

Waterfront Ballpark District at Howard Terminal Target Opening: Spring 2023



WHAT?

- 35,000-person capacity Major League ballpark; home to the Oakland Athletics
- Up to 3,000 residential units
- Up to 1.5 million square feet of office space
- Up to 270,000 square feet of mixed retail, cultural and civic uses
- 3,500-seat performance theater
- 400-room hotel
- Approximately 15 acres of new, publicly-accessible open space

WHERE?



- Howard Terminal
- Approximately 50 acres of land
- Located within the Port Area
- On the Oakland Estuary
- At the southerly terminus of Market Street

Jack London Square

Ferry Terminal

HOW?

- Requires multiple discretionary approvals at the state and local levels, including but not limited to:
 - City General Plan Amendment and certification of an Environmental Impact Report
 - Governor's certification pursuant to AB 734
 - State Lands Commission's approval of a trust exchange agreement for the property and trust-consistency determination, as set forth in AB 1191
 - Bay Conservation and Development Commission's amendment of Seaport Plan and issuance of a Major Permit for the Project
 - Department of Toxic Substances Control's approval of a remedial action plan (or equivalent) for the site
 - Port's approval of an Option Agreement and Port Building Permit
 - City's and/or Port's approval of Community Benefits Agreement

WHEN?

- Draft EIR will be available for public review and comment **late summer/early fall 2019**
- Final EIR and General Plan Amendment to be considered by Landmarks Preservation Advisory Board, Planning Commission and City Council **winter 2019/2020**
- Port, BCDC and SLC approvals must follow the City's certification of an FEIR for the project
- Target Opening Date (Phase 1): **April 2023**

WHO?

- **City of Oakland** – Has General Plan authority of over Port Area lands; must approve any residential uses thereon
- **Port of Oakland** – A department of the City; manages lands within the Port Area, as set forth in the Charter; acts as Trustee under agreements with State Lands Commission
- **State Lands Commission** - Represents the statewide public interest to ensure that trustees operate their grants in conformance with the California Constitution, applicable granting statutes, and the Public Trust Doctrine
- **Bay Conservation and Development Commission** – California state planning and regulatory agency with regional authority over the San Francisco Bay and the Bay's 100' shoreline band
- **Department of Toxic Substances Control** – California regulatory agency tasked with protecting people and the environment from harmful effects of toxic substances by restoring contaminated resources and enforcing hazardous waste laws
- **Community** – Community stakeholders include nearby maritime and industrial users, as well as residents and businesses in Jack London Square and East, West, Old and Downtown Oakland

WHAT'S NEXT?

STATE LEGISLATION

- SB 293 (Infrastructure Financing):
 - Council direction incorporated
 - Passed Assembly Local Government Committee July 3rd, 6-0-2
 - Floor vote expected July or August 2019
 - If passed, effective January 1, 2020
- AB 1191 (Trust Exchange):
 - Council's direction not yet incorporated
 - Per direction of the Author's office, staff to work collaboratively with SLC, BCDC, Port and A's to reach mutually agreeable language
 - Senate Appropriations Committee mid-August
 - Floor vote expected September 2019
 - If passed, effective January 1, 2020

WHAT'S NEXT?

ENVIRONMENTAL REVIEW

- Publish draft EIR late summer/early fall 2019
- Public workshop within 10 days of publication
- Public hearings at Landmarks Preservation Advisory Board and Planning Commission
- 45-day public comment period
- Respond to comments and publish Final EIR late fall/early winter 2019
- Public hearings at Landmarks Preservation Advisory Board, Planning Commission and City Council to certify EIR and amend the City's General Plan, winter 2019/2020

WHAT'S NEXT?

THE SEAPORT

- Port Option Agreement:
 - Reserves 10 acres of land for expansion or reconfiguration of Inner Harbor Turning Basin
 - Restricts residential uses on portions of the site to be retained by the Port
 - Replaces current Port revenues (\$3.8M/year; to be held in Trust)
 - Provides additional upside to the Port (to be held in Trust) from future fair market value sales and leases, parking fees, TNC fees, and condo transfer fees
 - Requires the ballpark be constructed first
 - Requires implementation of a comprehensive transportation and circulation plan to minimize congestion and avoid conflicts between vehicular and pedestrian traffic generated by the Project and seaport operations, including cargo trucks
 - Requires implementation of measures, developed in consultation with seaport and maritime stakeholders, to ensure that the Project does not interfere with the Port's current or future use, operation, and development of Port facilities, or the health and safety of Port tenants and workers
 - Requires that future users, owners, lessees, and residents of and in the Project be notified of potential impacts of Port operations on their use, and waive rights to claims arising therefrom

WHAT'S NEXT?

THE DEAL

- City and Port Memorandum of Understanding
- Economic and non-economic impact analysis:
 - Direct and indirect economic activity
 - Direct and indirect job creation and retention
 - City tax revenue streams, including but not limited to transfer taxes, parking taxes, business taxes, sales taxes, and transient occupancy (hotel) taxes
 - Potential non-tax City revenue streams
 - Additional costs to City, including but not limited to emergency services and infrastructure maintenance, and potential funding mechanisms therefor
 - Bonding capacity of a potential infrastructure financing district based on “but for” real property taxes
 - Community Benefits:
 - “Fair and just” standard
 - Measurable existing conditions to serve as a benchmark against which goals will be established for improvement