment on, and, if necessary, seek judicial review of, the adequacy of the environmental review of the project under the California Environmental Quality Act.

We appreciate the City of Oakland's community engagement efforts in the review of this Project. In order to adequately solicit feedback and community input at this critical stage of environmental review, it is imperative that the Bureau of Planning ensure the public has an adequate amount of time to review the FEIR. We request that the Bureau of Planning allow until at least March 30th for the Planning Commission's consideration of the FEIR.

Sincerely,
The Oakland Chinatown Chamber of Commerce & The Oakland Chinatown Coalition

To: Chair Clark Manus, Vice Chair Jonathan Fern, Commissioner Tom Limon, Commissioner Sahar Shirazi, Commissioner Vince Sugrue, Commissioner Jennifer Renk

Cc:
Betsy Lake, Deputy City Administrator
William Gilchrist, Director of Planning

¹ FEIR Chapter 2, "Updated Project Information" https://cao-94612.s3.amazonaws.com/documents/2_Updated-Project-Info_FEIR.pdf² The latest US Census Bureau data indicates that the surrounding census tracts contain a total of 1,923 households. See Housing Data for Census Tracts [9820](#), [9819](#), [4025](#), [4026](#), and [9832](#), available at <https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx>.

³ DEIR, Chapter 2, "Summary" <https://cao-94612.s3.amazonaws.com/documents/Chapter-2-Summary.pdf> ⁴ CEQA Guidelines § 15201 ("Public participation is an essential part of the CEQA process.") ⁵ CEQA Guidelines § 15201.

⁶ "City of Oakland Publishes Final EIR on Waterfront Ballpark District at Howard Terminal." <https://www.oaklandca.gov/news/2021/city-of-oakland-publishes-final-eir-on-waterfront-ballpark-district-at-howard-terminal-2>

Ed Manasse, Environmental Review Officer

Mayor Libby Schaaf

President Nikki Fortunato Bas

Council Member Carroll Fife

Council Member Noel Gallo

Council Member Dan Kalb

Council Member and Vice Mayor Rebecca Kaplan

Council Member Treva Reid

Council Member Loren Taylor

Council Member Sheng Thao

¹ FEIR Chapter 2, “Updated Project Information”

https://cao-94612.s3.amazonaws.com/documents/2_Updated-Project-Info_FEIR.pdf² The latest US Census Bureau data indicates that the surrounding census tracts contain a total of 1,923 households. See Housing Data for Census Tracts [9820](#), [9819](#), [4025](#), [4026](#), and [9832](#), available at <https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx>.

³ DEIR, Chapter 2, “Summary” <https://cao-94612.s3.amazonaws.com/documents/Chapter-2-Summary.pdf> ⁴ CEQA Guidelines § 15201 (“Public participation is an essential part of the CEQA process.”) ⁵ CEQA Guidelines § 15201.

⁶ “City of Oakland Publishes Final EIR on Waterfront Ballpark District at Howard Terminal.”

<https://www.oaklandca.gov/news/2021/city-of-oakland-publishes-final-eir-on-waterfront-ballpark-district-at-howard-terminal-2>

Fwd: District 3 Resident and Howard Terminal CBA Member – vote YES on A's at Howard Terminal

Jennifer Arbuckle <jennifer.arbuckle@gmail.com>

Mon 1/17/2022 5:25 PM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Dear Peterson Vollmann,

I am an Oakland resident and member of the Howard Terminal CBA process. On May 20, 2021, I sent this email below to all the elected officials and decision-makers in Oakland and Alameda County. Please take the time to review the below. I trust that you will work with the Oakland City Council to provide a recommendation to certify the EIR.

Thank you,

Jennifer Arbuckle

D3 Oakland resident and CBA Topic Cohort member: Housing, Transportation, and Community Health and Safety

----- Forwarded message -----

From: **J C A** <jennifer.arbuckle@gmail.com>

Date: Thu, May 20, 2021 at 9:00 AM

Subject: District 3 Resident and Howard Terminal CBA Member – vote YES on A's at Howard Terminal

To: <officeofthemayor@oaklandnet.com>, <cfife@oaklandca.gov>, <rkaplan@oaklandca.gov>, <district7@oaklandca.gov>

Cc: <officeofthemayor@oaklandnet.com>, <ycazares@oaklandca.gov>, <tonya@carrollfife.org>, <justin@carrollfife.org>, <kjones3@oaklandca.gov>, <keith.carson@acgov.org>, <jared.spencer@acgov.org>, <ljacobs@oaklandca.gov>, <dmoos@oaklandca.gov>, <ssteward@oaklandca.gov>, <dkalb@oaklandca.gov>, <nfbas@oaklandca.gov>, <lsalaverry@oaklandca.gov>, <tkang@oaklandca.gov>, <sramirez2@oaklandca.gov>, <district4@oaklandca.gov>, <Ngallo@oaklandca.gov>, <District6@oaklandca.gov>, Taj Tashombe <ttashombe@athletics.com>, <dkaval@athletics.com>, <dwan@portoakland.com>, <barbara.lee@mail.house.gov>, <jim@bayareacouncil.org>, Warren Chu <warrenjchu@gmail.com>

Honorable Elected Officials,

My name is Jennifer Arbuckle and I am an active member of the Howard Terminal Community Benefits Agreement (CBA). I am involved with three different cohorts Housing, Transportation, and Community Health & Safety. Over the past year, all of us involved in the CBA process spent hundreds of hours gathering and identifying what we determined to be the best recommendations for the community located where the new terminal will be built. We did this analysis with a focused lens of equity in our decision process. It is your obligation, as elected officials, to listen to ALL invested voices regarding the A's stadium relocation to Howard Terminal. All invested parties need to have the opportunity to be at the table and be heard. Right now, it seems that the loudest party is the only one being heard and is in opposition to the A's relocation.

I am a voting constituent of District 3 who actively volunteered to help Carroll Fife get elected because I believe in her platform and vision to improve Oakland. It is my belief that the Howard Terminal project is an opportunity to help that vision come alive and for the community to really get what it wants. No other project in Oakland has such an active CBA as ours and can and should be replicated for sites in East Oakland. If the A's were to leave Oakland, it would be a tremendous loss for the communities of East Oakland and West Oakland which are both economically depressed and historically underserved communities.

The city of Oakland and its residents need as well as deserve a downtown that is inviting and attracts people to it. It needs people from outside of Oakland to come here and want to spend their money, which would then contribute and increase the amount of sales tax dollars (and others) so we have the money to fulfill the vision of a better future for the city of Oakland. We must give people a reason to come to Oakland. Big projects and sporting or music events will do just that. Oakland does not want to miss out on the opportunity to host All-Star games, World Series, and other large events that attract people to us and spend their dollars here. Oakland will not be ok if we miss out on these things. We can't survive on port activities alone.

Below are some recommendations that I would like to see added to the CBA term sheet:

- Increase the A's funding contribution by an additional \$100 million in addition to taxes they are already paying. Earmark this to create a Community Land Trust and make affordable housing actually affordable for current residents of Oakland.
- Identify an alternative parking lot for trucks to mitigate truck traffic and idling on residential streets in West Oakland. Make it closer to shipping containers. Alternatively, build another lot or do both.
- Ensure that a large percentage of jobs created by building and playing at the new stadium go to Oaklanders first. Prioritize business space to Oakland businesses at a reduced price to support local businesses.
- Provide universal healthcare for all employees within the new A's complex.
- Get people out of their cars. Build green and gold bike and walking lanes that lead to the new A's stadium from BART stations, down Broadway, and all local streets leading to the new stadium. This improves air quality and peoples' overall health. Traffic congestion is a real issue that needs to be solved. If you make it less convenient for people to drive and park at Howard Terminal, they will learn to change their ways. This "carless" mindset is already being led by younger generations. I consciously decided to get rid of my vehicle years ago, and now I've not had a car for more years than actually having one.
- Create and make accessible more green space at Howard Terminal and Jack London Square. I for one don't want to see Howard Terminal turn into a coal exporting terminal. The port and businesses within it need to start actively showing that they care about the community in Oakland and stop handcuffing the city while polluting it.
- Ensure that the Coliseum site becomes a historical landmark and protects it from complete destruction. I only trust the A's to be the best stewards of preserving the rich sports history of the coliseum site, therefore they should be allowed to redevelop that site. If some random person comes in and tears everything down, who is going to protect 'Championship Plaza' and the field itself and basically the history of Oakland sports? They will erase a huge part of Oakland's history.

The \$450 million in community benefits is very attractive and I'd take even a 1/8 of it because, if the deal falls through no one gets anything, 100% of nothing is still nothing. Another reality is that every single stadium project around the world has used some form of public funds, there is no way around that. The property taxes from developers shouldn't all go to the county. New property taxes should stay in the communities where the property is being built for amenities and benefits in those communities. This type of opportunity is not going to come around again. It is a matter of negotiating the best deal for Oakland as a whole. Seattle is a prime example of a city that had the same issues as Oakland is having with their sports teams. Seattle has the 5th largest port in the US and has figured out how to build two stadiums next to it. Oakland is only ranked as the 10th largest port in the US. People don't have to lose their jobs. Seattle ILWU members had concerns about job loss too, but the job loss never came to fruition. So, this is just speculation. There are more than just port jobs in the city, let's consider them too. Not only that, but building, maintaining, and running the new stadium will create thousands of jobs.

Sports is a point of civic pride and unites a city. It makes people feel like they are a part of something bigger than themselves and makes them proud of their city. Last year, 2020, was hard for everyone. Many of us were trying to just hold on mentally and physically. Baseball came as a saving grace for my mind during this horrible time. Personally, the A's comforted me, helped me relax, improved my mood, and helped me connect with my friends. Sports gives me something to look forward to in my daily life. I watched every single game last year and it took my mind away from the hardships myself and the world were facing. Sometimes we need that mental break. Even the strongest humans among us can't always keep going and going without some sort of moment where you can check out. During the pandemic last year, the one thing I kept saying over and over was "All I want to do is go to a baseball game". When the time finally came this year, I was among the first to line up at the gates of the Coliseum. The buzz in the air, the flags waving and drums beating in right and left field are like a warm blanket and are the heartbeat of an old decaying building that is our second home.

The A's are part of Town culture. Wearing that Oakland jersey across the country representing this underdog of a town that lives in the shadow of the shiny glitzy city of San Francisco matters to us. Fans take incredible pride in the **green** and **gold** and the name Oakland and believe and understand that there is a scrappy little group of dudes wearing green and gold who always seem to overachieve while they are under-resourced. We love and treasure them because in certain ways they represent and reflect how we see ourselves: a town of overachieving underdogs. There has been so much displacement that those who are not from here or just showed up don't have any tie to that and it's difficult for them to understand. Losing this team would devastate me and devastate a community that may never recover. The city will just deteriorate and it will be tough on us as fans and residents of Oakland.

It is now time for Oakland to decide if it wants to continue being a sports town or not. It is a sad situation to think that this town which was once thriving and popular because of its historical sports history would be no more. You'd be taking our heart away if you let the A's walk away.

In conclusion, I implore you to cut through the noise and not listen to entities with hidden agendas that are purposely misinforming the public, the media, activists, etc., and focus on actual facts. We can't keep taking campaign contributions from the maritime oligarchs and Schnitzer Steel billionaires who have continued to pollute West Oakland while claiming to be environmentalists and carrying their talking points through EOSA and their fancy San Francisco PR firm and San Francisco Giants lawyer.

We can walk and chew gum at the same time and the council can't keep stalling. Each regime pushes the boulder just a little bit up the hill and now here we are 25 years later with barely any movement and an East Oakland dying on the vine. Even Denny's and Walmart have left, how could you let East Oakland regress instead of progress especially when at one time it had three world-class, world championship teams? You can understand why the fans and owners of the last sports team in Oakland are visibly frustrated. This has gone on long enough. Let's stop talking about it and make some real investment in our communities. Let's make a deal that works for the A's, the port, the city, and most importantly our community.

If you would like my continued support and active engagement, then I urge you to please vote **YES** to approve the A's to build a new stadium at Howard Terminal.

Thank you for your time,

Jennifer Arbuckle

jennifer.arbuckle@gmail.com

District 3 Resident and active Howard Terminal CBA member

Jennifer Arbuckle, OCS, CPC

480-229-5822

--

Jennifer Arbuckle, OCS, CPC

480-229-5822

Fw: Planning Commission meeting on January 19, 2022

Payne, Catherine <CPayne@oaklandca.gov>

Tue 1/18/2022 10:48 AM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

Cc: Armstrong, Desmona <DRArmstrong@oaklandca.gov>

For your records

Catherine Payne, Development Planning Manager
City of Oakland, Bureau of Planning
Phone/cell: (510) 915-0577
Email: cpayne@oaklandca.gov

From: Burt Boltuch <burtboltuch@gmail.com>

Sent: Tuesday, January 18, 2022 10:43 AM

To: Armstrong, Desmona <DRArmstrong@oaklandca.gov>; Payne, Catherine <CPayne@oaklandca.gov>

Subject: Planning Commission meeting on January 19, 2022

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

On behalf of Town Business and my own business which has been in Oakland for decades, I write to urge the Planning CoOmission to recommend to the Oakland City Council that it adopt, without change, the EIR for the HOward Terminal Project ("HT Project"). The EIR is a thorough, complete document drafted after thousands of hours of input. The HT Project will create approximately 55 acres of new LEED Gold development on Oakland's waterfront. It will protect against seal level rise through at least 2100; it will result in 20% fewer vehicle trips; it will yield zero new greenhouse emissions of carbon dioxide and create 18.3 acres of new parks and open space. This is in addition to the affordable housing and over 7,000 permanent full-time jobs,man of which will go to Oakland residents.

There is no doubt that the HT Project has generated vocal opposition from the ILWU and various port occupants, especially Schnitzer. But the Planning Commission must ignore these protests and just evaluate the EIR on its merits. The Commission members know that it is not the role of the COMmission to evaluate the merits of the HT Project, but only to evaluate the merits of the EIR that is before it. There is no doubt that the EIR should be recommended to the City Council.

I thank you in advance for your efforts and for your consideration of this email.

Burt BOLTuch

Fw: FEIR Support Letter for Oakland A's Ballpark

Payne, Catherine <CPayne@oaklandca.gov>

Tue 1/18/2022 11:58 AM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

Cc: Armstrong, Desmona <DRArmstrong@oaklandca.gov>

For your records

Catherine Payne, Development Planning Manager
City of Oakland, Bureau of Planning
Phone/cell: (510) 915-0577
Email: cpayne@oaklandca.gov

From: jessica.mierau@thredup.com <jessica.mierau@thredup.com> on behalf of James Reinhart <james@thredup.com>

Sent: Tuesday, January 18, 2022 11:22 AM

To: Payne, Catherine <CPayne@oaklandca.gov>

Subject: FEIR Support Letter for Oakland A's Ballpark

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.
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To the members of the Planning Commission,

As a member of Town Business, I am writing to express my support for the certification of the FEIR for the Oakland Waterfront Ballpark District Project.

I am the Founder & CEO of thredUP (NASDAQ: TDUP), a leading online marketplace for secondhand fashion. Three years ago I decided to make Downtown Oakland the headquarters for my company. My motivation for doing so was largely influenced by the growth and development of the Downtown Oakland area.

The Waterfront Ballpark Project is a critical piece of continuing the growth of Downtown Oakland – it's a once-in-a-lifetime opportunity that is projected to create \$3 billion in economic impact, 7,000 jobs, and much-needed housing to the area. The final EIR is a huge milestone in that project's life cycle.

Best,
James

James Reinhart | CEO

thredUP | Inspiring a New Generation of Consumers to Think Secondhand First

Oakland Chinatown Howard Terminal Working Group
January 14, 2022

Planning Commission of the City of Oakland
Oakland City Hall
1 Frank H. Ogawa Plaza
Oakland, CA 94612

Re: January 19, 2022 Meeting, Item 02 – Staff Report – Case File ER 18-016 (1 Market Street, Howard Terminal)

Dear Commissioners,

The Oakland Chinatown Howard Terminal Working Group (Working Group) represents diverse business, non-profit, and individual interests located in Oakland Chinatown, including the Chinatown Chamber of Commerce.

The Planning Commission should not recommend that the City Council certify the Final Environmental Impact Report (Final EIR) **until and unless** effective mitigation of Howard Terminal Ballpark – specific impacts on our community has been incorporated into the Final Transportation Management Plan (TMP) within the Final EIR. The Additional Analysis and Mitigation should be available in April of 2022.

Alternatively, the Planning Commission should forward the Final EIR to the City Council **only on the condition** that the TMP in the Final EIR shall include the Additional Analysis and Mitigation of Howard Terminal Ballpark – specific impacts on Chinatown.

In its July 20, 2021 resolution establishing the terms of any Development Agreement regarding the Howard Terminal Ballpark Project, the Council directed City Staff to work with Chinatown representatives to recommend measures to address community concerns regarding the compatibility of the Ballpark use with the Chinatown commercial and cultural area by

- Minimizing the potential adverse impacts of traffic and parking congestion on Chinatown's people, business, and cultural institutions,

- Seeking additional under-freeway parking and prioritizing the use of Chinatown parking garages for cultural events that coincide with Ballpark events, and
- Working with the A's to promote patronage of Chinatown businesses by Ballpark event attendees and to promote marketing for Chinatown history and culture.¹

While meeting with City Staff, the Working Group has learned that:

1. The TMP in the Draft EIR is based on a build-out of non-Ballpark facilities and doesn't address congestion from games as Ballpark activities (at least 81/365 days or 1 in 5 days a year) were considered to be exceptional events;²
2. The impact of pedestrians walking from the Lake Merritt BART station through Chinatown was not studied because Chinatown was excluded from the traffic circulation study area;³
3. The TMP is based on today's street/highway interchange configurations, even though the Final Project Report for the Oakland Alameda Access Project (OAAP), which would substantially reconfigure the Broadway – Alameda accessways, will be published in January 2022.⁴

The limitations of the DEIR were highlighted in the "Oakland Waterfront Ballpark District at Howard Terminal – Chinatown Workgroup Transportation Overview." For example, an additional 2,600 people are expected to walk from Lake Merritt BART through Chinatown, but there is no data on the number of pedestrians who currently use this route and how additional pedestrians may impact traffic in Chinatown.⁵

Fortunately, on December 17th, 2021, City Staff and the Working Group agreed on a plan for the City to address these problems.⁶ Staff's consultant will analyze the impacts of Ballpark usage

¹ Adopted Resolution, p.3. See: oakland.legistar.com/gateway.aspx?M=F&ID=f3832aac-1f70-425f-9d03-d0f5e61f7d7a.pdf

² Working Group – City Staff Meeting 10/29/21. See recording at 0:51 min. [@ 0:51](https://us06web.zoom.us/rec/play/Fp3bGBervaeLsGtNcvcxCN9TcPOUFdk7fmFoluJ1JfTvA4np8YB_yMPgFTyGkV_i2-9-55u8i3SupVQq.GCG3Wkx5d9mM0phz?continueMode=true&xzm_rtaid=Ue0A9h7sSSWXlwBiz_8rAg.1642208178459.ca99c78659c3b7f15e94d29dcb170031&xzm_rhtaid=548).

³ Working Group – City Staff Meeting 12/10/21. See recording at https://us06web.zoom.us/rec/play/5X7wSmgDckLYXVI4K2WuwYMa7iXqroluZ81K5mRCfm8ED62qW4kTYZUSEOnKhMA5V00IWFfdnQ9yQ4e.d8WxO_XURJ3AnJIN?continueMode=true&xzm_rtaid=Ue0A9h7sSSWXlwBiz_8rAg.1642208178459.ca99c78659c3b7f15e94d29dcb170031&xzm_rhtaid=548

⁴ Factsheet, Updated December 2021. <https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>

⁵ <https://drive.google.com/drive/folders/1zmOSytMfcB2s3TjmT64DbkZ7Uv6xy001> See 15th unnumbered slide.

⁶ Working Group - City Staff Meeting 12/17/21. See recording at 0:23:40 – 0:24:00 https://us06web.zoom.us/rec/play/5X7wSmgDckLYXVI4K2WuwYMa7iXqroluZ81K5mRCfm8ED62qW4kTYZUSEOnKhMA5V00IWFfdnQ9yQ4e.d8WxO_XURJ3AnJIN?continueMode=true&xzm_rtaid=Ue0A9h7sSSWXlwBiz_8rAg.1642208178459.ca99c78659c3b7f15e94d29dcb170031&xzm_rhtaid=548

on pedestrian, parking routing and traffic circulation in Chinatown and potentially the technical criteria supporting the OAAP's removal of the Broadway St. exit.⁷ Staff agreed to propose potential mitigation of negative impacts for potential inclusion in the Final Transportation Management Plan.⁸

City Staff and the Working Group agree that ideally, the best strategies for managing transportation in and around Chinatown will be included in the version of the final Traffic Management Plan. The City's consultant is expected to begin work in January, to provide preliminary findings in mid-February, to provide a draft report for City Staff-Working Group discussion in March and to complete the final report in April.⁹

The Working Group is pleased that the City intends to address the shortcomings of the Draft EIR that threaten Oakland's Chinatown. However, the Additional Analysis and Mitigation measures will not be available until the City Staff and Working Group concur in April. Until then, Chinatown is no more protected from the negative impacts of Howard Terminal Project development than if no EIR is published at all. Any Final EIR must include the analysis and mitigation from the collaborative City Staff-Working Group effort to remedy the deficiencies of the TMP.

Therefore, the Planning Commission should not recommend approval of the Final EIR because the Draft EIR's well-documented failure to recognize Howard Terminal's potential harm to Chinatown has not been addressed and there is no assurance that effective mitigation measures will be adopted.

If Planning Commission unfortunately must act, it should recommend approval of the Final EIR only the condition that version of the TMP in the Final EIR shall include the Additional Analysis and Mitigation of Howard Terminal Ballpark – specific impacts on Chinatown.

Respectfully submitted,

Oakland Chinatown Howard Terminal Working Group --
Including representatives of the Oakland Chinatown Coalition
and the Oakland Chinatown Chamber of Commerce

⁷ *Ibid*, at 0:21:48 – 0:23:30.

⁸ *Ibid*, at 0:24:15 - 0:24:54. According to City Staff, we have worked out a "best practice" that shows how the Transportation Management Plan should be amended to satisfy the needs of the community.

⁹ *Ibid*, at 0:44-0:45:10.

Fw: Public Comments on the Howard Terminal EIR

Armstrong, Desmona <DRArmstrong@oaklandca.gov>

Tue 1/18/2022 2:07 PM

To: Clark Manus <cmanusopc@gmail.com>; Sahar Shirazi <sshiraziOPC@gmail.com>; Tom Limon <tlimon.opc@gmail.com>; vincexsugrue@gmail.com <vincexsugrue@gmail.com>; Jennifer Renk <jrenkopc@gmail.com>; Jonathan Fern (Jfearnopc@gmail.com) <jfearnopc@gmail.com>

Cc: Vollmann, Peterson <PVollmann@oaklandca.gov>

Forwarding Correspondence

Desmona R. Armstrong, PSR | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6343 | Email: drarmstrong@oaklandca.gov
Website: www.oaklandca.gov/departments/planning-and-building

**** Please note that I am working remotely in response to the COVID-19 event and the Alameda County Department of Health Shelter In Place Order. The City buildings at Frank H Ogawa Plaza are closed to the public until further notice. For the current status of all Planning and Building Department services, please check for updates at: <https://www.oaklandca.gov/news/2020/planning-building-department-response-to-shelter-in-place>**

From: Tom Willging <twillgin@gmail.com>

Sent: Tuesday, January 18, 2022 1:44 PM

To: Armstrong, Desmona <DRArmstrong@oaklandca.gov>

Subject: Public Comments on the Howard Terminal EIR

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.
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Dear Desmona Armstrong:

Please distribute the following comment to the Planning Commissioners in advance of tomorrow's meeting on the Howard Terminal EIR.

Thank you.

Tom Willging
177 19th Street
Oakland, CA. 94612
twillgin@gmail.com

A Privileged A's Fan's Perspective on Howard Terminal

My name is Tom Willging and I live in downtown Oakland, near Lake Merritt. I am a lifelong baseball fan and for the past 8-10 years I have purchased a season package for the Athletics mid-week day games. If the Howard Terminal stadium is built, I would be privileged to be able to ride my bicycle from home to

the ballpark, but I will not support the new ballpark unless a fair solution can be found to pay for the transportation infrastructure that will be required to transport people to the park.

Safe bicycling, walking, scootering, and public transportation via BART and AC Transit are absolutely essential to the success of the proposed ballpark. The A's proposal envisions more than a thousand cyclists reaching the ballpark that way. This vision ramps up to unprecedented levels the demands for safe cycling infrastructure and OAKDOT resources. I enthusiastically support Dave Campbell's, Bike East Bay's Advocacy Director, comments on the specific proposed cycling, walking, and public transportation facilities. He submitted his letter to the Planning Commission on April 7, 2021. Despite these lofty plans, I cannot get past the fact that there is no new source of funding to convert these visions into reality.

Imagine what will happen if the A's Howard Terminal proposals are funded from existing city, county, state, and federal sources. The already-fierce competition for cycling resources would escalate with intense pressure centered on funding the time-sensitive baseball stadium project. Funding would dissolve or disappear for essential bikeways like the East Bay Greenway which will permit low-income residents of deep East Oakland without cars to travel to jobs and other activities in downtown Oakland, San Leandro and Hayward. Ditto for projects like converting San Pablo Avenue into a complete street for walking, cycling, and transit from Downtown, Uptown, and West and North Oakland to as far as Pinole or Hercules. Double ditto for plans to connect West Oakland with the Bay Bridge's Alex Zuckermann Bicycle Trail to Treasure Island or the even simpler plan to make Park Blvd safe for cyclists by narrowing its open roads.

All these projects and more will be squeezed out of existence. Likewise AC Transit and BART budgets will be squeezed beyond their capacity, drawing resources away from neighborhood services. Gigantic investments by the City of Oakland into the infrastructure for the ballpark translate into disinvestment in the many neighborhood projects included in Oakland's current bicycle plan. That hardly seems fair when the object is to build an amenity for privileged people like me while depriving many low-income people of an economical mode of transportation.

My proposed solution to this dilemma is for the city to insist that dedicated funding for necessary infrastructure be incorporated into the project as an integral, inseparable component. I do not claim any expertise in financial planning. At the same time, I am not stupid and can see the financial folly of beginning a project without a clear and dependable source of financing for an essential element—moving people from where they live or work into the new stadium.

A broad example of the type of financing that might work would include the issuance of bonds to pay for infrastructure, with those bonds to be paid from a portion of any increased tax revenue generated in the newly-created tax district. If enough tax revenue does not materialize—as has been known to happen, say in the financing and construction of Mount Davis at the Coliseum--the Athletics should have to pay the bonds without any obligation from the City of Oakland and its taxpayers. If that is not acceptable, the refusal to invest in that funding suggests to me that the team is using its threat to leave for another city as leverage to force Oakland to siphon funds from neighborhood infrastructure into an investment that might only benefit the owner of a sports franchise that tends to increase in value despite poor performance.

Without such a financing mechanism, Oakland could be obligating itself to another version of Mount Davis whose empty seats serve primarily to block fans' views of the Oakland Hills. Because Oakland did not demand that the Raiders pay for those unsold seats, we taxpayers continue to pay millions of dollars each year to maintain the city's credit rating.

In closing, I urge the Planning Commission and City Council to support the proposal to build a stadium at Howard Terminal only if the final plans include a mechanism for funding transportation infrastructure via increases in tax revenues directly tied to the stadium project and guaranteed by the Athletics.

Thanks for your attention.

Sincerely,

Tom Willging
177 19th Street
Oakland, CA. 94612
twillgin@gmail.com



January 18, 2021

Mayor Libby Schaaf
Vice Mayor Rebecca Kaplan
Council President Nikki Fortunato Bas
Council Member Dan Kalb
Council Member Carroll Fife
Council Member Sheng Thao
Council Member Noel Gallo
Council Member Loren Taylor
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Vice President – Finance

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Eide Bailly

**Vice President – Leadership
Development**

Danielle Cagan
CSAA

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Peggy White
Diablo Regional Arts Association

**Vice President – Talent &
Workforce**

Bob Linscheid
Walnut Creek Chamber of Commerce

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Development & Jobs**

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**Vice President –
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Wells Fargo

Chief Legal Counsel

Horace Green
Brothers Smith, LLP

**Vice President -
Infrastructure**

Chadi Chazbek
Kimley-Horn

Immediate Past Chair

Ken Mintz

President & CEO

Kristin B. Connelly

Dear Mayor, Council President, and Members of the City Council:

On behalf of the East Bay Leadership Council, a regional public policy and advocacy organization representing hundreds of employers across Contra Costa and Alameda Counties, I write in strong support of the certification of the Final EIR for the Oakland A's proposed stadium at Howard Terminal. This stadium is a once-in-a-generation economic development opportunity for the region that will link the waterfront with downtown Oakland.

East Bay employers support the new ballpark at the waterfront because it will generate more than \$7 billion in economic activity for the region and revitalize the Jack London Square District with thriving retail, restaurants, and small businesses. EBLC also supports the project because of the transformative environmental and community benefits this project will bring to Oakland's residents – including 18 acres of new parks and open space.

Importantly, EBLC supports building housing at all affordability levels and are excited that this project has the potential to produce more than 1,000 new units of affordable housing. This is on top of the more than 7,000 full-time jobs the project will produce.

For the above reasons, we urge you to approve the Final EIR at your upcoming Council meeting on January 19 and stand ready to support the project's success for decades to come.

Warmest regards,

Kristin Connelly
President & CEO



January 18, 2022

By electronic transmission

City of Oakland Planning Commission
Peterson Vollmann

Subject: Oakland Waterfront District Ballpark ER18-016; State Clearinghouse No. 2018112070

Dear Chair Manus and staff,

We reiterate that not enough time has been allocated for review of the large FEIR document, and that the Planning Commission should take its time to comment thoroughly, to advise the City Council. These comments may be supplemented should the opportunity provide itself.

A. GONDOLA VARIANT

The EIR acknowledges that the Aerial Gondola Variant would have significant and unavoidable adverse impacts on the Old Oakland Area of Primary Importance (“API”), which the EIR identifies as a cultural and historic resource. (CUL-10.)

In 1967, the Oakland Landmarks Board and City Council designated the Old Oakland API as a S-7 Preservation Combining Zone. As the Architectural Resources Technical Memorandum states:

According to the 1984 Oakland Cultural Heritage Survey, “The Old Oakland district is the surviving downtown commercial center of the 1870’s and 1880’s, with additions made in the early decades of the 20th century when the commercial heart had moved farther north but auxiliary commercial functions still attracted investment money. As commerce moved still farther north and to the suburbs, the subject area was preserved by neglect, then surrounded by government redevelopment, which in turn is bringing back commercial liveliness, through convention center and hotels, until the Old Oakland District is expected to become a virtual museum of built commercial history.”

Old Oakland is architecturally and historically significant as an intact, late-19th-century commercial district that once served as the primary commercial center for the City of Oakland. It represents the wealth and commerce that came to Oakland after it became the western terminus for the transcontinental railroad in 1869. In

1875, the Central Pacific Railroad established its first passenger depot on 7th Street, between Broadway and Washington Street. That same year, Alameda County opened a pair of lavish government buildings on Broadway between 4th and 5th streets. Over the next decades, the area flourished with construction of large, modern hotels and offices, commercial spaces, and retail markets.

The EIR's treatment of the impacts of the Aerial Gondola Variant on the Old Oakland API is deficient in at least two respects:

First, the EIR's discussion of the impacts of the Aerial Gondola Variant on the Old Oakland API is unduly restricted and segmented by narrowly focusing its discussion on a few significant impacts of the proposed gondola system—the proposed Convention Center Station, the effects on two specific buildings (the Washington Hotel and Swan's Market), and of shadowing and partial obstruction of street level views. (DEIR at 5-112 to -113.) The EIR contains no description, discussion, analysis, or illustrations of how the introduction of a modern overhead gondola system that overhangs the Old Oakland API will impact the character and integrity of the API as a whole. The EIR fails to provide the decisionmaking body with adequate information or guidance to enable it to evaluate the nature and extent of the adverse impacts of Aerial Gondola Variant on the character and integrity of the Old Oakland API, as opposed to the EIR's limited discussion of view and shadow impacts. The EIR should be revised to include sufficient analysis of the impacts on the character and integrity of the overall district that enables the decisionmakers to make an adequately informed decision whether the Aerial Gondola Variant would irreparably damage the character of Old Oakland and therefore outweigh the benefits from approving that variant as part of the project.

Second, the EIR proposes no mitigation measures for the Aerial Gondola Variant as such, except for the design of the Convention Center Station. No mitigations are proposed with respect to the placement and design of the gondola system itself, such as the location and route of the gondola, the design, height, and placement of support piers, the size of the gondola cars, and the placement of stations. The EIR proposes no mitigations for reducing or eliminating the impact of the Aerial Gondola Variant on character and integrity of the Old Oakland API except for a vague commitment to “minimize the horizontal and vertical extent” of the Convention Center Station, “to the extent feasible within the final determined design constraints.” (Mitigation Measure CUL-7.)

With respect to the Convention Center Station, the EIR assumes that the Convention Center Station will be located at 10th and Washington Streets, a prominent site directly impacting the API, including options for significantly extending the station mass and platform down the center of Washington Street directly adjacent to Swan's Market and the Washington Hotel, as well as along 10th Street. Mitigation Measure CUL-7 appears to assume, without analysis, that the gondola line must be brought down Washington Street, a principal street of the Old Oakland API, with a station that would directly impact Washington Street and possibly take up significant portions of Washington and 10th Streets. The EIR contains no discussion of the necessity for these design decisions, and the mitigation is vague and standardless, essentially deferring mitigation post-EIR to a later design phase of the project.

At a minimum, Mitigation Measure CUL-7 should be changed as follows:

The design of the Convention Center Station will minimize the horizontal and vertical extent of the new architectural structure. It will occupy the minimal footprint possible and locate that footprint outside of the Old Oakland API. In addition, the design of the platform will limit visual intrusions and obstruction within the Old Oakland API.

B. SKIPPING LANDMARKS PRESERVATION ADVISORY BOARD REVIEW

We received a memo from staff planner Peterson Vollmann, which in part states that the project variants calling for the alteration of the Peaker Plant and an aerial gondola will not be submitted to the Landmarks Preservation Advisory Board (LPAB) for recommendation before certification of the FEIR, even though both variants would have significant and unavoidable adverse impacts on cultural and historic resources within the advisory jurisdiction of the LPAB:

Given the limited impacts from the baseline project on historic resources, the item will not be returning to the Landmarks Board prior to EIR certification. The other historic resource issues that were raised were regarding the two project variants that may include an alteration to the building wings of the historic PG&E peaker plant (which was changed and would now only affect a portion of one of the building wings) and a potential aerial gondola that would run along Washington Street through the Old Oakland API. If the applicant does elect to pursue either of these project variants in the future, the mitigations require that they return to the Landmarks Board as part of consideration of those proposals prior to consideration by the Planning Commission for a recommendation to the City Council for any project approvals. I have contacted the members of the Landmarks Board and made them aware of the information that I am providing to you in this e-mail correspondence.

The Planning Commission and the City Council are entitled to receive, and must consider, the recommendations of the LPAB on the impacts of these project variants. The currently proposed procedure—to present the project variants to the LPAB only after the FEIR has already been certified, without any opportunity for advice from the LPAB—is like giving a pre-approval to an optional part of the project which would be highly destructive, as the “significant and unavoidable” assessment makes clear.

It is not acceptable to skip this advisory body as the FEIR moves through the Planning Commission and to the City Council. We understand that the City Council may be the certifying body, but the FEIR is presented to the Planning Commission for its recommendation. Why should the Commission be deprived of advice on historic preservation, when that is the purpose of the LPAB? While some mitigations might require a return to the LPAB for the purposes of project approval, it seems an already-certified FEIR would not allow for any further environmental discussion, such as reviewing or mitigating the actual impacts upon the Old Oakland API.

OHA therefore requests that the two variants be removed from the project altogether, and that the project proponent prepare a new environmental document if either variant were to be proposed later. Alternatively, certification of the FEIR should be postponed pending recommendations from the LPAB after LPAB hearings on the two project variants.

We appreciate the staff's desire for efficiency, but see no compelling reason for truncating review of such an important project. It makes people suspicious instead of confident in their city governance.

Thank you for your consideration,

Sincerely,



Mary Harper
President

cc: Landmarks Preservation Advisory Board, City Council

Fw: Support for the A's in Howard Terminal

Payne, Catherine <CPayne@oaklandca.gov>

Wed 1/19/2022 9:55 AM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

For your records

Catherine Payne, Development Planning Manager
City of Oakland, Bureau of Planning
Phone/cell: (510) 915-0577
Email: cpayne@oaklandca.gov

From: Andrew Snow <andrewsnow@gmail.com>

Sent: Wednesday, January 19, 2022 9:36 AM

To: Armstrong, Desmona <DRArmstrong@oaklandca.gov>; Payne, Catherine <CPayne@oaklandca.gov>

Subject: Support for the A's in Howard Terminal

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

To Whom it may concern,

As a life long resident of Oakland, and now a small business owner, I am writing this letter today in support of the City of Oakland allowing the A's to build a stadium on the Howard Terminal site. From my reading, research, and following a long, this is a deal Oakland can't pass up. We need more revenue and more life put into this city. The EIR shows that this deal is a good one for the city and the community. It will make the city better at the end of it, and will allow for Oakland to prosper going forward.

There have been many bad deals proposed and agreed to by the city with many different partners, so doing all of this due diligence is much appreciated, sitting as an outside observer this deal seems ripe for success for all involved.

Please vote to support the EIR and to keep the project moving along, this is the type of investment the city of Oakland desperately needs.

Thank you for your time

Andrew Snow

Andrew Snow

www.GoldenSquirrelpub.com

Cell: 202-321-8195

Pub: 510-735-9220

The Golden Squirrel
5940 College Ave
Oakland, CA 94618

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www.TWITTER.com/goldensquirrelp

Fw: Not a recommendation

Armstrong, Desmona <DRArmstrong@oaklandca.gov>

Wed 1/19/2022 1:14 PM

To: Clark Manus <cmanusopc@gmail.com>; Sahar Shirazi <sshiraziOPC@gmail.com>; Tom Limon <tlimon.opc@gmail.com>; vincexsugrue@gmail.com <vincexsugrue@gmail.com>; Jennifer Renk <jrenkopc@gmail.com>; Jonathan Fern (Jfearnopc@gmail.com) <jfearnopc@gmail.com>

Cc: Vollmann, Peterson <PVollmann@oaklandca.gov>

Public Comment

Desmona R. Armstrong, PSR | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 2214 | Oakland, CA 94612 | Phone: (510) 238-6343 | Email: drarmstrong@oaklandca.gov
Website: www.oaklandca.gov/departments/planning-and-building

**** Please note that I am working remotely in response to the COVID-19 event and the Alameda County Department of Health Shelter In Place Order. The City buildings at Frank H Ogawa Plaza are closed to the public until further notice. For the current status of all Planning and Building Department services, please check for updates at: <https://www.oaklandca.gov/news/2020/planning-building-department-response-to-shelter-in-place>**

From: Jermaine Roberts <jermaineroberts373@gmail.com>

Sent: Wednesday, January 19, 2022 8:00 AM

To: Armstrong, Desmona <DRArmstrong@oaklandca.gov>

Cc: 2hoodgent@gmail.com <2hoodgent@gmail.com>

Subject: Not a recommendation

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.
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To:

Desmona R. Armstrong, PSR | Bureau of Planning |

I am a homeless man who's been purposely left out on the streets to fend for myself due to this stadium being built!

I have a history w/ the Howard terminals, being that I use to be a Shoreman that appears to have been cut off by PMA Pacific Maritime Association & the union being both local 10 & local 34 due to poor representation & for the reason that this stadium is being approved to be built.

It seems that a portion of the money that might possibly be used to build this stadium was money I was cut off from in an effort to cut corners. This ordeal has been going on for over 20 yrs! & Every time I come up w/ current proof that both PMA, local 10 & 34 as well as American Presidential Lines are responsible for this homeless fate that I am forced to live due to greed, they step in & cause a disruption & the evidence disappears! This being as recent as 2019 & 2020!

I find it odd that any & every person that comes in the way of this stadium being built seems to suffer a ill fate. John David McAfee seem to die 3 months before the stadium was to be voted on after

ALLEGEDLY falling on hard times & having tax issues w/ the State of California IRS. A fate they started off their attack on me w/. Causing my immediate downfall after losing my job that the union will claim that I quit. But I walked off the job due to a reoccurring injury that I should have never went back to work w/out getting the proper treatment & the issue properly being resolved in the first place.

That's another story, but also a current story as well. Because they have used the same tactic as back in 2007 to get me to go back to work w/out receiving a settlement as they are trying to get of me now! Forcing their hand upon a situation that they don't want to deal w/ & going through the streets to deal w/ it!

But John David McAfee having tax problems & then all of a sudden a month before the actual voting for the stadium to come to fruition dies of some causes, seems a little suspicious to me!

Then the officials cause of death:

"an official autopsy ruled McAfee's death a suicide. Jun 29, 2021."

Google search

This seems more than a little suspicious to me!

I know that my plea to stop this stadium is really late! But this developer(s) & investors have gone as far as to murder the a prominent man in order to have this stadium built! & Have made me sit back & watch the Jack London Square district be built up in anticipation of this stadium being built! & Have cut me off from my assets & disability that's been proven time & time again! Just so that I wouldn't have the pennies to fight my longshoreman workman compensation ruling. Now that they have all of the surrounding areas built. Now all that's left is to build the stadium! Something that will cause a lot more families to be on the poverty line!

Before this stadium is built, there should be an investigation on how the people who could stop this stadium from being built has either fallen on hard times & or died a mysterious death! Something that I think is going to happen to me soon after this meeting this afternoon! I have been being stalked by people for decades now!

I have gone to Barbara Lee, Barbara Boxer, & Rob Bonta's office to try & settle my issues way before I knew anything about this stadium possibly being built!

But Barbara Boxer suddenly left office right after I went to see her office that use to be on Washington St in the Jack London Square district.

Barbara Lee suddenly left her position as a congresswoman after I went to her office. & She sent me to Rob Bonta when he was a State Assembly member & had a office in the Oakland State building. I only saw Jim Oddie his state tax specialist. & After he tried unsuccessfully to resolve a Social Security Administration benefits issue, he & Rob Bonta's office have left me living on the streets homeless for going on 6 yrs come March 28, 2022!

They are going to claim that u have a mental health issue. But if that was the case why did he make me an offer in person in their office w/ his entire staff for a physical disability that's been ALLEGEDLY suspended for over 30 yrs?

Now they have all moved on & forgot about me! I forgot I wrote a letter to the U.S. attorney general Eric Holder @ the time & got a response from Kamala Harris's office claiming to to be a CIVIL RIGHTS matter & that she couldn't assist me which was odd.

I also tried to contact her as the senator of district 20 which is Alameda county CA & she avoided me @ all costs & ran for president & then was picked up as Joseph Biden's running mate as vice president. Now the issue is beneath her!

Now David Padilla seems to be cutting my throat every chance he gets. All of my previous email addresses have been cut off & I have had to form new ones so all of the information stored has been loss in my eyes!

You are my last hope! Can you assist me please?

One more thing, why does Alameda county CA have to come up w/ money to I have this stadium built? The developer is supposed to bring money to the state & county, not take from it!

Can you please assist me & having my voice heard?

Sincerely,

Mr. Jermaine Roberts



Harbor
Trucking
Association



PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION



January 26, 2022

Hon. Nikki Fortunato Bas, President
City Council
City of Oakland
One Frank Ogawa Plaza, 2nd Floor
Oakland, CA 94612
Delivered electronically

Andreas Cluver, President
Board of Port Commissioners
Port of Oakland
530 Water St.
Oakland, CA 94607

RE: Failure to Implement Effective Seaport Compatibility Measures for Howard Terminal

Dear Council President Bas and City Councilmembers and President Cluver and Port Commissioners,

We regrettably write to you today to report that the Port of Oakland and the City of Oakland have abjectly failed to propose a suite of effective Seaport Compatibility Measures (SCMs) for the Howard Terminal project.

We respectfully request that the City and Port direct their staff to 1) swiftly, effectively, and in good faith deliberate with maritime stakeholders regarding the delivery of an effective Seaport Compatibility Measures program and 2) subsequently implement and make enforceable against the Howard Terminal project the agreed-upon SCMs through the Development Agreement and other entitlements, leases, and property sales agreements still to be negotiated with the Oakland A's.

The maritime stakeholders truly appreciate the good faith policy positions taken on the need for effective Seaport Compatibility Measures by the Board of Port Commissioners, through SCM inclusion in the non-binding ENA and Term Sheet action taken in May 2019, the Mayor, and by the City Council, through direction to City staff to develop SCM conditions of approval during discussion on action taken on July 20, 2021. In response, and in spite of our general reservations over the Oakland A's proposed stadium project, the maritime stakeholder community has attempted to assist the City and the Port develop these important Measures, but neither the City nor the Port has shown any constructive initiative or bonafide interest to work with our industry and labor stakeholders on this issue.

Despite direct City Council instruction to do so, neither the City nor the Port staff has substantively communicated with us on the subject of Seaport Compatibility Measures for the past 6 months. Our industry and labor groups made presentations of a full suite of proposed SCMs - aside from and over and above our comments on the inadequate measures described in the Draft EIR - to the Port staff in June and July 2021, and we memorialized these additional areas in a letter to City Council in September 2021. In response, there has been no further communications from the City or the Port.

Complicating matters, Port staff will not entertain any Howard Terminal-related transportation impacts and mitigation during their transportation planning and seaport planning stakeholder processes, citing the ongoing work on the EIR. However, since the recently released FEIR does not address either the many non-environmental impacts that are proposed to be mitigated by the SCMs, and the responses to

SCM concerns in the FEIR itself are as inadequate and ineffective as the original descriptions and lack of inclusion of many SCMs in the DEIR, this leaves us no forum for this important and critical conversation.

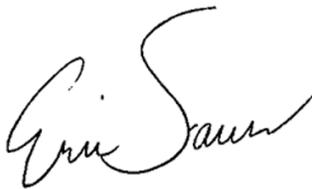
Chief amongst these failures of the DEIR/FEIR and necessitating further conversation are the lack of any meaningful analysis of the displacement of trucking and equipment acreage, the lack of a fully grade-separated project alternative, and only a plan to adopt a future plan, subject to funding and agreement by the City, Port and the A's, regarding navigational safety.

For these SCM policies to materialize and be effective, the Port and City must actually work with the maritime community and stakeholders to propose and achieve true Seaport Compatibility Measure development and implementation. The Port and the City need to work with us on addressing the many proposed SCMs which have been proposed outside of the EIR process, and subsequent to the closure of the DEIR comment period, in addition to addressing the failure of the SCMs in the Environmental documents to deliver adequate and effective compatibility. The FEIR responses are dismissive, unhelpful half-measures at best, and literally fail to effectively mitigate the impacts of this project on seaport operations.

While we remain concerned and harbor many reservations regarding the wisdom of moving the Howard Terminal project forward in any capacity, both the Port Commission and the City Council have asked our community to work with City and Port staff on Seaport Compatibility Measures in order to avoid impacts and preserve maritime commerce in the event that it gets approved over our objections. We have.

We simply ask that the City Council and Port Commission ensure that the City and Port staff do the same.

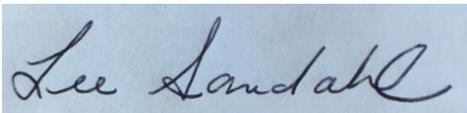
Respectfully,



Eric Sauer
California Trucking Association



Matt Schrap
Harbor Trucking Association



Lee Sandahl
ILWU Northern California District Council



Mike Jacob
Pacific Merchant Shipping Association



Adrian Guerrero
Union Pacific Railroad

cc: Councilmembers, Oakland City Council
Board of Port Commissioners, Port of Oakland
Hon. Libby Schaaf, Mayor, City of Oakland
Mr. Ed Reiskin, City Administrator, City of Oakland
Mr. Danny Wan, Executive Director, Port of Oakland

January 19, 2022

Planning Commission of the City of Oakland
C/o Mr. Peterson Vollman
Oakland City Hall
1 Frank H. Ogawa Plaza
Oakland, CA 94612

RE: Oakland Waterfront Ballpark District Project (Case File No. ER18-016; State Clearinghouse No. 2018112070): Request for 60-Day Extension and Comments on Transportation Impacts

Dear Chair Manus and Members of the Oakland Planning Commission,

The Sierra Club SF Bay Chapter represents approximately 35,000 members, including approximately 5000 Oakland residents. We appreciate the opportunity to submit comments on the Howard Terminal Final Environmental Impact Report (FEIR) after submitting extensive comments on the Draft EIR last year.

Ours is a volunteer-based organization, and we are diligently working to review the FEIR – replete with 2050 pages, not including 472 pages in appendices – to ensure that our comments have been incorporated to our satisfaction. It is unrealistic to provide just over 30 days of comments to review such an extensive document over the holidays. **Therefore we respectfully request a 60-day extension for review of the FEIR and accompanying documents.**

As noted in April 2021, Howard Terminal has insufficient transit access and would require residents and visitors to make at-grade railroad crossings perhaps multiple times per day. This creates a significant safety risk, including to pedestrians and bicyclists who might try to cross the tracks when trains are stopped, as the DEIR acknowledges is a common occurrence. While the FEIR begins to address these concerns, we do not believe that it sufficiently evaluates such public safety risks, including to children who might be drawn to climb on or around the trains. As we noted in the DEIR, this transportation conflict also could cause motorists to circle or idle for significant periods of time, increasing air emissions. We are not confident that the FEIR adequately study, present, or adopt feasible mitigation., and need additional time to evaluate its responses to our comments so that we can assuage ourselves that it does. The aerial gondola variant continues to be far-fetched and not reliable, nor required, and does not mitigate transportation and public safety impacts.

Thank you for your consideration of our request and comments on transportation impacts.

Respectfully,



Chance Cutrano, Chair
Sierra Club SF Bay Chapter

Fw: Oakland A's EIR Report

Payne, Catherine <CPayne@oaklandca.gov>

Wed 1/19/2022 9:29 AM

To: Vollmann, Peterson <PVollmann@oaklandca.gov>

Cc: Armstrong, Desmona <DRArmstrong@oaklandca.gov>

For your records

Catherine Payne, Development Planning Manager
City of Oakland, Bureau of Planning
Phone/cell: (510) 915-0577
Email: cpayne@oaklandca.gov

From: Wendy Cohen <wendycohen100@hotmail.com>

Sent: Tuesday, January 18, 2022 11:28 PM

To: Payne, Catherine <CPayne@oaklandca.gov>

Cc: burt boltuch <bboltuch@workplacelaw.biz>

Subject: Oakland A's EIR Report

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.
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I am a long time resident of Oakland and seriously concerned about the future economic growth of my community.

I strongly support and encourage the approval of the final EIR report for the Oakland A's Waterfront Ballpark Project. It is time to move forward.

Yours sincerely,
Wendy Cohen
339 62nd Street
Oakland 94618

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Memorandum

To: Council President Bas and Vice Mayor Kaplan

From: Oakland Chinatown Working Group

Date: February 10, 2022

Subject: Requested Changes to the Traffic Management Plan within the Howard Terminal EIR

The Chinatown Working Group recommends limited changes to the text of the Traffic Management Plan (TMP) in Appendix TRA-1 of the proposed Final EIR to carry out the Chinatown-related directives of the July 20th, 2021 City Council resolution that approved the Howard Terminal Project Term Sheet.¹

1. Role for Chinatown's Representatives in Implementing the TMP

a. Must be Consulted During Project's Implementation Phase

The Council stated that staff should propose an appropriate role for Chinatown representatives in implementing the Project's Transportation Management Plan. The draft TMP only provides that Community Groups such as Chinatown "may offer consultation and feedback on the project design and operational planning to help ensure a smooth integration into the existing neighborhood." (Table 1-1: Key Stakeholders, Roles and Responsibilities, TRA-1, p. 15). The Community Groups' role must include "consultation and feedback on project implementation, monitoring, and enforcement" to achieve the Council's intent. Impacted communities need to be able to monitor the Project's impact and seek corrective action while the Project is operational.

Minor language changes to Section 1.3 "Key Stakeholders" and ,Table 1-1: "Key Stakeholders, Roles and Responsibilities" are suggested in the Attachment.

b. Must Be Included in Discussions Between A's Representative and City/Port

¹ The resolution sought measures to address community concerns regarding the compatibility of the Howard Terminal Ballpark with Chinatown, by Identifying and minimizing the potential safety, economic, and environmental impacts of traffic and parking congestion on Chinatown, through means including but not limited to:

- An appropriate role for Chinatown representatives in implementing the Project's Transportation Management Plan,
- Prioritizing the use of Chinatown parking garages for cultural events when they occur simultaneously with Ballpark events,
- Working with the A's to promote patronage of Chinatown businesses by event attendees, and
- Establishing a community oversight body to ensure that community benefits in any Development Agreement are realized, among other things.

The TMP provides for quarterly meetings between the A's representative, the City, Port, and other transportation providers to evaluate the TMP strategies throughout the life of the project. Representatives of Chinatown and the surrounding neighborhoods must be invited to these discussions.

2. Including Community Protection In the TMP

The Council and the City Staff have assured Chinatown that policies and actions to protect the community will be included in the TMP. The A's will designate a mobility coordinator to oversee the ongoing implementation of the Ballpark TMP. The mobility coordinator would represent the A's to the City, the Port, and surrounding neighborhoods to support the project's "sustainable trip making."

The duties of the mobility coordinator should also include overseeing measures reasonably necessary to protect the safety economic, and environmental health of the surrounding communities. Minor language changes to Section 4, "Ballpark Travel Management Strategies" paragraph 1.

A Chinatown-specific performance measure is added to Chapter 16, "Monitoring, Refinement and Performance Standards" in the Appendix. This performance measure is modeled on the measure for the Port of Oakland and is a place holder until the results of the Chinatown Traffic Study are available.

Both of these changes are provided in the Appendix.

3. Prioritizing the Use of Chinatown's Parking Garages

Staff has not proposed a program to prioritize the use of Chinatown parking garages for cultural events as requested by the Council in July. It appears that any program will be introduced closer to opening day. To make sure that this principle is incorporated into the actual parking management program, the Council's direction should be added as a guiding principle for the TMP's Off-Site Parking Management Program.

The new term has been added to Section 8.4 "Off-Site Parking Management", which appears in the Attachment.

4. Discussion

- a. These Changes Should be Made Now

These changes should be incorporated by action of the City Council to ensure that the City's intent to protect Chinatown through the TMP is carried out.

The EIR states that the A's will submit a TMP with its application for building permits. (EIR Table 2-1, Mitigation Measure Trans 1-b, p. 2-83). We should assume that the TMP would address no more than the minimum requirements of the Final EIR.

Presently, the TMP's only purpose is only to set the standard by which the A's compliance with AB 734 will be evaluated. Staff has said that Chinatown protection measures will eventually be added to the TMP. Once the TMP has been adopted (as part of the Final EIR), changes to the TMP are subject to City approval (TMP p. 14).

It is unclear when the City would have the opportunity to amend the TMP. These changes should be adopted now to provide the A's with clear guidelines for the development approval process.

b. Neighborhood Protection is a Proper TMP Goal

EIR Table 2-1, Mitigation Measure Trans 1-b states that the one of the City's overarching goals for the TMP is "to manage how the project interacts with the surrounding area, including residential neighborhoods, the Port of Oakland, and local industries and businesses." It also lists certain high-level objectives of the TMP (p.2-83), including "Facilitate the safe and efficient flow of traffic into and out of the site and the adjacent neighborhoods during event and no-event conditions."

This overarching goal indicates that providing Chinatown and surrounding neighborhoods an effective role in minimizing potential safety economic and environmental impacts is consistent with the TMP.

ATTACHMENT

RED-LINE CHANGES TO THE DRAFT TRAFFIC MANAGEMENT PLAN

Text is quoted directly from the TMP, unless stated otherwise

Section 1.3: Key Stakeholders

Overall management of the TMP will be overseen by the A's, the City of Oakland, and the Port of Oakland. The A's will have responsibility for implementation of the Plan, and the City of Oakland ~~and Port of Oakland~~ and representatives of the Chinatown, Jack London, Old Oakland and West Oakland communities will provide feedback and direction to the A's to modify the TMP as needed, based on the results of monitoring reports.

(TMP p. 14)

...

Table 1-2 (*stet*, should be Table 1-1) describes the roles and responsibilities for key agencies and entities involved in implementing the TMP. It is expected this table will change over time based on which agencies and organizations are required to play a role in the TMP.

Table 1-1: Key Stakeholders, Roles and Responsibilities

Community Groups: Community groups may offer consultation and feedback on the project design, ~~and~~ operational planning, monitoring and enforcement to help ensure a smooth integration into the existing neighborhood. Some community groups include the West Oakland Environmental Indicators Project, Jack London Improvement District (JLID) and other neighborhood and business groups in West Oakland, Jack London District, Chinatown District, and Old Oakland District, as well as Bick East Bay, Walk Oakland Bike Oakland, and SPUR Oakland.

(TMP p. 17)

Chapter 16: Monitoring, Refinement and Performance Standards

Methods that will be employed to monitor TMP strategies include, but are not limited to, the following:

1. Coordination Meetings - -the on-site mobility coordinator and key Ballpark staff will meet quarterly with the City's designated representative, the Port of Oakland, and other key City staff, ~~and~~ other transportation service providers, and representatives of

Chinatown and the other surrounding neighborhoods to evaluate the TMP strategies throughout the life of the project.

(TMP p. 110)

Section 4: Ballpark Travel Management Strategies

...

Under all circumstances, as part of the TMP implementation, the A's will be required to complete the following:

1. The A's will designate a mobility coordinator to oversee and coordinate the ongoing implementation of the Ballpark TMP. ... The coordinator will also coordinate with the Oakland A's, other Ballpark site tenants, the City of Oakland, the Port of Oakland and the surrounding neighborhoods of Chinatown, Jack London Square, Old Oakland, and West Oakland on policies, operations, and capital needs to support the project's sustainable trip making and measures reasonably necessary to protect the safety, economic and environmental health of the surrounding neighborhoods.

(TMP p. 36)

Section 16.3: Performance Standards and Goals

The TMP is oriented towards the achievement of a 20 percent vehicle trip reduction performance standard mandated by AB 734 legislation, with various goals related to the performance of the transportation system also used to assess whether further refinements to the TMP are warranted.

...

The following standards have been developed for the project, and the A's through implementation of the TMP monitoring, will be responsible for collecting the data necessary to determine if the standards are being met, as well as preparing the performance monitoring reports documenting whether each standard was met and what, if any, change are necessary to meet each standard.

.....

12. Chinatown Operations: Travel times and traffic queues for vehicles travelling into and around Chinatown are at reasonable and acceptable levels. The routes evaluated may include, but are not limited to, the following:

- a. Webster and Harrison Streets between the Webster and Posey Tubes, respectively, and 12th Street

- b. Streets traversing or bordering Chinatown used to access off-street parking in Downtown, Jack London Square, and Chinatown
- c. Jackson street on-ramp to highway 880 north and off-ramp from 880 south
- d. Oak street off-ramp from 880 north and the Oak Street on-ramp to 880 south
- e. Routes used after the Broadway off-ramp from 880 north is removed
- f. Parking in public and city-owned lots, especially Pacific Renaissance Plaza and others around Chinatown.

(TMP p. 113)

8.4 Off-Site Parking Management

The City of Oakland prepared a Parking Management Plan (PMP) that addresses daily on- and off-street parking management in Oakland with additional details for parking management near the Project site on game days. The PMP identifies the following principles to guide parking and curb management decisions:

- Parking is part of a multimodal approach to developing neighborhood transportation infrastructure.
- Parking should be actively managed to maximize efficient use of a public resource.
- Parking should be easy for customers.
- Parking policy and regulation should help the City meet other transportation, land use, and environmental goals.
- Chinatown's parking garages will be prioritized for Chinatown's cultural events when they occur at the same time as A's events.

(TMP p. 74)