

Waterfront Ballpark District
Public Scoping Comments on NOP -
(Sorted by Topic 1/30/19)

Comment Letter #	Commenter	Comment #	Topic	Comment
12	Port of Oakland	12-34	Aesthetics	Aesthetics 19. Ballpark lighting and other lighting could create a new source of substantial light or glare that could affect the safety of Port operations and navigation in the federal navigable waters in the Inner Harbor (e.g., by cargo ships, San Francisco Bar Pilots, tug operators, and the Coast Guard). When standing in the house of a vessel, the Bar Pilots are about 150 feet above the water and could have sightlines impeded by light and glare from the stadium or other portions of the Proposed Project. Adjacent to Howard Terminal is the Inner Harbor Turning Basin, where safety is critical as ultra-large container vessel size (about 1,200 feet in length) reaches the width of the Inner Harbor (1,500 feet). The Proposed Project is also near flight paths to and from the Oakland International Airport or could be seen from flights above. The Port requests the DEIR evaluate the impacts of lighting on navigational safety in the Inner Harbor and for airline flight safety. The DEIR should identify mitigation measures, including design and operational restrictions relating to light and glare interference, to allow safe airline flight traffic and vessel navigation in the federal channels in compliance with all applicable standards, such as the Port of Oakland Exterior Lighting Policy.
12	Port of Oakland	12-35	Aesthetics	20. The Proposed Project may alter views from public spaces along the waterfront. The DEIR should analyze these impacts. In addition, to the extent the proposed aerial tram or gondola may land at or near the intersection of Water and Washington Streets, which has a specific visual character that is an important component to this public space in Jack London Square, the Port requests that the DEIR evaluate potential aesthetic impacts.
13	BCDC	13-17	Aesthetics	Appearance, Design, and Scenic Views. The Bay Plan policies on appearance, design, and scenic views state, in part, that 'all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance or preserve views of the Bay and shoreline, especially from public areas... Shoreline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay... Views of the Bay from... roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water.' The DEIR should discuss how the project design effects views of and to the shoreline, and how the project is designed to take maximum advantage of the shoreline setting.
19	PMSA	19-16	Aesthetics	Loss of Industrial Buffer Zone and introduction of new housing and other development into the Port area may reasonably be foreseen to introduces new air quality, noise, light and other limitations on near future operational developments and construction approvals at Port facilities and marine terminals.
20	SF Bar Pilots	20-3	Aesthetics	The Pilots understand that the proposed ballpark would be an open-air stadium that would be used during hours of darkness and would necessarily be well lit. The lights will be at about the same level as the pilot, who will be in the ship's pilot house, some 80 feet above the water. The Pilots are concerned that, because of the proximity of the ballpark to the Oakland Estuary and the turning circle, the pilot will be blinded by the ballpark's lights, similar to that experienced by the motorist facing an oncoming car with its high beams on, except that it will be for the duration of the turning maneuver, which can take 20 minutes or more. Sporadic displays of fireworks, which have become common at ballgames, would exacerbate this problem.
20	SF Bar Pilots	20-4	Aesthetics	In addition, even when the lights are not shining directly into the pilot's eyes, the ambient light from the ballpark will also affect the pilot's night vision, making it nearly impossible to see navigation aids, the shoreline and other vessels and objects in the water near the ship. It is anticipated that the ballpark lights will be on at times other than ballgames, such as for other events held at the ball park and for maintenance and repair activities, and that, during winter months, the problem would be exacerbated by the longer periods of darkness, affecting a significant amount of the daily vessel traffic entering and leaving the Inner Harbor.
LPAB-6	Chairman Birkholz	LPAB-6-2	Aesthetics	I think we should -- A lot of these areas haven't been assessed for historic -- if they're historic or not, going all the way down to Linden Street. I think there could be potential shadow impact, so we should kind of go all the way down there.
LPAB-6	Chairman Birkholz	LPAB-6-4	Aesthetics	And then I'm -- and I'm sure it's going to happen in the EIR, in particular the gondola potentially will have a visual impact going through that historic district.
PC-19	Commissioner Fearn	PC-19-4	Aesthetics	The gondola, it's interesting. I just have questions about, you know, how it goes over 880, at what height it goes over 880. So almost it's own aesthetic review in and of itself and how that would fit into the context of the city.

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4	BAAQMD	4-1	Air Quality	The Bay Area Air Quality Management District (Air District) staff has reviewed the Notice of Preparation (NOP) for the Oakland Waterfront Ballpark District (Project) Draft Environmental Impact Report (DEIR). The proposed Project could result in significant regional & local air quality impacts in the San Francisco Bay Area Air Basin and the West Oakland Community, a community identified by the Air District's Community Air Risk Evaluation (CARE) program and Assembly Bill (AB) 617 as disproportionately impacted by air pollution.
4	BAAQMD	4-2	Air Quality	1. The DEIR should provide background information on the Bay Area Air Basin's attainment status for all criteria pollutants and the implications for the region if these standards are not attained or maintained by statutory deadlines. In addition, the DEIR should provide background information regarding existing sources of air pollution and air pollution concentrations in the West Oakland Community. The DEIR should include a discussion of the health effects of exposure to air pollution in general and the existing health impacts occurring in the West Oakland Community specifically.
4	BAAQMD	4-3	Air Quality	2. As identified by the Air District's CARE program and AB 617, the West Oakland Community is currently cumulatively impacted with air pollution, which makes any additional air pollution from this project a potentially significant localized impact. The project should use a no net increase of any air pollutant as the significance threshold to base impacts and mitigation requirements.
4	BAAQMD	4-4	Air Quality	3. The Project may require Air District permits for demolitions/renovations, internal combustion engines > 50 horsepower, boilers, and other stationary equipment that may cause air pollution. The DEIR should disclose all potential stationary sources of air pollution and disclose daily and annual emissions from these sources.
4	BAAQMD	4-5	Air Quality	a. Asbestos J-Number Permit: Issued for demolitions and renovations of buildings and structures that may contain asbestos. To apply online use the following link http://www.baaqmd.gov/permits/asbestos . b. Authority to Construct: Issued before construction and after Air District engineers review project to ensure it will comply with air quality laws. To apply online use the following link http://www.baaqmd.gov/permits/apply-for-a-permit c. Authority to Operate: Issued after project is built and compliance is demonstrated. Must be renewed annually. To apply online use the following link http://www.baaqmd.gov/permits/apply-for-a-permit
4	BAAQMD	4-6	Air Quality	4. The DEIR should list the Air District as a responsible agency with permitting approval required for stationary sources of air pollution.
4	BAAQMD	4-7	Air Quality	5. The DEIR should quantify the Project's potential construction and operational emissions from all sources, including restaurants and food vendors, for ozone precursors, particulate matter, toxic air contaminants, and greenhouse gases. The Air District's CEQA Guidelines (May 2017) provide guidance on how to evaluate project alone and cumulative air quality impacts.
4	BAAQMD	4-9	Air Quality	6. The DEIR should estimate and evaluate the potential health risk to existing and future sensitive populations within the Project area from toxic air contaminants (TAC) and fine particulate matter (PM2.5) as a result of the Project's construction and operation. Air District staff recommends that the DEIR include a cumulative site-specific health risk assessment that includes all stationary and mobile sources from this project and the existing sources within the West Oakland Community, including the Port of Oakland. We encourage consultants and lead project managers to meet with Air District staff prior to conducting the health risk assessment to discuss the methodology and assumptions that should be included in the assessment.
4	BAAQMD	4-10	Air Quality	7. The DEIR should include a description of the cleanup/remediation that has occurred at the Project Site, including the nature of the contamination, and any remaining site cleanup/remediation. The emissions associated with the remediation should be included in the cumulative health risk assessment and emission estimates associated with this project.
4	BAAQMD	4-13	Air Quality	9. The DEIR alternative analysis should include analysis of a project site outside of an AB 617 community.
4	BAAQMD	4-15	Air Quality	10. The DEIR should evaluate the Project's consistency with the Air District's 2017 Clean Air Plan (2017 CAP). The DEIR should provide a table that lists relevant 2017 CAP measures to the Project in one column and the Project's consistency with the measures in the second column. The 2017 CAP can be found on the Air District's website http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans .
4	BAAQMD	4-17	Air Quality	12. The Air District's CEQA website contains several tools and resources to assist lead agencies in analyzing project alone and cumulative air quality impacts. These tools include guidance on quantifying local emissions and exposure impacts View and download tools at http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools .

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4	BAAQMD	4-18	Air Quality	13. The DEIR should include all appendices or technical documents relating to the air quality, toxic air contaminant and GHG analysis, such as emissions assessment calculation and the health risk assessment files. Without all the supporting air quality documentation, Air District staff may be unable to review the air quality and GHG analyses.
6	Caltrans	6-11	Air Quality	On-site short and long-term truck delivery and parking locations as well as on-site electric truck charging stations to improve safety and air quality. Please consider in this discussion that the San Francisco Bay Area is a non-attainment area for PM 2.5 which is primarily generated through the combustion of diesel fuel from trucks and other heavyduty equipment.
9	CCJPA	9-3	Air Quality	These patronage and ridership shifts should be considered in the transportation and circulation, air quality, greenhouse gas emissions, and climate change impact analyses in the Draft EIR.
12	Port of Oakland	12-26	Air Quality	11. Delays or idling of vessel operations at anchor in the Bay or in the Inner Harbor, resulting from the potential navigational effects noted above, could increase air emissions from the vessels. The DEIR should evaluate these potential impacts and identify mitigation measures in design and operations that should be adopted to avoid any interference with navigation of waterborne vessels.
12	Port of Oakland	12-27	Air Quality	12. The Port is currently nearing completion of its Seaport Air Quality 2020 and Beyond Plan (%u201C2020 and Beyond Plan%u201D). The Port requests that the DEIR identify and analyze all air emissions reduction measures for feasibility, consistent with the 2020 and Beyond Plan (once approved by the Port Board), for the Proposed Project. The 2020 and Beyond Plan will include a requirement for periodic construction and operation emissions inventories.
12	Port of Oakland	12-28	Air Quality	13. The multi-year construction of the Proposed Project could generate air emissions that may occur at the same time as other major construction projects (e.g., 7th Street Grade Separation, residential development near the West Oakland BART station). The Port requests that a construction HRA be prepared for an analysis of cumulative construction impacts on any nearby residents present at the time of construction and that the DEIR identify appropriate mitigation measures, including the use of Tier 4 off-road equipment where feasible.
12	Port of Oakland	12-24	Air Quality	Air Quality and Greenhouse Gas 9. As noted above, the Proposed Project may increase VMT, congestion, and conflicts among automobiles, trucks, rail, pedestrians, bicycles, and other road users. Air emissions may increase because of these changes; for example, the increase in congestion may result in an increase in idling and associated emissions. The DEIR should evaluate the criteria air pollutant, greenhouse gas (%u201CGHG%u201D), and toxic air contaminant (%u201CTAC%u201D) emissions generated by all Proposed Project sources, as well as a health risk assessment (%u201CHRA%u201D) of potential health impacts (both cancer and noncancer) to residents and workers from TACs associated with Proposed Project construction and operation. The DEIR should identify mitigation measures in design and operations, such as design of entrances into the Project site, to reduce these impacts. The receptors evaluated should include all of West Oakland to take into account the potential increase in traffic associated with use of the Proposed Project.
12	Port of Oakland	12-25	Air Quality	10. The Proposed Project will place receptors at the Proposed Project location that are especially sensitive to the cumulative air emissions impacts (including health impacts) of existing uses and uses in the Proposed Project, including criteria air pollutant emissions (e.g., fine particulate matter or PM2.5), TAC emissions, and odors. The threshold of significance for residential receptors, for example, assumes higher levels of exposure compared to industrial or commercial receptors. The following mitigation measures should be considered: %uF0B7 Increased project distance from freeways and/or major roadways and design site layout to locate sensitive receptors as far as possible from any non-permitted TAC sources (e.g., loading docks, parking lots). %uF0B7 Tiered plantings of trees such as redwood, deodar cedar, live oak and oleander to reduce TAC and PM exposure. %uF0B7 Installation and maintenance of air filtration systems of fresh air supply either on an individual unit-by-unit basis, with individual air intake and exhaust ducts ventilating each unit separately, or through a centralized building ventilation system. The ventilation system should be certified to achieve a certain effectiveness, for example, to remove at least 80% of ambient PM2.5 concentrations from indoor areas.%uF0B7 Installation of passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mile per hour). %uF0B7 Enforcement of illegal parking or idling of heavy-duty trucks in vicinity.

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19	PMSA	19-20	Air Quality	Air quality impacts on non-industrial land uses are subject to the Port-adopted MAQIP and potentially subject to the draft Post-2020 Vision Plan, presently under development by the Port.
26	Allison Bliss	26-1	Air Quality	With the very dangerous existing level of air quality in the Jack London Waterfront area - coupled with additional large housing projects near opening date - the air and traffic will already worsen by a large measure. That needs to be calculated in the EIR.
26	Allison Bliss	26-3	Air Quality	but when they park under our windows leaving their motors running, the carbon dioxide fumes awaken me (and others in my building) with headaches. No doubt the attendees at a ballpark, queued up to get on the freeway entrance ramps will increase that same air quality filtering into our residences and businesses.
31	Gregorio de Masi	31-3	Air Quality	and as it stands, West Oakland freeways (primarily 880) is always full of standing traffic, and the Port of Oakland has lots of trucks going in and out all day every day, so it really won't make a difference in air quality for the surrounding areas
34	Mercedes Rodriguez (1)	34-6	Air Quality	There is an additional problem with air quality if a Ball Park is located at Howard Terminal. I work closely with Ms. Margaret Gordon and Brian Beveridge of the West Oakland Environmental Indicators Project (WOEIP). I am on the AB 617 Steering Committee Air Quality Board in West Oakland with Ms. Margaret and Brian. Air quality will also be a major factor with the Howard Terminal location.
35	Mercedes Rodriguez (2)	35-7	Air Quality	Air quality, traffic, parking and infrastructure are among the matters identified by D3 Residents.
4	BAAQMD	4-14	Alternatives	9. The DEIR alternative analysis should include analysis of a project site outside of an AB 617 community.
9	CCJPA	9-6	Alternatives	Due to this concern, the CCJPA recommends that project design alternatives be established and analyzed to separate at-grade train and pedestrian traffic to and from the ballpark and the surrounding land uses. Detailed and comprehensive access analyses must be pursued in the development of alternatives that avoid these transportation related health and safety concerns. The Draft EIR must set forth project design and area programming alternatives necessary to permit a reasoned choice. Conceptually, alternatives that would avoid or substantially lessen any of the significant pedestrian health and safety and transportation/circulation impacts of the project are feasible, but they would require solutions where design is used to ensure that the Embarcadero corridor rail services are grade separated from patrons to the ballpark area and facilities. We strongly encourage a project design that provides access corridors related to the ballpark and associated developments that avoid pedestrian and vehicle crossings of live mainline tracks.
16	Oakland Heritage Alliance (1)	16-4	Alternatives	Project Alternatives: Instead of the gondola, provide alternative transportation improvements to facilitate stadium access from BART, including a dedicated light rail, bus or shuttle connecting the stadium to the West Oakland BART station along Third Street.
17	Oakland Heritage Alliance (2)	17-2	Alternatives	2) Study an alternative design that defers to PG&E Station C (A1+). To further reduce impacts to Station C, please study an alternative whose design defers to the station. This deference could be made by different uses of materials and massing.
17	Oakland Heritage Alliance (2)	17-4	Alternatives	4) Study an alternative to the gondola which also fulfills its objectives. Are there alternatives which have no impacts on historic resources, have a similar capacity, and provide a greater investment at the street level? Please study an enhanced pedestrian experience, a Bus Rapid Transit line, and streetcar as alternatives to connecting 12th Street BART and the site.

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19	PMSA	19-27	Alternatives	Mitigation and Alternatives to the Project Must Be Evaluated in the EIR CEQA prohibits approval of projects with adverse environmental impacts if there are feasible alternatives. (Guidelines § 15021, subd. (a)(2).) The CEQA Guidelines require an agency to disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved. A public agency may approve a project even though the project would cause a significant effect on the environment only if the agency makes a fully informed and publicly disclosed decision that: (a) There is no feasible way to lessen or avoid the significant effect.... (Guidelines § 15043, emphasis added.) The Lead Agency has a duty under CEQA to evaluate a reasonable range of alternatives in the DEIR as currently proposed. (Laurel Heights I, supra, 47 Cal.3d at 400.) The EIR bears the burden of affirmatively demonstrating that ... the agency's approval of the proposed project followed meaningful consideration of alternatives and mitigation measures. Mountain Lion Foundation v. Fish and Game Commission (1997) 16 Cal.4th 105, 134, emphasis added; accord Village Laguna of Laguna Beach v. Board of Supervisors (1982) 134 Cal.App.3d 1022, 1035. As the Court has said, while an EIR is the heart of CEQA, the core of an EIR is the mitigation and alternatives sections. Citizens of Goleta Valley v. Bd. Of Supervisors (1990) 52 Cal.3d 553, 564. Preparation of an adequate EIR with analysis of a reasonable range of alternatives is crucial to CEQA's substantive mandate to prevent significant avoidable damage to the environment when alternatives or mitigation measures are feasible. (Guidelines § 15002(a)(3).) While an EIR need not consider every conceivable alternative to a project, it must consider a reasonable range of potentially feasible alternatives... (Guidelines § 15126.6(a), emphasis added.) The range of feasible alternatives [for an EIR] shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. (Guidelines § 15126.6 (f).) The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. (Guidelines § 15126.6(b).) The EIR should focus on a good faith analysis of real alternatives to the Applicant's current proposals.
30	Gary Patton	30-2	Alternatives	The EIR should include an analysis of a ballpark and mixed use alternative at the Oakland Coliseum site.
LPAB-4	Daniel Levy, Oakland Heritage Alliance	LPAB-4-3	Alternatives	We're also curious to see an alternative study to the gondola which fulfills the objectives, so maybe a bus rapid transit, or improvements at the street level that improve the pedestrian experience.
PC-4	Daniel Levy, Oakland Heritage Alliance	PC-4-3	Alternatives	The last two points, I'm also curious to see an alternative to the gondola that fulfills the same objectives of the gondola, making -- enhancing the pedestrian experience, or a bus route and transit experience that coordinates more with AC Transit to, you know, allow people to use the whole Broadway corridor to get on and off rather than just going from downtown to the ballpark area.
12	Port of Oakland	12-15	Biological Resources	The Proposed Project site is adjacent to shoreline areas frequented by wading birds who use this area at low tide for feeding and foraging. Across the Estuary, a federally endangered California Least Tern Colony (Sternula antillarum browni) lives on Point Alameda. Osprey (Pandion haliaetus) have been observed to nest in the adjacent terminals. Marine mammals, such as harbor seals, also use the Estuary area for hunting and feeding.
12	Port of Oakland	12-9	Cultural Resources	The Clay Street Terminus includes the City's Clay Street Fire Station, a small surface parking lot, and docks for the USS Potomac (former presidential yacht), a fire boat, and the former U.S. Lightship RELIEF that are potential historic resources. The Port maintains historic archives and will make them available to the Proposed Project applicant as needed.
12	Port of Oakland	12-45	Cultural Resources	Cultural Resources 30. For approximately the past 25 years, historic floating resources such as the former Presidential yacht USS Potomac and the RELIEF Lightship have been berthed at the Clay Street Terminus. The DEIR should analyze any potential impacts of the Proposed Project on these and other applicable cultural resources.
16	Oakland Heritage Alliance (1)	16-1	Cultural Resources	1. IMPACT: Demolition and/or adverse alteration of all or a portion of Pacific Gas and Electric Company Station C:

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16	Oakland Heritage Alliance (1)	16-2	Cultural Resources	Mitigation Measures: a. Design the project to preserve all of the historically architecturally contributing elements within the Station C complex. Note: Although the Notice of Preparation's Project Description suggests that the 'existing power plant' will not be included among the buildings to be demolished on the project site, various renderings and other materials presented by the applicant omit at least portions of Station C, notably the Jefferson Street wing. At a meeting with OHA, the applicant appeared unaware that the Jefferson Street portion was a contributing element of Station C. Require that any modifications to the Station C buildings conform with the Secretary of The Interior Standards for the Treatment Of Historic Properties. Consider restoration of altered portions of the Station C exteriors as part of any adaptive reuse of the Station C buildings. c. Require that the design of the new stadium and other buildings are compatible with the Station C architecture, according to the Secretary of the Interior's Standards. d. Require that a preservation architect with demonstrated successful experience working with the Secretary of the Interior's Standards and the California Historical Building Code be included in the project design team. Include the attached California Historic Resources Inventory Form for Station C in the EIR.
16	Oakland Heritage Alliance (1)	16-3	Cultural Resources	IMPACT: Possible adverse effects of the gondola component on the Old Oakland National Register District.
16	Oakland Heritage Alliance (1)	16-5	Cultural Resources	Mitigation Measures: a. Locate the gondola's 10th Street Station within the Convention Center/Hotel to minimize the station structure within the Washington Street and 10th Street rights of way and to retain the openness of the air space within these rights of way to the greatest extent possible. b. As an alternative to Measure (a): i. Position as much of the station structure as possible outside the Washington Street light of way alignment to minimize its visual prominence when looking north within the National Register District's important Washington Street visual corridor. This measure would result in most or all of the station structure to be positioned within the 10th Street right of way outside of the Washington Street right away alignment; and ii. Design the station to minimize its architectural prominence and to be as visually subordinate as possible to the District's contributing buildings. Minimize the height of the station structures and use materials and design treatments that maximize transparency. Refer to the Secretary of the Interior's Standards. Include a preservation architect on the station design team with demonstrated experience successfully working with the Standards. Note: preliminary station renderings presented to OHA by the applicant showed a very modernistic design that contrasted excessively with Old Oakland's contributing buildings with the station positioned at an extremely prominent location relative to the District at the north end of Washington Street in front of the convention center.
17	Oakland Heritage Alliance (2)	17-5	Cultural Resources	5) Study the impacts to the USS Potomac and Lightship Relief (both US National Historic Landmarks and on the National Register). Will these boats remain in place or be moved? If they are to be moved, we hope that a new secure location is provided for these resources as a mitigation.
17	Oakland Heritage Alliance (2)	17-6	Cultural Resources	6) We do hope to see a more definite site plan as soon as possible. It is hard to determine what the impacts to resources might be without knowing what the project entails. This includes plans for the Howard Terminal site, the PG&E Station C, as well as footprints and heights along the gondola route.
17	Oakland Heritage Alliance (2)	17-7	Cultural Resources	Attachments: 1) Color photos of PG&E Station C (below) 2) Photos of reuse of historic structures in ballparks (separate) 3) SHRI Form for PG&E Station C (separate)
17	Oakland Heritage Alliance (2)	17-1	Cultural Resources	1) Study impacts to all portions of the PG&E Station C (Rated AI+ in OCHS). All wings of the plant are all historic. The various renderings and site plans from the A's show demolition of different portions of the PG&E Station. While we understand that plans are very preliminary at this time and that Vistra Energy may want to continue to operate part of the plant, we want to make sure that all three wings of this plant are studied. These building frontages include the portions on MLK Jr. Way, Embarcadero West, and Jefferson. We would like clarification as to how these buildings are to be used and how they will be restored.
17	Oakland Heritage Alliance (2)	17-3	Cultural Resources	3) Study impacts of the gondola on historic resources in Old Oakland and in Jack London Square. In addition to studying impacts to Old Oakland, please study impacts to the Western Pacific Depot, the Parker Electric Manufacturing Co, and Union Machine Works Building, all located near 3rd and Washington Streets.

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LPAB-3	Marina Carlson	LPAB-3-1	Cultural Resources	I'm very concerned about the historic cranes at the Howard Terminal when developing this area at the ballpark. I've heard that they are to be preserved and incorporated into the design of the complex and I think that's a very good direction for the design team. But I'm asking you to consider them as public art. They represent Oakland, the Port and our history of development of the waterfront. I don't want to see them disrespected by any signage such as billboards, banners, large T.V. type media or lighting or speakers or cell tower antennas. Please add protections for these monuments so that this project will show off Oakland with the best possible visual image we have of prosperity and success, identity and a sense of place. Please recommend to the Planning Commission and the Port Commission that protections be put in place before any approvals are granted or any permits granted. This prominent symbol of our city is a symbol of Oakland and not just our ball team.
LPAB-4	Daniel Levy, Oakland Heritage Alliance	LPAB-4-1	Cultural Resources	Thank you for the opportunity to comment and for the A's involving us in their process. I definitely appreciate that. They met with us last week on the 11th. I have a few comments with regards to the scoping session for the EIR. Just a few suggestions on it. We're curious and want to make sure that all of the impacts are studied for all portions of the P.G.&E. plant, each of three separate buildings built at separate times, so we want to make sure they're all accounted for and studied and impacts happening for those. I'm personally pretty interested in the new design and also interested in seeing alternative designs that defer to the historic structures, seeing what that looks like.
LPAB-4	Daniel Levy, Oakland Heritage Alliance	LPAB-4-2	Cultural Resources	And also with regards to the gondola, we just want to make sure that the impacts to Old Oakland, as well as the Western Pacific Train Station, the Union Iron Works Building at Third and Washington are studied as well as a part of this project.
LPAB-4	Daniel Levy, Oakland Heritage Alliance	LPAB-4-4	Cultural Resources	And we're also curious to see that the Potomac and Lightship are also looked at as a part of this project. Will they remain in the current location? Will they be moved? So we would like to see that in the study itself.
LPAB-6	Chairman Birkholz	LPAB-6-1	Cultural Resources	Sort of seconding what -- OHA's comments, is that I think there needs to be a thorough historic analysis of the neighborhoods. I think we should -- A lot of these areas haven't been assessed for historic -- if they're historic or not, going all the way down to Linden Street. I think there could be potential shadow impact, so we should kind of go all the way down there. And then come all the way up to certainly Old Oakland and just sort of look at the integrity of not only the individual buildings, but the districts themselves.
LPAB-6	Chairman Birkholz	LPAB-6-3	Cultural Resources	And then I'm -- and I'm sure it's going to happen in the EIR, in particular the gondola potentially will have a visual impact going through that historic district.
LPAB-6	Chairman Birkholz	LPAB-6-6	Cultural Resources	And just kind of going on, I think that I agree that the alternative transportation -- I think the gondola is an exciting idea, but potentially visually it could have a detrimental impact to the Old Oakland District. And it would be great if we could kind of make it go through and gives it -- The problem is that the -- where you get onto it, it has vertical access and it's really tall. And so I think it was taller than the hotel in the photo montage that I saw, the landing toward one end of it. It would be great if we could demo out part of the convention center and push it back further so that it's not impacting the street.
LPAB-7	Board Member Joiner	LPAB-7-1	Cultural Resources	Linden Street, Prescott is one of the neighborhoods. I know that Caltrans actually did a historical -- a lot of historical documents. historically after the Loma Prieta, actually Caltrans came into the West Oakland area and actually mapped it out. So you will see all of the history and it is already laid out for you. So that helps.
LPAB-8	Board Member Sugrue	LPAB-8-1	Cultural Resources	I do want to address one public comment that I heard regarding the cranes. So looking at this from a public art display, what is your vision of them? I saw on the screen that people are walking under them and -- yeah, what is your vision to preserve them?
LPAB-9	Board Member Mollette-Parks	LPAB-9-1	Cultural Resources	Largely I do think the study of the impact of transportation on both buildings and districts is an important distinction that Peter was making earlier, both the gondola and street level, because obviously, you know, different -- both those strategies are going to have impacts on street character and district -- sort of district scale. So I guess those are two things I would like to reiterate.
LPAB-10	Chairman Birkholz (2)	LPAB-10-1	Cultural Resources	In closing I did want to say that OHA had another comment about the Power Plant. And Dan, thanks for sending over that documentation form from 1985 about the Power Plant. Pretty interesting history there. And so I do think that this -- both the scale and the design of the stadium and how those relate, we discussed this last week, should be looked at.

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PC-4	Daniel Levy, Oakland Heritage Alliance	PC-4-1	Cultural Resources	Thanks to the A's for meeting with us last week to discuss their project. I just want to mention to you our support. You have our letter. So just for us, we want to make sure that impacts to all portions of the P.G.&E. plant are studied. Some of the renderings are pretty preliminary, but some of them have various parts demolished or some parts that were -- various parts saved. So we just want to make sure that each section is studied for impacts. We're also curious to see an alternative design that takes more cues and defers to the P.G.&E. Plant, highlights it even, and that could enrich the design of the ballpark and make a much more authentic experience, since the stadium would be rooted in the industrial history of the area.
PC-4	Daniel Levy, Oakland Heritage Alliance	PC-4-2	Cultural Resources	Regarding the gondola, we're definitely curious about the impacts to Old Oakland as well as the Jack London neighborhood, particularly around Third and Washington Streets, you know, the Western Pacific Depot, the Union Machine Works building. So just looking at the impacts of the stations and the gondolas moving over those structures would be really great to be studied.
PC-4	Daniel Levy, Oakland Heritage Alliance	PC-4-4	Cultural Resources	And then lastly, the USS Potomac and Lightship Relief are right there as well and those are on the National Register and Landmarks as well, so we just want to make sure that those are looked at. And if they do need to be moved because of the ballpark, we want to make sure there's a new location for them as a dedication to the Project.
PC-19	Commissioner Fearn	PC-19-6	Cultural Resources	And I echo what the Oakland Heritage Alliance said with the P.G.&E. Power Plant. I think there's an opportunity to make something really good.
PC-20	Chairperson Myres	PC-20-7	Cultural Resources	Impact on the P.G.&E. Plant;
6	Caltrans	6-14	General CEQA	As the Lead Agency, the City of Oakland is responsible for all project mitigation, including any needed improvements to the State Transportation Network. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be fully discussed for all proposed mitigation measures. Furthermore, since this project meets the criteria to be deemed of statewide, regional, or areawide significance per CEQA Guidelines Section 15206, the DEIR should be submitted to MTC, the Association of Bay Area Governments and the Alameda County Transportation Commission for review and comment.
8	State Lands Commission	8-1	General CEQA	The California State Lands Commission staff has reviewed the NOP for an EIR for the Oakland Waterfront Ballpark District Project (Project) at Howard Terminal. The City of Oakland (City), as the lead agency pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), is preparing the Draft EIR for the Project and the Oakland Athletics Investment Group, LLC d/b/a is the Project sponsor. The Commission is a trustee agency for projects that could directly or indirectly affect sovereign land and their Public Trust resources, values, and uses. The Commission may also be a responsible agency because of its jurisdiction related to its consideration of any proposed Title Settlement and Exchange Agreement between the Port of Oakland and the Commission or for any approvals the Legislature delegates to the Commission.
12	Port of Oakland	12-1	General CEQA	Under the Charter of the City of Oakland (the "Charter"), the Board of Port Commissioners (the "Port Board") has control and jurisdiction of the Port Area, as defined in the Charter, and has the power and duty to adopt and enforce general rules and regulation necessary for port purposes and harbor development and in carrying out the powers of the Port. To carry out its powers and duties, the Port Board has the "complete and exclusive powers" with respect to the Port Area, including, among other things, the power to sue and defend; to take charge of and control all waterfront properties (including Howard Terminal), including certain tidelands in the Port Area granted to the City in trust by the State of California; to acquire and hold property rights, leases, easements and personal property; to enter into contracts; and to exercise the right of eminent domain. Howard Terminal is, and the Proposed Project will be, in the Port Area.
13	BCDC	13-1	General CEQA	The Commission is a responsible agency for this project and will rely on the DEIR when it considers the project. The project is not specific enough at this time for us to comment on every issue raised with respect to the Commission's laws and policies. However, we have prepared comments outlining specific BCDC issues that should be addressed either in the DEIR or through the BCDC permitting process. The Commission itself has not reviewed the NOP, therefore the following staff comments are based on the San Francisco Bay Plan (Bay Plan), the San Francisco Bay Area Seaport Plan (Seaport Plan), the McAteer-Petris Act, and staff review of the NOP

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15	Industry Coalition	15-1	General CEQA	Upon our full review of the NOP and available public documents, we respectfully request that the City immediately withdraw this NOP, refrain from all further work on this DEIR or in response to the Application, and direct the project Applicant to focus its request for environmental clearance under CEQA to the Port of Oakland, which will need to promulgate a DEIR as the proper Lead Agency for any potential project at Howard Terminal.
15	Industry Coalition	15-2	General CEQA	This request for full and immediate cessation of the City's work on the DEIR is based on numerous concerns with the NOP for the proposed Housing/Stadium Project at Howard Terminal in the Port of Oakland by the Oakland Athletics. These concerns include: the Application is premature and from an Applicant with no rights in the Project; the Application is incomplete and NOP project description are inadequate; the City is the wrong Lead Agency for this Port project; limitations on entitlements and approvals are insufficient; and, the project scope and description of project action under the Application are inconsistent with the limited purpose of the action requested of the City.
15	Industry Coalition	15-3	General CEQA	The most fundamental substantive component of any environmental review is a clear and effective Project Description. The Application underlying this NOP submitted by the Oakland Athletics Investment Group is inaccurate, vague, and suffers from material omissions in multiple, material respects. These defects in project description render the Application facially inadequate. The lack of a clear Project Description in both the Application and NOP, premature filing by the Applicant, and numerous discrepancies between the Application and NOP predicate that the NOP should be immediately withdrawn and recirculated only upon receipt of a complete Application and adequate Project Description.
15	Industry Coalition	15-4	General CEQA	The City has an affirmative duty to conduct a Preliminary Review of an Application for completeness within 30 days, as described in §15060 of the state's CEQA Guidelines (14 CCR §15000 et seq.), and shall only begin the formal environmental evaluation of the project after accepting an application as complete and determining that the project is subject to CEQA. This clearly did not occur here, as the NOP was issued within 2 days of receipt of an Application with obvious inaccuracies and incomplete elements and the NOP itself contains numerous significant and substantive materials which were not included in, and contradict several of the provisions of, the Application.
15	Industry Coalition	15-14	General CEQA	In the CEQA context, fundamental inaccuracies in the project description, or such facially obtuse descriptions so as to yield an unclear description, are not mere harmless error. The state's CEQA Guidelines directly address the predicate criteria necessary for making a project description effective in an EIR: §15124. Project Description. The description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact. (a) The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map. (b) A statement of objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project. As noted by the Guideline, an accurate, stable, finite project description is an essential element of an informative and legally sufficient EIR under CEQA pursuant to County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, not simply for the purposes of a check-the-box exercise but because this section requires the EIR to describe the proposed project in a way that will be meaningful to the public, to the other reviewing agencies, and to the decision-makers. (14 CCR §15124, Discussion) Furthermore, subsection (b) emphasizes the importance of a clearly written statement of objectives. Compatibility with project objectives is one of the criteria for selecting a reasonable range of project alternatives. Clear project objectives simplify the selection process by providing a standard against which to measure possible alternatives. (Id.) The basic Project Description and Statement of Objectives are therefore requirements of CEQA which are predicate to the development of an adequate DEIR and presentation of project alternatives.

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15	Industry Coalition	15-15	General CEQA	The NOP acknowledges the Project Description deficiency by noting that it can only seek comments at this time based on the initial plan elements. That the NOP can offer only an incomplete Project Description is also apparent in the few instances in which the NOP tries to make up for these overwhelming deficiencies. For instance, despite the Application's claim that there aren't any potential associated projects with the Howard Terminal development, the NOP includes pedestrian connections over the railroad tracks, an aerial tram to downtown above Washington Street, power plant development, altered wharf configurations, and street extensions and a ramp to Middle Harbor Road and Adeline Street. These additional project components would occur outside of the description of the precise location and boundaries of the proposed project required under §15124(a) and are not detailed on either the map submitted in the Application or with those in the NOP itself. Moreover, it would be impossible to relate these additional project descriptions to the statement of objectives sought by the proposed project because none was submitted in the Application and none is included in the NOP, as required under §15124(b).
15	Industry Coalition	15-6	General CEQA	The Application for Environmental Review to the City is specifically predicated upon either a Developer or Project Sponsor seeking an Environmental Review in part to ensure adequate Project Description. However, without any rights to the property, the derivative representations of expected project terms, scope, or scale are all necessarily speculative. And, the terms which are included in the Application are presently conceptual and of exceptionally dubious accuracy. This renders the Application premature and inadequate as a matter of law and fact. ² The Application's lack of project detail is replete. Plans are pending and unattached. The entirety of the Environmental Setting is described in one page. The Proposed Land Use Program for this exceptionally intense and complex project is summarily described in a single small table with limited detail consisting only of various, random, and non-uniform single project descriptors. (2) It is further imperative for legal and policy purposes that the City should avoid the preparation of Environmental Review documents for projects where Applicants have not yet acquired rights to a property in which they are presently negotiating for rights. Applicants who are attempting to negotiate rights to a property could leverage a premature project environmental review process by the City to alter the rights, development overhead, risks, opportunity costs, and property values of an existing property against the interests of current property owners during a negotiation process prior to any alienation of rights, title, or subdivision of properties. Specifically, with respect to Howard Terminal, it is likely that if an Agreement is reached between the Port and Applicant that could be materially impacted by issues and mitigation which would be addressed in an EIR.
15	Industry Coalition	15-7	General CEQA	The Application makes broad and dubious claims of no environmental impacts which are simply implausible for a potential project of this size and type at this location. For example, the Application is facially unbelievable in its claims that this project -- 4,000 housing units, 2 million square feet of commercial space, a major league baseball stadium, entertainment venue, and 400 room hotel over an existing urban location polluted with numerous hazardous materials -- will have none of the following impacts:
15	Industry Coalition	15-19	General CEQA	Under §15051(a), any development of Howard Terminal will require an action by the Port to Lease or Convey rights to the Oakland A's. That action alone by the Port's Board would be a project under CEQA, and therefore an approval by the Port of a project would require the development of an EIR. Even though it is located in the jurisdiction of the City of Oakland, this alone is affirmatively disclaimed in the Guidelines as a basis for Lead Agency status by the City over the principal public agency carrying out the project.
15	Industry Coalition	15-20	General CEQA	Under §15051(b), the Port is clearly the public agency with the most site control of Howard Terminal and with traditional general governmental powers. This is especially true since both State Tidelands Trust law and the City Charter limit the general authority of the City on Port property. Consider the source of principal control of all of the following considerations for this Project site with respect to comparison of either the Port or the City:

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15	Industry Coalition	15-21	General CEQA	Under §15051(c), the Port would be the logical Lead Agency as it will need to take the first actions to approve this project, well prior to any necessity for the City to even consider approving a General Plan amendment. First, any development of Howard Terminal will necessarily involve an action by the Port to Lease or Convey rights to the Oakland A's under the terms of the current ENA, which is set to expire well in advance of the proposed calendar for completion of this Draft EIR. Moreover, it is illogical to conclude that the Oakland A's, as Applicant for this general planning amendment, would continue to pursue such an amendment if the ENA concludes with the Port and it still has no rights in the Howard Terminal location. Lastly, under the terms of the Oakland City Charter, if the Port seeks to build commercial or housing development in the Port Area such construction would only be authorized with the subsequent concurrence of the City to the Port's actions prior authorization. This analysis is likely unnecessary in any event, because the City would not have anything close to an equally justified claim with the Port for status based on the criteria of §15051(b).
15	Industry Coalition	15-16	General CEQA	Without these basics, and in light of the numerous obvious inaccuracies, the City cannot demonstrate that it accepted the Application as complete prior to issuing the NOP. Instead, we are presented with an NOP that includes a Project Description (issued on Friday, 11/30/18) which is still incomplete but also inconsistent in many respects with the wholly inadequate and inaccurate Application (submitted on Wednesday, 11/24/18).
15	Industry Coalition	15-17	General CEQA	CEQA defines a "Lead agency" as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." Public Resources Code §21067. With respect to the A's Application to the City, the Port remains the public agency with principal responsibility for carrying out or approving the proposed project which is envisioned at Howard Terminal, not the City. The misdesignation of Lead Agency is not harmless error, and it can be prejudicial to a CEQA adequacy determination, result in the creation of a defective EIR, and ultimately result in a necessity for the preparation of an entirely new EIR by the proper Lead Agency. Planning and Conservation League v. Dept. of Water Resources (2000) 100 Cal.Rptr.2d 173.
15	Industry Coalition	15-18	General CEQA	The state's CEQA Guidelines (14 CCR §15000 et seq.) directly address the criteria for how to avoid the misdesignation of the Lead Agency amongst multiple potential Responsible Agencies and how to identify the proper Lead Agency for EIR development (emphasis added): § 15051. Where two or more public agencies will be involved with a project, the determination of which agency will be the lead agency shall be governed by the following criteria: (a) If the project will be carried out by a public agency, that agency shall be the lead agency even if the project would be located within the jurisdiction of another public agency. (b) If the project is to be carried out by a nongovernmental person or entity, the lead agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole. (1) The lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose such as an air pollution control district or a district which will provide a public service or public utility to the project. (2) Where a city prezones an area, the city will be the appropriate lead agency for any subsequent annexation of the area and should prepare the appropriate environmental document at the time of the rezoning. The local agency formation commission shall act as a responsible agency. (c) Where more than one public agency equally meet the criteria in subdivision (b), the agency which will act first on the project in question shall be the lead agency. (d) Where the provisions of subdivisions (a), (b), and (c) leave two or more public agencies with a substantial claim to be the lead agency, the public agencies may by agreement designate an agency as the lead agency. An agreement may also provide for cooperative efforts by two or more agencies by contract, joint exercise of powers, or similar devices.

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15	Industry Coalition	15-22	General CEQA	<p>The NOP's only stated basis for City Lead Agency status is that the City of Oakland is the public agency that would consider approval of an amendment to the Oakland General Plan required for the Proposed Project, and as such, it is the Lead Agency for the Proposed Project. As demonstrated, this is not the CEQA standard for the determination of Lead Agency status. While the City might have some land-use authority over aspects of a Howard Terminal project, and is undoubtedly a Responsible Agency, it is not the proper Lead Agency. (4) A municipality cannot enforce local land use regulations on state property. It is a general principle of land use planning that a city may not enact ordinances which conflict with general laws on statewide matters. <i>Hall v. City of Taft</i> (1956) 47 Cal. 2d 177, 184. Similar to the other provisions which govern the relationship between various levels of state and local government, the state, when creating municipal governments does not cede to them any control of the state's property situated within them, nor over any property which the state has authorized another body or power to control. <i>Id.</i>, at 183. The tidelands trust is such an example of reserved state authority. Even when this authority is exercised through local trustees, this is still the management of statewide interests through the medium of other selected and more suitable instrumentalities. How can the city ever have a superior authority to the state over the latter's own property, or in its control and management? From the nature of things it cannot have. <i>Id.</i> Even if the City makes a favorable argument for its retention of some land use authority over some portion of the project site, with respect to that portion which is granted tidelands the City would still owe specific trustee duties to the state when managing these properties, regardless of the City Charter designation of roles between the Port and City. To the extent that these trustee obligations raise conflicting interests vis-à-vis the exercise of the City's local planning laws, the specific statewide interests identified by the legislature would need to be preserved over the general authority of the municipality. To wit, if there is a doubt whether a matter which is of concern to both municipalities and the state is of sufficient statewide concern to justify a new legislative intrusion into an area traditionally regarded as strictly a municipal affair. Such doubt [], must be resolved in favor of the legislative authority of the state. (Abbott v. City of Los Angeles (1960) 53 Cal.2d 674, 681 [citations omitted]). <i>Baggett v. Gates</i> (1982) 32 Cal.3d 128.</p>
15	Industry Coalition	15-23	General CEQA	<p>A full EIR will need to be prepared by the Port with respect to any agreement that affirmatively vests substantive project rights, even if partial or conditional, in the Oakland A's to the Howard Terminal location. Appropriate time for DEIR drafting is prior to when the Port would consider making an affirmative grant of rights in Howard Terminal to the Oakland A's for pursuit of this project once enough details and framing of the project have begun to emerge under the current ENA. Once there is a conceptual framework of a project, then the Port would necessarily need to consider its environmental impacts, evaluate alternatives to the project, circulate the DEIR with the public, and then only approve a project deal with the A's along with an FEIR.</p>
15	Industry Coalition	15-24	General CEQA	<p><i>Save Tara v. City of West Hollywood</i> (2008) 45 Cal.4th 116 is precisely on point with respect to the need for the Port to specifically address the need for a CEQA determination if it looks likely to convey rights in the Howard Terminal to the Oakland A's. The principle adopted by the Supreme Court is that before conducting CEQA review, agencies must not take any action that significantly furthers a project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of the public project. <i>Id.</i> at 139, citing 14 CCR §15004(b)(2)(B). Because CEQA is a central component of project approval, an agency has no discretion to define approval so as to make its commitment to a project precede the required preparation of an EIR. <i>Id.</i> at 132. In evaluating the correct timing for EIR preparation, CEQA itself requires environmental review before a project's approval, not necessarily its final approval (Pub. Resources Code, §§21100, 21151), so the guideline defines approval as occurring when the agency first exercises its discretion to execute a contract or grant financial assistance, not when the last such discretionary decision is made. <i>Id.</i> at 134. (emphasis in original)</p>

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15	Industry Coalition	15-25	General CEQA	Since a Project at Howard Terminal could occur as a result of the current negotiations underway subject to the ENA, the Port should already be working on numerous potential CEQA clearance issues which might inform its own negotiating positions, the value of the project, the scope of the potentially significant impacts and related mitigation, and the timing of any proposal. In this type of instance, if the ENA yields the desire to create a conditional development agreement, the Supreme Court reasoned, "postponing EIR preparation until after a binding agreement for development has been reached would tend to undermine CEQA's goal of transparency in environmental decisionmaking." Id. at 135. Therefore, if there is a project agreement it is the Port which must determine when as a practical matter, the agency has committed itself to the project as a whole or to any particular features, so as to effectively preclude any alternatives or mitigation measures that CEQA would otherwise require to be considered, including the alternative of not going forward with the project. Id. at 139.
15	Industry Coalition	15-26	General CEQA	Finally, under CEQA, the Port cannot delegate away its environmental obligations. The proper designation of the Lead Agency is a requirement which is "so significant" that it "proscribes delegation" because "delegation is inconsistent with the purposes of the EIR itself." Planning and Conservation League v. Dept. of Water Resources (2000) 100 Cal.Rptr.2d 173, 185 (citing Kleist v. City of Glendale (1976) 56 Cal.App.3d 770, 779). With respect to Howard Terminal, this is a requirement which is parallel with the Port's duties and responsibilities as a trustee of granted state tidelands, and the prohibitions attendant to administering these properties, including the prohibition on granting control over trust property to a third party (Public Resources Code §6009.1), and a prohibition on a trustee to allow trust lands to be utilized for local municipal benefit (Public Resources Code §6009).
15	Industry Coalition	15-32	General CEQA	The Oakland A's have sought (and apparently been granted already in several respects) an exceptional and unusual timeline for completion of the entirety of the EIR process from scratch to completion in less than one year, according to the NOP and related City staff reports. In addition to seemingly ignoring the very first component of the CEQA process, the review of an Application for completeness (see above), the City has also dispensed entirely with the second foundational step of the CEQA process, the Initial Study. A NOP is then typically issued regarding the project upon completion of the Initial Study.
15	Industry Coalition	15-33	General CEQA	justification not to prepare an Initial Study. Therefore, there is no Initial Study for the public or the City staff to rely on or comment on at this NOP stage, and because the City jumped straight to this NOP, it is attempting to create an expedited process for this Applicant. Aside from the notation of the ability of the City to sidestep an Initial Study, there is no actual justification for short-circuiting the Initial Study process given in the NOP. This plainly ignores the balance of §15063, which details the myriad of good planning reasons why an Initial Study should still be completed for projects that will obviously require an EIR in any event. Most notably, §15063(d), which would require an Applicant to truly and effectively submit an initial Project Description, which is missing in this situation, and an initial identification of actual environmental impacts. Notably, this sleight of hand does not even remotely relieve the City of going through an exercise of examining a panoply of environmental impacts just as if they had completed a study "indeed, as the NOP states, the EIR will still need to evaluate the full range of environmental issues contemplated for consideration under CEQA" but it does deprive the public of the benefit of the Initial Study on the front end of the CEQA process prior to issuance of the NOP. Given the complexity of the project and the uncertainty associated with the foundational issues of Project Description, we would respectfully request that the NOP be withdrawn until after the completion of an Initial Study and then recirculated with a realistic timeframe which is developed after analysis of the preliminary environmental issues which need to be addressed in any Howard Terminal EIR process.
15	Industry Coalition	15-34	General CEQA	This submission shall also serve as an official written request of Notice for any and all meetings conducted under the California Environmental Quality Act, Division 13 (commencing with Section 21000) of the Public Resources Code (CEQA), upon which the public has access and/or noticing rights. Each of the signatories hereby additionally requests these Notices in both written and email format to the addresses and contacts of record listed as Attached herein.

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19	PMSA	19-13	General CEQA	An environmental document must analyze a project's reasonably foreseeable impacts. Laurel Heights Improvement Assn. v. Regents of University of California (1998) 47 Cal. 3d 376, 393. Moreover, CEQA requires an analysis of the whole of an action, which has the potential for physical impact on the environment. CEQA Guidelines, 14 CCR §15037.
19	PMSA	19-9	General CEQA	In this context, it is important to note that the environmental review process for this project will be almost necessarily longer than the average timeline typically experienced by most projects. Indeed, PMSA's member companies know better than anyone that the process for gaining leasing and construction entitlements from Port authorities in California under CEQA can be overwhelmingly timeconsuming. And these are the experiences from constructing, managing, and operating marine terminals which are consistent with existing land use designations and developed after long, detailed, and engaged planning processes to produce the exact project to be developed. The project here does not benefit from these advantages, remains extremely expensive, complex, and risky, and has demonstrated no basis for reaching even a timeline as speedy as a simpler waterfront project, let alone an accelerated calendar for its CEQA process.
19	PMSA	19-10	General CEQA	If the NOP cannot rely on the Application's misplaced optimism that this project is somehow environmentally benign regarding potential significant impacts from this project, then the NOP cannot rely on the Applicant's aspired-for accelerated and abbreviated schedule of FEIR completion by October 2019 as a basis for its own calendar. PMSA notes for the record here that the NOP has already facially ignored the Application's assertions that there are not anticipated significant impacts in multiple respects from the proposed project in its conclusions that the full range of environmental issues need to be addressed. And, the NOP has already rejected specific claims of non-environmental impact by the application; for instance, with respect to hazardous materials, the project Applicant asserted that questions of the disposal of hazardous materials would not even be applicable to this project, but the NOP noted that this is a DTSC listed location with serious hazardous materials constraints. The DEIR timeline, therefore, must be controlled by the scope of the substance of the NOP's conclusion that the EIR will evaluate the full range of environmental issues contemplated for consideration under CEQA and the CEQA Guidelines and not the arbitrary timeline desired by the Applicant or reflected in the planning staff memo which accompanied the NOP.
19	PMSA	19-11	General CEQA	The adequacy of the CEQA analysis contained in the DEIR will hinge on the accuracy of baselines used for environmental analysis. An accurate baseline is required to ensure that the Project's likely environmental impacts are neither exaggerated nor obscured. Mere projections of baseline information are insufficient for baseline analysis. Fairview Neighbors v. County of Ventura (1999) 70 Cal.App.4th 238; Save Our Peninsula Committee v. Monterey Bd. of Supervisors (2001) 87 Cal.App.4th 99 [CEQA requires that the preparers of the EIR conduct the investigation and obtain documentation to support a determination of preexisting conditions.]. Further, County of Amador v. El Dorado County Water Agency (1999) 76 Cal.App.4th 931 states that recitation of raw data without explanation of how such levels were derived or maintained does not provide an adequate description of the existing environment. Citizens for East Shore Parks v. State Lands Commission (2011) 202 Cal.App.4th 549 held the proper baseline for analysis of environmental impacts is what [is] actually happening, not what might happen or should be happening.
19	PMSA	19-12	General CEQA	The NOP notes that this CEIR for the proposed Project is also being prepared under the new California Assembly Bill 734 judicial streamlining legislation. In this context, the proper CEQA baseline is not just particularly important for evaluating transportation and air quality impacts in the general sense that they are required under CEQA, but for this project, the creation of the proper and most robust baselines possible will be necessary in order to evaluate whether or not the project is even eligible to take advantage of the potential benefits of AB 734. For example, the project may not result in net additional emissions of greenhouse gases and must achieve a 20 percent reduction in vehicle trips or else it will not meet the threshold criteria to meet AB 734 streamlining criteria.

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19	PMSA	19-5	General CEQA	While the NOP, and therefore the public in providing comments as to the adequacy of the NOP, suffer for the lack of an Initial Study, the lack of this step may not lawfully impact the final EIR associated with this project. In a typical NOP, a discussion of the Initial Study would provide the basis upon which the Lead Agency, Responsible Agencies and the public could rely in order to make an evaluation of the scope that a DEIR will take. The Initial Study can also provide the basis upon which a Lead Agency might conclude that certain types of analyses of environmental impacts could be limited. Since there is no Initial Study upon which one could rely for comments and for any limitations on the review of project scope, the NOP's conclusion that every conceivable environmental impact of this project must be evaluated in the DEIR process is indisputably correct.
19	PMSA	19-7	General CEQA	PMSA supports the conclusion in the NOP that there are no bases for limitations on the issues to be reviewed in this EIR process and that the entire panoply of possible environmental issues must be reviewed given the lack of Initial Study. PMSA offers its comments in this letter to ensure that these reviews include all of the many significant impacts to the maritime industry associated with the project.
19	PMSA	19-8	General CEQA	As the DEIR must necessarily address all of the large and varied retinue of environmental issues to be explored with any large and ambitious Housing/Commercial/Stadium project in addition to all of the issues implicated when a project of significant magnitude is undertaken on the waterfront, there is absolutely no objective basis for the initial evaluation in the Staff Report for the City of Oakland Planning Commission accompanying the NOP that the completion of a DEIR could be reasonably expected by early summer of 2019. To the contrary, without an Initial Study to rely upon, the Applicant and the Planning staff have little basis for making assumptions about a timeline for the DEIR evaluation process other than looking generally at the project's complex components and challenging location.
19	PMSA	19-28	General CEQA	Additionally, the environmental review document prepared for CEQA compliance must evaluate the efficacy of the mitigation measures proposed, as well as any significant environmental impacts that the mitigation measures may cause. <i>San Joaquin Raptor Rescue Center v. County of Merced</i> (2007) 149 Cal.App.4th 645.
19	PMSA	19-3	General CEQA	Given the intensity, scale, and location of the project, PMSA agrees with the NOP that a full EIR will be required for this project. PMSA also agrees with the NOP that the DEIR should evaluate the full range of environmental issues contemplated for consideration under CEQA and the CEQA Guidelines.
30	Gary Patton	30-1	General CEQA	The EIR should include an analysis of the whole project, both the ballpark at Howard Terminal and the proposed development at the Coliseum site
35	Mercedes Rodriguez (2)	35-9	General CEQA	This PUBLIC COMMENT period is required by state law and will certify the official public record. Now is the time to express your concerns, if any, about how this project will impact your neighborhood and your city. As Lynette always says: 'Not one of us is as wise as all of us.' We encourage you to review the proposal, ask questions and offer your input before the deadline. Share your thoughts on: The potential impacts of this project on the community and the environment (including construction and operation) Measures or alternatives the City or the A's can take to minimize these impacts You may submit comments HERE, or by contacting City Planner Peterson Volmann at PVollmann@oaklandca.gov . Please be sure to reference this project's case number ER18-016 in all comments. Responses must be submitted by 5PM on Monday, January 7, 2019.
35	Mercedes Rodriguez (2)	35-17	General CEQA	My initial skepticism was not made better by the last minute announcement of the community meeting to discuss the project today, November 29th. That is one day after the first big media public announcement. If your neighbor needs a permit to build a fence that is too tall, the City gives you a 10 day notice. Hey Kaval, how much public input do you really expect with a 1 day notice?

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PC-11	Mike Jacob, PSMA	PC-11-1	General CEQA	Good evening, Madame Chair and members. My name is Mike Jacob with the Pacific Shipping Merchant Association. We represent ocean carriers along the terminal and the maritime industry at the Port of Oakland. We have a number of concerns with the Project that need to be resolved and we think need to be addressed in the EIR. The Project itself and this process in front of you is unusual. No initial study for an EIR and that's unusual. The project outfit doesn't have any rights on the site, that's unusual. The City as the Lead Agency for a project that's being undertaken by the Port, which is the primary project entity, that's unusual. The legislation that was passed that provides special accommodations for this Project after the EIR is passed, that's unusual. And as we heard another facts this evening, which is more unusual, going from nothing to Draft EIR in six months for a project of this scope and scale is, again, unusual. So there's a lot that needs to occur. We're going to be providing written comments on the scope.
PC-18	Commissioner Manus	PC-18-1	General CEQA	So it was not clear, what is being discussed relative to the length of the CEQA process? I know we can't determine that. But I got a sense from some of the testimony that it was an accelerated process. So that's the first question.
PC-19	Commissioner Fearn	PC-19-1	General CEQA	Yeah, Pete, I just want to follow up on Commissioner Manus' initial question about when you say the EIR is anticipated to be out at the end of '19, is that the Draft EIR or the final?
PC-20	Chairperson Myres	PC-20-12	General CEQA	I have just one additional -- I agree with all these and I have one additional comment or request of both the City and the A's which is to extend the comment period by another week. So right now the comment period is supposed to end the 7th of January. As you might know -- and it opened on the 30th of November. As you probably know, many community organizations are closed at this time and on break for the holidays, residents are out of town for the holidays. And it is a pretty quick turnaround to come back from New Year's Day and have to comment on something like by the 7th. So if the City and A's are agreeable I think at least a one week extension of that comment period would be appropriate given the scale of the Project.
6	Caltrans	6-2	General Project	The project sponsor proposes to develop the Howard Terminal property and construct: a new privately funded 35,000 person capacity Major League Baseball park; up to 4,000 residential units of varying affordability and types; 2.27 million square feet (sf) of adjacent mixed use development, including retail, commercial, office, cultural, entertainment, flex light industrial/manufacturing, and recreational uses; a 300-400 room hotel; a performance venue with a capacity of up to 3,500 individuals; new and expanded utility infrastructure; and new signage and lighting. The Oakland Waterfront Ballpark District is also referred to as %u201Cthe project%u201D and %u201Cthe proposed district%u201D. The project is located 0.28 miles from the Interstate (I)-880 / Market Street on- and off-ramps and 0.5 miles from the I-880 / 5th Street on- and off-ramps.
6	Caltrans	6-3	General Project	The project would also include the following key initial plan elements: demolish existing industrial buildings on the project site, except the existing container cranes which may be retained; address any hazardous materials that may be present on the project site; construct/provide improved access from the surrounding neighborhood and regional transportation networks, which could include, but may not be limited to an expanded shuttle and/or bus service ('rubber-tire trams') and a new network of public streets and sidewalks that provide connectivity to and through the project site, and pathways that lead directly to the waterfront and related amenities; construct/provide new waterfront public access, enhanced water views, and on-site open space; comply with AB 734 regarding implementation of sustainability measures, development of a LEED Gold ballpark, with no net increase of GHG emissions; and phased development of the proposed project. The target completion date is Spring of 2023 for the construction of Phase 1, including the ballpark, associated infrastructure, and potentially some ancillary development. The proposed district may also include one or more variants or options, potentially including but not limited to: new elevated pedestrian connections over the Embarcadero railroad tracks and improvements to existing at-grade crossings; an aerial tram or gondola above Washington Street extending from the downtown Oakland 12th Street BART Station, over I-880 to Jack London Square; development of a portion of an adjacent existing power plant and removal of adjacent tanks; altered edge configuration of the existing wharf to enhance public views and provide additional boat access/active water uses; and/or extension of Embarcadero West to Middle Harbor Road and a new ramp from the existing Adeline Street overpass for new direct access to the project site.

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12	Port of Oakland	12-6	General Project	Overview of Existing Conditions The Proposed Project site is unique from most other infill development in the San Francisco Bay Area because it lies at the confluence of multi-modal transportation corridors that are critical for the numerous active industrial, commerce, and international shipping uses in and adjacent to the site as well as for nearby commercial uses. The Proposed Project site lies directly adjacent to a heavily-utilized federal navigation channel (the %u201CInner Harbor Channel%u201D) and a turning basin that all ships berthing at the Inner Harbor ship terminals necessarily rely on for safe ingress and egress of the Inner Harbor. It currently serves the Seaport Area (defined below), and is leased or operated by several Port tenants who provide services in direct support of maritime cargo activities at the Port. The Proposed Project lies adjacent to transportation corridors that are heavily used by cars and trucks (along the I-80, I-880, and I-580 freeways), trains (including passenger and Class I rail tracks adjacent to the Project site), and marine vessels (in and adjacent to the federal navigation channel, i.e., Inner Harbor Channel).
12	Port of Oakland	12-11	General Project	%u201CJack London Square%u201D has its epicenter at the intersection of Broadway and Water Street and generally emanates west until Clay Street, east until Harrison Street, and north until the I-880 freeway. %u201CWest Oakland%u201D is generally bounded by highways I-880, I-980, and I-580, and by San Pablo Avenue.
13	BCDC	13-14	General Project	While not described in the NOP, news reports have shown early plans to redevelop the existing ballpark site at the Coliseum as a mixed-use development including open space and park areas. While it is unclear to us if the proposed work at the existing Coliseum site in East Oakland is intended in part to provide a public benefit for impacts associated with the project at Howard Terminal, please understand that the Commission must evaluate the two projects separately.
13	BCDC	13-7	General Project	Bay Fill, Section 66605 of the McAttee-Petris Act states that fill in San Francisco Bay should 'only be authorized when': (1) the public benefits from the fill clearly exceed the public detriment from the loss of water area and should be limited to water-oriented uses (such as ports, water-related industry, airports, bridges, wildlife refuges, water-oriented recreation and public assembly)... or minor fill for improving shoreline appearance or public access to the Bay; (2) no upland alternative location is available for the project purpose; (3) the fill is the minimum amount necessary to achieve the purpose of the fill; (4) the nature, location and extent of any fill will minimize harmful effects to the Bay; and (5) the fill should be constructed in accordance with sound safety standards. While it is unclear from the NOP if the project would require any additional filling of San Francisco Bay, the project would occur in part on solid or pile-supported fill constructed subsequent to the establishment of the Commission on September 17, 1965. Reuse of this filled area for a different purpose than originally authorized (i.e., seaport facilities) would require the Commission to evaluate the portions of the project within the areas filled after September 17, 1965 using the criteria established in Section 66605 of the McAttee-Petris Act and related Bay Plan policies. The DEIR should therefore map and describe those areas of the project site subject to tidal action at any point since September 17, 1965 that have been subsequently filled, and describe in detail the proposed development, activity, and uses on these filled areas and consistency with the Commission's laws and policies. If any new fill is proposed as part of the project, the DEIR should also indicate the location of such fill, the proposed method of fill (e.g., solid earth, pile-supported structure, cantilevered structure), the approximate volume and surface area of the Bay to be filled, and the proposed development, activity, and uses of the newly filled area.
15	Industry Coalition	15-5	General Project	One inaccuracy of alarming and immediate note, the Applicant represents itself as a %u201CDeveloper or Project Sponsor%u201D of a project at Howard Terminal, Port of Oakland. Yet, the Oakland A%u2019s have no rights in the public property at Howard Terminal, have reached no agreement with the Port of Oakland to acquire or develop a facility at Howard Terminal, and have no understanding with the City as to any development or project rights at any location. ¹ (1) The fact that the Oakland A%u2019s are in talks with the Port of Oakland under an ENA to potentially acquire future rights to a development at Howard Terminal does not create a cognizable right or interest in the property. Since no development agreement has been reached at this time, no rights have been conveyed (conditionally or otherwise), and no grant of privilege to apply to the City for this Environmental Review have been given to the Applicant by the Port.
15	Industry Coalition	15-12	General Project	Relationship to a larger project or series of projects

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15	Industry Coalition	15-13	General Project	Finally, the Applicant answered %u201CNone%u201D to the questions of whether there are any %u201CAssociated Projects%u201D related to the Howard Terminal project in addition to the claim that this Application was not submitted in %u201CRelationship to a larger project or series of projects.%u201D This is wholly inconsistent with the Applicant%u2019s public statements related to this project. The Applicant has insisted that the Coliseum location must be an ancillary development to support the financing of the Howard Terminal project.3 Moreover, project components such as the Washington Street gondola are not listed as part of the project in the Application. (3) This is seemingly inconsistent with the NOP%u2019s notation of the Oakland Coliseum site as a DEIR Alternative.
22	SF Bay Area Water Trail	22-1	General Project	Construction of the Project offers an opportunity to create one of the most iconic boating destinations in the Bay Area. Renderings prepared of the Project show numerous kayakers floating just outside the stadium - we want to help make that a reality. Accommodation of water access facilities and/or concessions would enhance boating opportunities should be considered in Project design.
31	Gregorio de Masi	31-1	General Project	I have nothing against building the A's new ballpark at Howard Terminal - I am 100% supportive of it. We are looking forward to having the ballpark near our community where so many of us can easily walk or ride our bikes to the ballpark from West Oakland, or bart there.
31	Gregorio de Masi	31-3	General Project	We only see a long list of positives in building the A's new ballpark at Howard Terminal. Jack London Square is a prime neighbor for this sort of development and the surrounding area is full of warehouses and commercial buildings which can be converted into apartments, lofts, retail, restaurants, parking structures, etc.
32	Jolene Mattson	32-2	General Project	Also my husband had a good idea. Make greenspaces available for tailgating.
32	Jolene Mattson	32-4	General Project	So it wold be nice if there was greenspace outside of the ballpark at the new site that would allow for BBQ and drinking before games.
34	Mercedes Rodriguez (1)	34-5	General Project	The design for the new Ball Park is great but not for Howard Terminal. Let the A's remodel the Coliseum and make it better for those that live in East Oakland.
35	Mercedes Rodriguez (2)	35-1	General Project	Thanks for sending me this information on the A's. I have been attending their meetings and I do have problems with the stadium being at Howard Terminal. The designs are great but not for Howard Terminal. They will only have 34,000 seats and 1,500 parking spaces. They also plan on having events all year instead of only on game days.
35	Mercedes Rodriguez (2)	35-5	General Project	In an effort to get our community involved, I have had the A's at my October 27, 2018 Bay Porte Village Neighborhood Watch Meeting and I have provided the A's with a list of organizations that I am involved with to schedule Community Meetings. One that is scheduled is the Neighborhood Crime Prevention Council NCPC 2X 5X. That meeting will be held on Thursday February 7, 2019 6:30 PM at the West Oakland Senior Center on Adeline and 18th Street.
35	Mercedes Rodriguez (2)	35-12	General Project	This project proposes to develop not one, but both the Howard Terminal and the Coliseum sites.
35	Mercedes Rodriguez (2)	35-13	General Project	The architectural renderings are both impressive and forward thinking in accounting for the rise in water levels in the bay and providing tech offices, open space and affordable housing. The local politicians all gathered together for the news conference and could barely contain themselves. However, instead of jumping on the bandwagon just yet, I urge the public to pump your collective brakes until the A's come forward with some details.
40	Rod Borba	40-4	General Project	development of an enterprise zone for vendors
LPAB-8	Board Member Sugrue	LPAB-8-3	General Project	And my final thing, it may be for staff, but it may be for you, regarding a full site plan timeline. What does the timeline look like in terms of having a full site plan and going through the EIR process, just so everyone in Oakland is aware of kind of what this looks like?
PC-15	Commissioner Hedge	PC-15-1	General Project	Okay. And in terms of your vision for this, I see that you have housing as part of this Project. Is there thinking around affordability?
PC-15	Commissioner Hedge	PC-15-2	General Project	And in terms of usage for the gondola, is there also a fee for people who want to use it all year around or what's the plan on that?
PC-18	Commissioner Manus	PC-18-2	General Project	Second is so in the course of this CEQA process, how are we going to see the elevation design? Because what I see in the package is basically artist renderings. So what is the staff path relative to how this commission and the DRC, if that's going to be part of it or if staff is going to be doing it? Or whatever.
PC-18	Commissioner Manus	PC-18-3	General Project	Okay. And then two things that I would like reflected in the analysis on the EIR is the timing of the delivery of the housing and the hotel and commercial components relative to the stadium.

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PC-20	Chairperson Myres	PC-20-1	General Project	And, Dave, I had a couple questions just about the discussions with the board. So, there's -- is it true that there's four months left on the ENA between the A's and the Port?
PC-20	Chairperson Myres	PC-20-10	General Project	Delivery on timing of housing and hotels;
PC-21	Commissioner Hedge (2)	PC-21-1	General Project	I have one more question. The ENA with the Port, that goes until April 2019. Is that in part for discussions for what's going to happen to the current coliseum? The current A's stadium?
4	BAAQMD	4-8	Greenhouse Gases and Climate Change	The GHG impact analysis should include an evaluation of the Project's consistency with the California Air Resources Board 2017 Scoping Plan and State and Air District climate stabilization goals for 2050. Please be advised that the Air District is in the process of updating the CEQA guidelines/thresholds. You may download a copy of the CEQA Guidelines from the Air District's website http://www.baagmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-cega-guidelines .
4	BAAQMD	4-11	Greenhouse Gases and Climate Change	8. The DEIR should evaluate all feasible mitigation measures, both onsite and offsite, for all potentially significant air quality and GHG impacts identified in the DEIR. The DEIR should prioritize onsite mitigation measures, followed by offsite mitigation measures within the West Oakland Community and near the proposed Project. Examples of potential emission reduction measures that should be evaluated and considered include, but are not limited to:
4	BAAQMD	4-12	Greenhouse Gases and Climate Change	Implementing green infrastructure in the West Oakland Community and fossil fuel alternatives in the development and operation of the Project, such as solar photovoltaic (PV) panels, electric heat pump water heaters, and solar PV back-up generators with battery storage capacity. %u2022 Implementing a zero-waste program consistent with SB 1383 organic waste disposal reduction targets including the recovery of edible food for human consumption. Prohibiting the use of diesel fuel on-site, consistent with the Air District's Diesel Free By '33 initiative (http://dieselfree33.baagmd.gov/) Develop an offsite mitigation program in collaboration with the City of Oakland and Port of Oakland to eliminate the use of diesel fuel at the Oakland Army Base and Port of Oakland. Providing funding for zero emission transportation projects in the West Oakland Community, including a neighborhood electric vehicle program, community shuttle/van services and car sharing, and enhancement of active transportation initiatives, among others. Create an on-going community engagement process through a Community Benefits Agreement (CBA) with the West Oakland Community to develop an enforceable mitigation plan that includes long term resilience measures, climate justice and adaptation plans, funding, and other resources to ensure measurable and tractable improvements to air quality in the community,
4	BAAQMD	4-16	Greenhouse Gases and Climate Change	11. The DEIR should evaluate the Project's consistency with the City of Oakland's West Oakland Specific Plan and Climate Action Plan.
9	CCJPA	9-4	Greenhouse Gases and Climate Change	These patronage and ridership shifts should be considered in the transportation and circulation, air quality, greenhouse gas emissions, and climate change impact analyses in the Draft EIR.
12	Port of Oakland	12-30	Greenhouse Gases and Climate Change	15. Berth 68 of the Proposed Project site contains a shore power substation and vaults installed in 2013 and designed to be used by berthing vessels in lieu of running auxiliary engines to achieve emissions reductions. Grant funding conditions require emissions reductions over the ten-year project life since installation. Conversion of Howard Terminal to a mixed-use facility may reduce or eliminate the use of the shore power vaults to provide shore power. The DEIR should analyze the potential impacts of reducing use, ceasing to use, or relocating this shore power equipment on air emissions, if it is not replaced. This is also a potential Utilities impact that should be addressed in the Utilities chapter of the DEIR.
12	Port of Oakland	12-29	Greenhouse Gases and Climate Change	14. The DEIR should analyze and identify all feasible on-site GHG and energy usage reduction measures in compliance with all applicable standards including Assembly Bill No. 734 (2017-18 Reg. Sess.), which requires that the Proposed Project show no net additional GHG emissions, and any required Greenhouse Gas Reduction Plan.
15	Industry Coalition	15-11	Greenhouse Gases and Climate Change	Substantially increased fossil fuel consumption (electricity, oil, natural gas, etc.)

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19	PMSA	19-26	Greenhouse Gases and Climate Change	Greenhouse Gas Emissions Must Be Analyzed The project's construction and operations would result in new GHG that need to be evaluated for significance and thoroughly mitigated. GHG emissions, including those generated by the new trips to and from 4,000 new dwelling units and 2.2 million square feet of new commercial and retail space, need to be evaluated for significance, in addition to the Stadium. GHG emissions from construction need to be evaluated for significance as well as the direct and indirect GHG emissions which would be generated and contribute to cumulative increases in sources of GHGs. The project will also generate substantial GHG emissions increases off-site from various displacements of cargo and supply chain activity both directly, from Howard Terminal itself, and indirectly, from cargo diversions which occur due to incursions on Port business. In evaluation of these potential impacts, we would direct the Lead Agency to the study commissioned by PMSA regarding the potential increase in GHGs which can result from vessel diversions. For more information, please review: http://www.pmsaship.com/pdfs/GHG%20Press%20Release%20final.pdf
28	Cyndy Johnsen	28-2	Greenhouse Gases and Climate Change	greenhouse gas emissions
19	PMSA	19-21	Growth Inducement	Inducement of ancillary, new growth in the current industrial buffer zone, consistent with the stated intention and vision of the A's and their architects to activate waterfront and bring downtown to the stadium site.
1	ACDEH	1-1	Hazards and Hazardous Materials	Alameda County Department of Environmental Health's (ACDEH) Local Oversight Program is respectfully providing comments in response to the subject notice. There are several known open and closed environmental cleanup sites on and in the vicinity of the subject project. As such, residual contamination remains in the soil and groundwater at the environmental cleanup sites. Therefore, impacted soil and/or groundwater may be encountered during construction activities at the subject site. It is recommended that precautions are taken to ensure construction worker safety with the preparation of a construction soil and groundwater management plan. It is also recommended that a regulatory oversight agency is involved if contamination is suspected or encountered at the site.
8	State Lands Commission	8-16	Hazards and Hazardous Materials	The likelihood of more flooding increases the potential for contaminants and other hazardous and toxic materials to spread that could affect groundwater and Bay water quality. Sea-level rise will exacerbate the effects of flooding and increase the risks of water-borne contamination that could degrade water quality and nearshore coastal habitats, reduce public access to waterways, and impact public health and safety. As stated in the NOP, the project site is listed by the Department of Toxic Substances on the EnviroStor database of Hazardous Waste and Substance sites. According to the EnviroStor database webpage, previous contamination occurred due to underground gas storage tanks and gas manufacturing that took place for nearly 60 years on the northeast corner of the site. The Chemicals of Potential Concern (COPCs) identified at the location include polycyclic aromatic hydrocarbons (PAHs), volatile organic compounds (VOCs), petroleum hydrocarbons, metals, and cyanide. Any alteration of the Project site must consider the potentially significant impacts from increased exposure of COPCs to the environment resulting from flood events. Also, since the proposed infrastructure and improvements will be vulnerable to damage and degradation from flood events related to climate change and sea-level rise, there may be marine debris, hazards, and public safety issues. Commission staff suggests the City include a robust analysis of these potential impacts in the Hazards and Hazardous Materials and Hydrology and Water Quality sections of the Draft EIR.

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11	EBMUD	11-4	Hazards and Hazardous Materials	CONTAMINATED SOILS Under the Existing Conditions section, the NOP states that the Project Site is included in the list of Hazardous Waste and Substances sites in the Department of Toxic Substances Control Envirostor database, which indicates the potential for contaminated soils or groundwater to be present within the project site boundaries. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater. EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.
12	Port of Oakland	12-14	Hazards and Hazardous Materials	Other Considerations The Proposed Project site is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. The Proposed Project site is also subject to two Covenants to Restrict Use of Property (CCRUP) recorded against title and regulated by the Department of Toxic Substances Control (DTSC) (one CRUP, as amended, between the Port and DTSC covering Howard Terminal and the other CRUP between PG&E and DTSC covering the Gas Load Center). The Port, PG&E, and DTSC are in discussions over having the Gas Load Center CRUP be revised to be between the Port and DTSC and re-recorded once the Gas Load Center site is transferred from PG&E to the Port. The Proposed Project applicant should coordinate with both DTSC and the Port to amend the CRUPs to allow for the potential development at the site. The Proposed Project will entail subsurface excavation that will generate hazardous materials, which will require transport and disposal. The applicant should obtain its own hazardous waste (CEPA) identification number so it is responsible for waste management, including signing manifests and paying applicable fees and taxes.
12	Port of Oakland	12-36	Hazards and Hazardous Materials	Hazards and Hazardous Materials 21. The buildings must adhere to any applicable height limitations set by the Federal Aviation Administration utilizing the 7460 Process.
12	Port of Oakland	12-37	Hazards and Hazardous Materials	22. The DEIR should analyze any impacts in light of the various extant and ongoing DTSC required activities on the Proposed Project site including, without limitation, DTSC case number 01440006 entitled Howard Marine Terminal Site and DTSC case number 01490012 entitled CPG&E Oakland-1 MGP. Specific documents related to these two cases which are required to be adhered to include, without limitation, CRUPs, Operation & Maintenance Agreements, Operation and Maintenance Plans, Soil Management Plans, and Health and Safety Plans. The DEIR should analyze how these DTSC-required activities including, without limitation, ongoing groundwater monitoring, will be addressed if the Proposed Project is developed.
12	Port of Oakland	12-38	Hazards and Hazardous Materials	23. Subsurface contamination may be present at locations of proposed facilities outside of Howard Terminal. For example, subsurface contamination could be present in the possible terminus of the proposed aerial tram or gondola at the intersection of Water and Washington Streets. The geographic area of the Hazards and Hazardous Materials analysis in the DEIR should include all areas that may be impacted by the Proposed Project. The DEIR should analyze impacts associated with hazardous materials for all potential subsurface work.
15	Industry Coalition	15-10	Hazards and Hazardous Materials	Use of disposal or [sic] potentially hazardous materials, such as toxic, flammable or explosive materials.

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15	Industry Coalition	15-27	Hazards and Hazardous Materials	With respect to Hazardous Materials, while the NOP notes that Howard Terminal is a Hazardous Waste site and is present on the DTSC %u201CCortese List,%u201D and that the DEIR will include a Hazardous Materials element, the NOP fails to mention that Howard Terminal is a contaminated site which is already subject to a Deed Restriction entered into between the Port and DTSC. The Deed Restriction affirmatively limits all future activities which might disturb the site and which depart from its use as a port-industrial marine facility, and prohibits construction of housing or other new uses unless otherwise authorized by DTSC. This Deed Restriction is not listed in the list of Discretionary Approvals required for development of this project in the NOP and is not included in the Application (which answered %u201CNo%u201D to the question as to whether or not the project may implicate issues of use or disposal of hazardous materials), however the DTSC Deed Restriction may place significant physical and legal constraints on the project site.
15	Industry Coalition	15-28	Hazards and Hazardous Materials	With respect to site condition and constraints, neither the Application nor the NOP list Pipeline safety and transportation issues as an issue specific to the site. The site is adjacent to the Kinder Morgan jet fuel pipeline and is subject to an easement at the property line to ensure access to the pipeline and to ensure that all federally-mandated pipeline safety, security, and maintenance standards are maintained. The presence of an oil pipeline on the boundary of Howard Terminal is a condition that may place significant physical and legal constraints on the project site.
19	PMSA	19-22	Hazards and Hazardous Materials	Project-specific Hazardous Materials Infrastructure Mitigation: Howard Terminal site clean-up was estimated to cost \$100m by state DTSC in 2003, prior to the enactment of non-industrial development Deed Restrictions between the DTSC and Port on Howard Terminal
38	Raphael Gilbert	38-1	Hazards and Hazardous Materials	Schnitzer Steel must relocate if the A%u2019s move to Howard Terminal.
PC-11	Mike Jacob, PSMA	PC-11-6	Hazards and Hazardous Materials	The scoping plan says that this site's on the DTSC list for impacted sites. It is. But that's not the limitation. The limitation is the deed restriction on the property.
11	EBMUD	11-6	Hydrology and Water Quality	WASTEWATER SERVICE EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this project and to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enters the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater interceptor system ('Satellite Agencies') hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.
11	EBMUD	11-7	Hydrology and Water Quality	A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region's wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

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12	Port of Oakland	12-40	Hydrology and Water Quality	Hydrology and Water Quality 25. The Proposed Project could degrade water quality during construction and/or operation. The Proposed Project will need to comply with the State's 2019s Construction General Stormwater Permit during construction. The Proposed Project will need to comply with the Port's 2019s NPDES Phase II Non-Traditional Municipal Separate Sewer System Permit (Municipal Stormwater Permit) during and after construction. This includes, but is not limited to, installation of post-construction stormwater treatment controls such as bioretention basins, and compliance with Port pollution prevention requirements for onsite operations such as creating/implementing a pollution prevention plan. The Project will also have to comply with the State Trash Amendments, including installing trash capture devices and/or equivalent on-land trash control practices to effectively prevent trash from entering the Port storm drain system. Trash Amendments are not currently in place but slated to be integrated into the Municipal Stormwater Permit by December 2020.
13	BCDC	13-16	Hydrology and Water Quality	Water Quality. The Bay Plan policies on water quality state that, 'new projects should be sited, designed, constructed and maintained to prevent, or if prevention is infeasible, to minimize the discharge of pollutants to the Bay' Additionally, in order to protect the Bay from the water quality impacts of nonpoint source pollution, 'new development should be consistent with standards in municipal storm water permits and state and regional storm water management guidelines To offset the impacts from increased impervious areas and land disturbances, vegetated swales, permeable pavement materials, preservation of existing trees and vegetation, planting native vegetation and other appropriate measures should be evaluated and implemented where appropriate....' This site has also been the focus of groundwater issues as movement of groundwater is projected to rise at the site, and with it there is a potential to remobilize past contaminants. The NOP states that the site is listed on the Cortese List and will need to be remediated before construction can begin. BCDC staff is interested in seeing maps and data that show the areas of contamination to be remediated as well as potential groundwater movement and supplies. The draft EIR should evaluate the potential impacts of the Proposed Project on the water quality of the Bay, surrounding groundwater, and runoff, and should propose best management practices and mitigation measures to minimize adverse impacts to water quality during construction and into the future.
15	Industry Coalition	15-9	Hydrology and Water Quality	Change in ocean, bay, lake, stream, or ground water quality or quantity, or alteration of existing drainage patterns.
8	State Lands Commission	41-11	Land Use, Plans, and Policies	In 2013, legislation was enacted that authorized the Commission to approve a multi-use development on Public Trust lands in San Francisco that included a major league basketball arena, if the Commission finds that certain conditions are met. The legislation found that the mixed-use development would not displace any existing maritime uses at the site and would allow the existing maritime uses to continue and expand. The legislation also found that the project would not eliminate any opportunities to develop future maritime cargo facilities on the Port property. The legislation imposed several conditions intended to promote public trust activities. For example, the legislation required that the project attract people to the waterfront, increase public enjoyment of the San Francisco Bay, encourage public trust activities, and enhance public use of trust assets and resources on the waterfront. Another major condition was that the project include a significant and appropriate maritime program. The Commission was authorized to approve the project if it made certain findings including a determination that the project was consistent with the Public Trust. Even though the sites and project elements differ, the factors considered in the legislative findings and the requirements for a trust consistent project are analogous to the considerations that will need to be taken into account when considering the Oakland Waterfront Ballpark District Project.
8	State Lands Commission	8-6	Land Use, Plans, and Policies	California's 2019s maritime facilities and operations are critical to the state and national economies. The California Legislature has unequivocally expressed the importance of maritime commercial at California ports as constituting one of the state's 2019s primary economic and coastal resources and an essential element of the national maritime network. It is important that the Port and the City analyze whether and to what extent the Project will impact existing and potential maritime uses at the Howard Terminal and elsewhere within the Port. The potential displacement of Port critical maritime activities is a matter of statewide concern and should be fully analyzed. The Commission, in its role as a fiduciary trustee of the state's 2019s Public Trust lands and resources, has a long history of supporting responsible maritime operations at California Ports, including in 2012 where the Commission adopted a resolution supporting California Ports.

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8	State Lands Commission	8-7	Land Use, Plans, and Policies	All proposed uses for the Project, including the mixed-use development, performance venue, and Major League Baseball Park, will need to be carefully and critically analyzed to ensure consistency with the Public Trust. Residential units are generally considered to be inconsistent with the Public Trust as residential development is not water dependent or related and entirely privatize public lands and resources.
8	State Lands Commission	8-8	Land Use, Plans, and Policies	Evaluating the trust consistency of a proposed project that is outside the traditional Public Trust uses of commerce, navigation, and fisheries is a complex process that depends on the characteristics of the site, the specific project components including design and programming, and the Public Trust needs in the area. Determinations are handled on a case-by-case basis and are intensely fact-specific. Guidance can be found from previous court decisions, opinions of the California Attorney General, and resolutions and advice letters from the Commission.
8	State Lands Commission	8-9	Land Use, Plans, and Policies	A major league baseball park is not a traditional public trust use. It typically does not involve water related commerce, navigation, or fishing. Recreational uses that have no relation to the water and that do not provide a statewide public benefit, are typically not trust-consistent. Whether a recreational venue, like a major league baseball park, has a sufficient connection to the water and enhances the statewide public's use and enjoyment of the water is a critical component in a project's consistency with the Public Trust.
8	State Lands Commission	8-10	Land Use, Plans, and Policies	In 1997, the Commission found that an open air, waterfront ballpark of 42,000 seats in San Francisco was consistent with the Public Trust because the identity of the ballpark was tied to its location on the water and it would, among other things, be an important visitor-serving facility integrated into and encouraging Public Trust activities. The Commission found that the ballpark, together with its public spaces and access, visitor-serving specialty shops, and ancillary facilities, complemented the overall use of the waterfront. In addition, the use of the area had evolved from maritime industrial toward non-industrial uses including public recreation and water-oriented retail. The staff report for this approval analyzes factors that led to the Commission's trust consistency determination. While the San Francisco and Oakland shorelines and scale of port operations are vastly different, the factors in the Commission's determination should be carefully reviewed when considering the Oakland Waterfront Ballpark District Project.
8	State Lands Commission	8-4	Land Use, Plans, and Policies	Public Trust lands held in trust and the revenues generated from these lands must be used for purposes that promote or are consistent with the Public Trust and the applicable granting statutes. All uses of Public Trust lands, including those authorized by the granting statutes, must consider the overarching principle of the Public Trust Doctrine: that Trust lands belong to the statewide public and are to be used for statewide public purposes, not purely for local or municipal purposes. (Mallon v. City of Long Beach (1955) 44 Cal.2d 199). The management of Public Trust lands is a matter of statewide importance. Land use decisions must be made by the local trustee without subjugation of statewide interest, concerns, or benefits to the inclination of local or municipal affairs. (Pub. Resources Code § 6009 subd (d).)
8	State Lands Commission	8-5	Land Use, Plans, and Policies	Public Trust land uses are generally limited to water-dependent or water-related uses that promote fisheries, commercial navigation, environmental preservation, water-related recreation, enjoyment of the Public Trust lands and resources, and public access to the water. There are many types of Trust consistent uses. The most common are ports, marinas, docks and wharves, buoys, commercial and sport fishing, bathing, swimming, public access amenities, and kayaking or boating. Public Trust lands may also be kept in their natural state or restored and enhanced for habitat, wildlife refuges, scientific study, or open space. Ancillary or incidental uses that directly promote Trust uses, directly support and are necessary for Trust uses or support the public's enjoyment of Trust lands are also permitted. Examples include facilities to serve waterfront visitors, such as hotels, restaurants, visitor-serving retail and recreation, and restrooms. Other examples are commercial facilities that must be located on or adjacent to the water, such as warehouses and container-cargo storage. Uses generally not compatible with Public Trust lands are those that are not water-related or dependent and that do not serve a statewide public purpose. Incompatible uses include residential, general commercial and office uses, and municipal uses, like public schools, hospitals, or municipal government buildings.

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8	State Lands Commission	8-2	Land Use, Plans, and Policies	The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301; and 6306). All tide and submerged lands, granted or ungranted, as well as navigable waterways, are subject to the protections of the common law Public Trust Doctrine.
8	State Lands Commission	8-3	Land Use, Plans, and Policies	The Project is located largely on current or historic tide and submerged lands held in trust by the City. The most landward portion of Howard Terminal was purchased with Public Trust funds and is owned by the Port of Oakland as a Public Trust asset. Beginning in 1852 and through a series of legislative grants from the state, the City of Oakland was granted, in trust, certain sovereign tide and submerged lands located with its boundaries. In 1927, the City delegated to the Port the exclusive authority to hold, manage, and administer all tide and submerged lands originally granted to the City within the Port Area. The Port has, among other powers and duties, the exclusive power to acquire and hold, in the name of the City, lands, real property, property rights, leases and easements, and to sell and exchange lands, as necessary and convenient for development and operation of the Port; exercise on behalf of the City all the rights, powers and duties with respect to subject matters within the Port's jurisdiction, that are now may in the future be vested in the City; and sue and defend in the name of the City all actions and proceedings involving any matters within the Port's jurisdiction.
12	Port of Oakland	12-4	Land Use, Plans, and Policies	By virtue of the Port Board's exclusive control over the Port Area under the Charter, the Port is also a trustee on behalf of the State to hold, maintain, and operate tidelands trust lands and assets for tidelands trust consistent uses and subject to trust conditions (the 'Tidelands Trust' (D)). The State Land Commission oversees the Port's role as tidelands trustee.
12	Port of Oakland	12-31	Land Use, Plans, and Policies	Land Use and Planning 16. The Proposed Project would introduce non-industrial land uses into an area of marine terminal and ancillary operations that is a part of an integrated warehouse and transportation industrial logistics network and geographic area. The DEIR should evaluate the compatibility of the proposed land uses with the existing land uses in an active industrial area. Proposed mitigation should include infrastructure, siting, and other design features to alleviate potential conflict between existing and future maritime operations and non-industrial uses.
12	Port of Oakland	12-32	Land Use, Plans, and Policies	17. Continued and potential new general industrial and transportation uses, including all maritime and warehousing operations, will be essential to the continued vitality of the integrated maritime, transportation, and commercial economy in the area, especially if all or part of the Proposed Project is not realized. The General Plan amendment should allow for flexible uses and continue to permit General Industrial/Transportation uses in addition to allowing uses in the Proposed Project.
13	BCDC	13-2	Land Use, Plans, and Policies	Jurisdiction. The NOP correctly identifies that the project would require a Major Permit from the Commission. As a permitting authority along the San Francisco Bay shoreline, BCDC is responsible for granting or denying permits for any proposed fill (earth or any other substance or material, including pilings or structures placed on pilings, and floating structures moored extended periods); extraction of materials; or substantial changes in use of any water, land or structure within the Commission's jurisdiction. If a project is proposed within the Commission's jurisdiction, it must be authorized by the Commission pursuant to a BCDC permit, and the Commission will use the policies of the McAteer-Petris Act, the Bay Plan, and in this location, the Seaport Plan, to evaluate the project.
13	BCDC	13-3	Land Use, Plans, and Policies	From reviewing the NOP, it appears the project would be partially located within BCDC's jurisdiction. The Commission has 'Bay' jurisdiction over all areas of San Francisco Bay subject to tidal action, which is defined by the shoreline that extends up to mean high tide, except in marsh areas, where the shoreline is five feet above mean sea level. The Commission's Bay jurisdiction also includes all areas formerly subject to tidal action that were filled since September 17, 1965. At Howard Terminal, which was significantly redeveloped in the 1980s and 1990s, the Bay jurisdiction will therefore include all areas subject to tidal action at any point between September 17, 1965 and the present, even areas that are at present solid earth or pile-supported wharf structures. The Commission also has a 'shoreline band' jurisdiction over an area 100 feet wide lying inland and parallel to the shoreline. Because the shoreline has been significantly altered since 1965, that shoreline band will be located farther than 100-feet from the present-day shoreline. The DEIR should map and describe what elements of the project would occur within the Commission's permitting jurisdiction, distinguishing between the Bay and shoreline band jurisdictions.

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13	BCDC	13-4	Land Use, Plans, and Policies	Land Use. The DEIR should reflect that the project occurs within a Bay Plan-designated Port Priority Use Area (see Bay Plan Map No. Five). The Commission has designated on the Bay Plan maps those areas which should be reserved for priority land uses on the Bay shoreline, such as seaports. Within a Port Priority Use Area, any proposed project must be consistent with the Bay Plan development policies related to Ports (page 51). Those policies state, in part, that 'Port Priority Use Areas should be protected for marine terminals and directly-related ancillary activities,' and that other uses are permissible only if they 'do not significantly impair the efficient utilization of the port area.' Therefore, issuance of a permit for the project as described in the NOP could not occur unless the boundaries of the Port Priority Use Area on Bay Plan Map No. Five were revised to avoid the project site.
13	BCDC	13-5	Land Use, Plans, and Policies	Seaport Plan. The NOP correctly identifies that the project would require an amendment to the Commission's San Francisco Bay Area Seaport Plan. The Seaport Plan expands on and provides more detail for the Bay Plan policies related to ports and Port Priority Use Areas. To consider removing a port priority use area designation; the Seaport Plan requires that BCDC evaluate the impact of a proposed deletion on the region's capacity to handle the amount of ocean-going cargo projected to pass through the Bay Area ports. Under the provisions of the Seaport Plan, to approve the requested amendment the Commission must determine that eliminating the potential future use of the area for port purposes will not negatively affect the region's cargo handling capacity and will not increase the need to fill the Bay for future port development. One of the foundations upon which the Commission's port designations are based is a forecast of the volume of the different cargo types that are expected to be handled at the Bay Area ports. As the plan forecast expires in 2020, the Commission requires an updated forecast and other background information provided in the plan to make a determination. This information should be provided as part of the DEIR.
13	BCDC	13-6	Land Use, Plans, and Policies	Public Trust. The McAteer-Petris Act and the Bay Plan are an exercise of authority by the Legislature over public trust lands and establish policies for meeting public trust needs. Bay Plan policies on Public Trust state: 'When the Commission takes any action affecting lands subject to the public trust, it should assure that the action is consistent with the public trust needs for the area and, in case of lands subject to legislative grants, should also assure that the terms of the grant are satisfied and the project is in furtherance of statewide purposes.' The DEIR should map and describe those areas of the project site that are subject to the public trust, and whether title to this public trust ownership is vested in the State Lands Commission or to a legislative grantee. The DEIR should also note that the Commission's determination regarding a project's consistency with the public trust is done independently and in consultation with the State Lands Commission. The purpose of the public trust is to ensure that the lands to which it pertains are kept for trust uses, such as commerce, navigation, fisheries, wildlife habitat, recreation, and open space. While it is unclear from the NOP where specific land uses may be located, several of the uses listed such as residential, commercial, and office uses, are typically not considered public trust uses and may be in conflict with public trust needs.
13	BCDC	13-13	Land Use, Plans, and Policies	In order to evaluate the public access proposed with the project, the DEIR should include more detailed information regarding existing and proposed public access. The design public access areas should be fully described in the DEIR. The DEIR should also analyze the number of new residents, workers, customers, ballpark patrons, and other users expected at the site, their anticipated impact to existing nearby shoreline public access areas including Jack London Square, and evaluate whether and how the proposed new public access areas will accommodate these users and/or mitigate for these impacts. Providing this information will aid the Commission in determining whether the public access proposed with the project is the maximum feasible, consistent with the project. The location of the site is near recognized communities of concern and the proposed development should consider these communities when planning public access and site improvements, including opportunities to better connect adjacent communities to the Bay shoreline.
13	BCDC	13-18	Land Use, Plans, and Policies	Environmental Justice. While the Bay Plan does not currently include policies on Environmental Justice, on July 21, 2017, the Commission initiated a Bay Plan Amendment to address social equity and environmental justice by updating several sections of the Bay Plan, including Public Access, Shoreline Protection, and Mitigation, and by adding a new environmental justice section with new findings and policies. A public hearing is currently scheduled to occur on July 18, 2019. The DEIR may need to address such topics as these new policies are developed.

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15	Industry Coalition	15-29	Land Use, Plans, and Policies	With respect to Public Trust lands, while the NOP notes that Howard Terminal is a subject to the Public Trust, it lists this as a condition which is anticipated to be addressed through %u201CPort and State Lands Commission approval of a Trust Settlement and Exchange Agreement.%u201D However, such an Agreement requires a legal basis for its facilitation, and no such an Agreement has been authorized or authority for such Agreement specific to these parcels have been proposed or identified at this time. Barring the same, specific aspects of the proposed project are per se incompatible with the public trust %u2013 most notably housing and non-trust supporting commercial. Moreover, the Trustee duties of the Port of Oakland are not limited to Howard Terminal alone, and must be considered to be physical and legal constraints on the project site.
19	PMSA	19-17	Land Use, Plans, and Policies	Loss of Industrial Buffer Zone and introduction of new housing and other development into the Port area may reasonably be foreseen to introduces new air quality, noise, light and other limitations on near future operational developments and construction approvals at Port facilities and marine terminals.
19	PMSA	19-25	Land Use, Plans, and Policies	Project%u2013s inconsistencies with local plans and policies constitute significant impacts under CEQA. Endangered Habitats League, Inc. v. County of Orange (2005) 131 Cal.App.4th 777, 783-4, 32 Cal.Rptr.3d 177; see also, County of El Dorado v. Dept. of Transp. (2005) 133 Cal.App.4th 1376 (fact that a project may be consistent with a plan, such as an air plan, does not necessarily mean that it does not have significant impacts). These inconsistencies must be discussed in an EIR. (14 CCR § 15125(d); City of Long Beach v. Los Angeles Unified School Dist. (2009) 176 Cal. App. 4th 889, 918; Friends of the Eel River v. Sonoma County Water Agency (2003) 108 Cal. App. 4th 859, 874 (EIR inadequate when Lead Agency failed to identify relationship of project to relevant local plans).) Any deviation from any currently applicable Air Plan to Howard Terminal must be disclosed, analyzed, and properly mitigated in the DEIR.
19	PMSA	19-4	Land Use, Plans, and Policies	Although PMSA objects to the NOP%u2013s anticipation that the project would have no impacts on agricultural resources. As noted in comments below, given the large concentration of California agricultural commodities in the flow, mix, and nature of the export cargoes shipped through the Port of Oakland, agricultural exports which are currently utilizing the Port of Oakland would be significantly and negatively impacted by the proposed project at Howard Terminal. PMSA respectfully requests that the NOP include an evaluation of the environmental impacts on California agriculture associated with the project be included in its consideration of %u2013 the full range of environmental issues contemplated for consideration under CEQA and the CEQA guidelines.%u201D
36	Nikki Bas	36-2	Land Use, Plans, and Policies	compliance with BCDC policies.
PC-16	Commissioner Limon	PC-16-1	Land Use, Plans, and Policies	Yeah, a comment. So regarding the EIR, I think it would be important to study, obviously, the area of impacts the components of the EIR, but look at adjacent neighborhoods, Schnitzer Steel. That was my concern.
PC-18	Commissioner Manus	PC-18-4	Land Use, Plans, and Policies	And I would like a section describing a comparison with regard to the 18 years that the AT&T Park has gone through its opening and the issues that it's encountered in the course of being a waterfront site location.
PC-19	Commissioner Fearn	PC-19-5	Land Use, Plans, and Policies	And then obviously I know it's now being removed from the Downtown Specific Plan, so, you know, how do the land uses that are being proposed relate to, as Commissioner Hegde said, West Oakland and the surrounding neighborhoods.
PC-20	Chairperson Myres	PC-20-2	Land Use, Plans, and Policies	And then the scope of the EIR, it sounds like goes beyond what's allowed in Tidelands Trust. Or can you tell me the interaction between the scope of the Project currently and what's allowed under Tidelands Trust?
PC-20	Chairperson Myres	PC-20-9	Land Use, Plans, and Policies	Conflicts between Port uses and stadium uses and entertainment uses;
PC-22	Commissioner Manus (2)	PC-22-1	Land Use, Plans, and Policies	So I have a companion question of Ed. So if you would come up here. I know you've been diligently orchestrating the Downtown Plan document. And I got a briefing by the project manager. And what I'm hearing tonight is that the A's CEQA process will probably get completed, if all goes well, before the Downtown. So I'm a little confused as to why there's not a collaborative -- or at least an overlap in the process because the stadium is so adjacent to Jack London. And maybe this is going to derail the downtown process, but I'm a little confused as to -- they look like they're on parallel tracks that are not going to be connected.

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8	State Lands Commission	8-11	Legal / Regulatory Compliance	Potential Title Settlement and Land Exchange: The NOP states that to implement the proposed Project, it would need %u201CPort and State Lands Commission approval of a Trust Settlement and Exchange Agreement addressing public trust issues affecting the Project Site%u201D (NOP, p. 4). Public Resources Code section 6307 sets forth the conditions under which the Commission may approve a title settlement and exchange agreement. To approve an agreement, the Commission must make all the following findings: 1. The lands or interests in lands to be acquired in the exchange will provide a significant benefit to the public trust.2. The exchange does not substantially interfere with public rights of navigation and fishing. 3. The monetary value of the lands or interests in lands received by the trust in exchange is equal to or greater than that of the lands or interests in lands given by the trust in exchange. 4. The lands or interest in lands given in exchange have been cut off from water access and no longer are in fact tidelands or submerged lands or navigable waterways, by virtue of having been filled or reclaimed, and are relatively useless for public trust purposes. 5. The exchange is in the best interests of the state. The settlement and exchange process may take several years to complete. We look forward to working with the Port, the City and the Project sponsor to discuss the potential for a title settlement.
8	State Lands Commission	8-20	Legal / Regulatory Compliance	Environmental Justice 4. The NOP does not state whether the City intends to discuss and analyze potential environmental justice related issues, including an assessment of public access and equity implications and who would bear the burdens or benefits from the proposed Project. Commission staff believes the Draft EIR, as an informational public document, is an appropriate vehicle to disclose and discuss how the proposed Project would attain or be consistent with the City%u2019s equity goals and statewide policy direction. Specifically, Commission staff notes the following: a. The proposed Project appears to be within the %u201CDowntown Oakland Specific Plan%u201D area. While the Specific Plan has not been adopted, the City completed a Downtown Oakland Disparity Analysis in January 2018 ⁴ as part of its commitment to perform an equity impact assessment as part of the Specific Plan. With this process as a backdrop, staff recommends the City increase accountability and transparency by ensuring the Draft EIR discusses how the proposed Project fits together with the Specific Plan and either enhances or impairs achieving the City%u2019s equity goals for downtown. b. SB 1000, Chapter 587, Statutes of 2016, sets forth requirements for including environmental justice considerations in new general plans or in general plan amendments that revise two or more elements. While approval of the proposed Project would not trigger the SB 1000 requirement, it would require approval of a zoning change. That fact, together with the Specific Plan pending for the Project area and the age of the City%u2019s general plan (1998), argues strongly for inclusion of this topic in the Draft EIR. c. In December 2018, the Commission adopted an Environmental Justice Policy that establishes equity goals based on guidance from environmental justice communities. Equitable public access and equitable sharing of environmental benefits and burdens are core elements of the Commission%u2019s new Policy. Last year, the San Francisco Bay Conservation and Development Commission (BCDC) initiated a Bay Plan Amendment to address social equity and environmental justice by updating several sections of the Bay Plan, including Public Access, Shoreline Protection, and Mitigation, and by adding a new environmental justice section with new findings and policies. Because both the Commission and BCDC are responsible agencies with permitting or approval authority related to the proposed Project, staff recommends the City use the Draft EIR to provide information and analysis that could assist responsible agency review and approval actions related to environmental justice.
12	Port of Oakland	12-3	Legal / Regulatory Compliance	The Charter additionally provides the following restriction on the City Council%u2019s powers: %u201CNo franchise shall be granted, no property shall be acquired or sold, no street shall be opened, altered, closed or abandoned, and no sewer, street or other public improvements shall be located or constructed in the Port Area, by the City of Oakland, or the Council thereof, without the approval of the Board.%u201D (Section 712).

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12	Port of Oakland	12-5	Legal / Regulatory Compliance	Pursuant to the above-referenced powers and duties under the Charter, the Port Board expects that it will consider the following discretionary actions (and all necessary findings) at a minimum with respect to the Proposed Project: %uF0B7 Subject to the Tidelands Trust, approve agreement(s) to lease (and if applicable, to sell) certain portions of Howard Terminal to provide for development of the Proposed Project including the ballpark, ancillary facilities, commercial buildings, public amenities, and other visitor-serving accommodations; %uF0B7 Subject to the Tidelands Trust, approve agreement(s) to lease (and if applicable, to sell) certain portions of Howard Terminal to provide for the development of the Proposed Project including residential housing subject to the consent of the City Council;%uF0B7 Issue Port Development Permit(s) (i.e., Port Building Permit(s) under Charter Section 708) in conformity with the City General Plan; %uF0B7 Issue permits or franchises for the installation of streets, sewers and other public improvements (including public utilities); %uF0B7 Approve and/or impose construction and post-construction controls relating to stormwater pursuant to applicable law including Port ordinances and contract requirements; and %uF0B7 Approve and/or impose other environmental and sustainability measures addressing sanitary sewer, hazardous and toxic materials, private sewer laterals, other health and safety issues, and sustainability measures pursuant to applicable law including Port ordinances and contract requirements.
12	Port of Oakland	12-2	Legal / Regulatory Compliance	Relevant to the property rights and the regulatory approvals that the Proposed Project will need, the Port Board has the Charter powers and duties to take the following discretionary actions (all sections references are to the Charter sections; this is not an exclusive list):%uF0B7 to make or enter into leases of any properties under its jurisdiction for a term not to exceed sixty-six (66) years, subject to referendum (Section 709) and to receive the income from such leases (Section 711); %uF0B7 to provide for commercial development and residential housing in the Port Area; provided that any residential housing development shall be approved by the Port with the consent of the City Council (Section 706(23)) (emphasis added); %uF0B7 to approve or deny the application for a %u201CPort Building Permit%u201D to %u201Cconstruct, extend, alter, improve, erect, remodel or repair . . . any building or structure within the %u2018Port Area%u2019%u201D by considering the character, nature and size and location of the proposed improvement, and by exercising a reasonable and sound discretion in the premises (Section 708); %uF0B7 to develop and use property within the Port Area for any purpose in conformity with the General Plan of the City (Section 727) (emphasis added); %uF0B7 to sell land within its jurisdiction when it determines that such lands have become unnecessary for port purposes or harbor development (Section 706(15)); %uF0B7 to do and perform any and all other acts and things which may be necessary and proper to carry out the general powers of the City (Section 706(30)).
15	Industry Coalition	15-31	Legal / Regulatory Compliance	Relatedly, given that the identified Project Location and specific maps limited to Howard Terminal only, it is possible that, even though this project could impact CalTrans rights, it is unaware of the impending variant of the aerial tram system. The NOP should affirmatively notify OPR that this DEIR should specifically be identified as subject to the rules for projects impacting state transportation assets and CalTrans should be given a specific opportunity to ask for a hearing under Public Resources Code %21083.9.
19	PMSA	19-23	Legal / Regulatory Compliance	Trust Considerations: Housing and non-maritime development prohibitions exist on the granted lands administered by the Port under the state tidelands trust. The Port and City owe superseding trustee duties to the State independent of specific requirements based on any one parcel or facility. CEQA documents prepared for these properties and under these circumstances require the inclusion of specific trust findings.
PC-11	Mike Jacob, PSMA	PC-11-5	Legal / Regulatory Compliance	And then there are some other legal and policy questions that are thresholds that we need to look at.
7	CPUC	7-12	Noise and Vibration	Train horn noise will increase during events due to the increase in the volume of pedestrians along the tracks.

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12	Port of Oakland	12-42	Noise and Vibration	27. The Proposed Project will place receptors that have greater sensitivity to the cumulative noise impacts of existing uses and uses in the Proposed Project, including noise from maritime terminal operations, Schnitzer Steel, trains, and trucks. These noise sources tend to operate day and night, on a 24-hours-a-day basis. Noise significance levels measured in Community Noise Equivalent Levels for residential use are lower than for other uses. The following mitigation measures should be considered: %uF0B7 Require the Proposed Project applicant for residential development to submit a detailed noise study, prepared by a qualified acoustical consultant, to identify design measures necessary to achieve the City interior noise standard in the proposed new residences; and %uF0B7 Require the Proposed Project applicant to prepare a site-specific vibration analysis for residential uses for freight and passenger trains, light rail trains, and other sources of vibration. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and human annoyance. The results of the analysis shall be incorporated into project design.
12	Port of Oakland	12-43	Noise and Vibration	28. The change in land use may affect the ambient noise levels in the vicinity of the Proposed Project, especially during use of the ballpark facilities. The DEIR should identify and evaluate impacts from any change in ambient noise levels from the Proposed Project operations, including potential effects, if any, on residents and visitors, and on the local bird habitat (Middle Harbor Shoreline Park, Middle Harbor Enhancement Area, and Point Alameda).
12	Port of Oakland	12-41	Noise and Vibration	Noise 26. Although temporary, construction noise is important due to construction duration and in combination with noise from other major construction projects expected at the same time (e.g., 7th Street Grade Separation and residential development near the West Oakland BARTstation). The DEIR should evaluate cumulative construction noise impacts and propose specific mitigation measures, such as temporary construction noise walls and restricted hours for activities with greater noise-generating potential, such as pile driving, to reduce impacts. Mitigation measures should be developed as part of an overall construction noise management plan.
19	PMSA	19-19	Noise and Vibration	Loss of Industrial Buffer Zone and introduction of new housing and other development into the Port area may reasonably be foreseen to introduces new air quality, noise, light and other limitations on near future operational developments and construction approvals at Port facilities and marine terminals.
24	UPRR	24-7	Noise and Vibration	6. The DEIR must take into account train horns and other noise inherent in rail operations. By law, trains are required to sound their horns when approaching grade crossings. Crews also use horns as signals during ordinary operations and when necessary to warn employees and members of the public that a train is approaching. The volume of a train's horn is set by law and cannot be reduced as an accommodation for the Project.
26	Allison Bliss	26-2	Noise and Vibration	The noise level from trucks screeching air brakes coming off the freeway to stop and drive through a highly residential area is already nearly intolerable
34	Mercedes Rodriguez (1)	34-4	Noise and Vibration	In addition to the parking which will be a major problem for West Oakland, the noise from the games, concerts and fireworks will also be a problem.
26	Allison Bliss	26-5	Non-CEQA	My worst fear is the inevitable rent increases when the ballpark is nearing completion. Some of these buildings, like mine, are exempt from rent control and my own landlord gouged me with an \$800/month rent increase on my birthday last year. I fully expect this same treatment if the ballpark is built here. I will at that point become homeless.
29	Fredrick Shermer	29-1	Non-CEQA	Hello, Excellent project, in general well-developed. I have a background in economics, and the one remark I'd like to make is that I was surprised to see a 3,500 indoor venue. The venue is centrally located in the Bay Area, not too far away from BART, next to the ferry landing and freeways. Location-wise, it has everything a successful indoor venue needs. Should it then not be built to the level of other successful indoor venues? Naturally, the ballpark is right there and can take on larger audiences. Yet it has sincere weather limitations (winter, evenings). Plus, 6,000 visitors really don't fit cozily in a 35,000 stadium, not even with the best designs. If successful, the proposed size of the indoor venue appears to translate into missed income. What I like to suggest is that you investigate what size of indoor facilities are successful in the United States. I believe they have in general a larger capacity. You may find other peculiarities of successful indoor venues currently not considered. Naturally, the indoor venue should be designed in such a way that is can accommodate both the 7,000/10,000 visitor concert/exhibition and the 1,500 visitor concert/exhibition. Other than that, this looks really great. Good luck with further developing this proposal

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30	Gary Patton	30-4	Non-CEQA	The EIR should include an economic analysis of infrastructure costs and long term revenues from the Coliseum site development proposed.
31	Gregorio de Masi	31-5	Non-CEQA	The amount of business local restaurants, bars, vendors, etc. receive from all the walk by traffic is huge. We're excited and looking forward to this!
32	Jolene Mattson	32-3	Non-CEQA	We think the A's have a huge tailgating culture that we don't want to see lost with the loss of the Coliseum's huge parking lot.
34	Mercedes Rodriguez (1)	34-7	Non-CEQA	I do not want the A's at Howard Terminal. I have been working with the A's team to get the word out about Howard Terminal. I want people to know just what will be involved so that they can make an informed decision. I want the A's to stay in Oakland just not at Howard Terminal. Just like it was not a good decision to have the A's at Laney College, it's not a good idea to have the A's at Howard Terminal. I have attended most of the A's meetings in West Oakland and all of the meetings at City Hall. The first meeting was on Monday, May 14th, 2018, 6:00 PM at the Acorn Town Center. The owners Bridge Housing of Acorn Town Center are also willing to host another A's Community Meeting in 2019. I have also had the A's representative Mr. Taj Tashombe come to my BayPorte Village Neighborhood Watch Meeting on Saturday October 27, 2018, 3:00 PM at MORH Apartments. Mr. Tashombe or another A's representative will also attend my local NCPD 2X 5X Meeting on Thursday February 7, 2019 6:30 PM at the West Oakland Senior Center, which I am a member of. I am the President of the West Oakland Library Friends (WOLF) and I am willing to host a meeting with the A's at the West Oakland Library in 2019. In addition, I have also given the A's a list of organizations that I am affiliated with so that they can have meetings with them as well. I want our community members to be informed about the pros and cons of an A's Ball Park in their neighborhood. I will also request that others in our community send you their comments about the A's at the Howard Terminal location. Some of the people that I have spoken to are for the Howard Terminal location because it will be in walking distance from where they live. Some say that the terminal will increase their property values and as a result they will sell their property and move away.
35	Mercedes Rodriguez (2)	35-4	Non-CEQA	I also agree with G. Patton's comments that the best site needs to be superior from a fiscal, regional transportation and economic development perspective. A good architect can design an attractive stadium anywhere. Based on past performance, I am not convinced that the local politicians are astute enough to understand the distinction.
35	Mercedes Rodriguez (2)	35-10	Non-CEQA	I was just reading an article from a few weeks back and I came upon the comment pasted below concerning the A's stadium. You mentioned that the A's rep will be attending your upcoming meeting, and I thought it may be of interest if you haven't already seen it. The commenter, G Patton, is a former Oakland city planner, and he frequently comments on the EB Express site. He's well informed and I usually read what he says. In this comment he raised questions about things like access and financing. Regarding the latter, he mentions that the A's proposal includes developing the coliseum site as well as Howard terminal. I had seen this mentioned before but had not really focused on it, other than to confirm with someone else that the price they were offering for the coliseum site seemed well below the market value. So it now strikes me that though the stadium is promoted as privately financed, that if the Howard proposal is linked to the sale of the coliseum site to the A's at a below market price then this may be a back door way to add public financing to the mix. As Patton says, most of the details are missing so there is no way to really know now, but something to keep in mind.
35	Mercedes Rodriguez (2)	35-11	Non-CEQA	Modern American culture is under relentless sensory assault promulgated by the takeover of social media in our lives. We are in a continual pursuit of the next huge viral thing. That thing can be a so called 'video personality' with a big ass, a sports star like Zion Williams at Duke or even a new baseball stadium. Williams was being touted as the next LeBron James after less than 10 games as a college freshman. Only last week when he and Duke were humbled by a loss to Gonzaga and the emergence of a player named Hachimura, with obviously better basketball skills than Williams, did people begin to pump the brakes. The same can be said for the new A's jewel ballpark. Dave Kaval and the A's have hit it big out of the box.
35	Mercedes Rodriguez (2)	35-16	Non-CEQA	This is supposed to be a privately financed stadium, but the infrastructure alone to get people there will be very expensive. In concept, development proposed at the Coliseum would subsidize the ballpark costs. However, last time I checked, public open space and parks do not generate a lot of revenue. Kaval and the A's present a pretty picture, but there are no numbers, not even rough estimates of what the bottom line costs will be for this project.

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35	Mercedes Rodriguez (2)	35-18	Non-CEQA	Let me be clear, I am an A's fan who is still pissed with Jerry Brown for killing the A's Fox theater ballpark project in Uptown. I want a new park that works for everyone. However, I don't want MLB's desire for the waterfront ballpark TV money shot to drive the project. It is selection of the right site, not the design that should be the priority in making the decision. The best site needs to be superior from a fiscal, regional transportation and economic development perspective. A good architect can design an attractive stadium anywhere. Based on past performance, I am not convinced that the local politicians are astute enough to understand the distinction.
41	Shannon Way	41-2	Non-CEQA	Of they wanted a waterfront park they should have developed that in the early 90s before this area was redeveloped. Now we have come too far and there is enough here, we dont need or want a ball park mucking that up. Also, the coliseum neighborhood would be devastated by the loss of the stadium.
LPAB-1	Rob Stoker, Building Trades Council	LPAB-1-1	Non-CEQA	My name is Rob Stoker and I'm the President of the Alameda Building Trades Council. We represent 28 affiliated crafts and over 40,000 working men and women. First I just want to say that we're really extremely excited about just starting this EIR process. It's a monumental opportunity for the City of Oakland. And I also want to acknowledge the thorough staff report that was provided by your staff. It's obvious by the A's presentation and the application the amount of hard work and outreach and partnership that they have shown to the City of Oakland as well as the entire East Bay community. And I also want to tell you that I'm really looking forward to the future public comment, future meetings where we can talk about the merits of this project. I know you're not wanting to hear that tonight, but the opportunities that this will provide for this city and this community. So thank you.
LPAB-2	Savlan Hauser, Jack London Improvement District	LPAB-2-1	Non-CEQA	My name is Savlan Hauser, I'm the Executive Director of the Jack London Improvement District. And I just want to say on behalf of the neighborhood there's a lot of excitement about this project moving forward. I know we're not here, again as said -- the former speaker said, we're not here to talk about the merits of the project, but the partnership and outreach the A's have shown so far bode well for doing a tricky project like this one right in a history context, in an urban context
LPAB-5	Adam Goldenberg	LPAB-5-1	Non-CEQA	I'm an Oakland native, an Oakland resident, a parent, but I'm here as an owner of ten historic buildings in Old Oakland, that both Peter and Betty have helped me to try and be a good steward of, as well someone else. And I just wanted to express my overall enthusiasm for the project not being a tavern in a park, but being an economically vibrant anchor for the community and specifically as it relates to the impact to the ten old buildings that I own. I'm really excited, I think that the foot traffic that this project can bring will make the ground floor retail vibrant in a way that it struggles to today. And I think we all -- everyone I talk to about Old Oakland is excited about the prospect of it being open and transparent and economically viable. But we need people on the streets to support the local businesses that we have and this is the type of project that I think will ensure the long-term survivability of old buildings that are, you know, there to be enjoyed. They're kind of hiding in plain sight to people that don't come to this district. And I think a project like this has the potential to bring lots of people to realize all of the resources that Oakland has and make them economically viable long term.
LPAB-5	Adam Goldenberg	LPAB-5-2	Non-CEQA	I've not been on a gondola over a freeway before. I'm sure there's some details that will be tricky. But I think conceptually it's a fabulous idea to bring lots of people into this part of Old Oakland. And we're really excited to see how this progresses over the next term. We think it could actually be a great neighbor for the historic buildings that we have in Old Oakland.
LPAB-6	Chairman Birkholz	LPAB-6-5	Non-CEQA	I did recommend perhaps other people that might be reached out to. I do wonder if WOCA -- I believe at one point, West Oakland Commerce Association was kind of strong in this area -- if WOCA has been consulted. I don't know on that.
LPAB-7	Board Member Joiner	LPAB-7-2	Non-CEQA	Personally, I see that -- what should be studied -- I'm sure you guys are going to do this, I'm just going to call it out just for -- just because of the meeting: Economics. Just looking at the loss or the gain for the businesses on the street to put people in the sky or to, you know, shuttle people out of the area quickly versus using the natural public transportation that's already been built in the area. The bike lanes. I'm a cyclist. The walking. I walk everywhere in Oakland. Just looking at those things. But especially small business, looking at the rush for new businesses to get in a certain area and leaving behind older businesses.

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LPAB-7	Board Member Joiner	LPAB-7-3	Non-CEQA	I know that one thing that the Super Bowl did when they come into cities, they actually do education, economic cultural education, even if it's not people who are going to firsthand benefit. But it also gives them an opportunity and an advantage, a leg up, especially during a huge upheaval with this project, the time, the tenure and also the loss of business that comes along with construction. Myself personally, ten construction projects in front of my business, thank God I'm still here. So I just hope that there's more care and emphasis put around the small businesses that are potentially going to go into this particular area. But also who are going to be left behind. At least we leave some kind of legacy. If we're looking to Philadelphia 50 years later for what the ballpark looks like, let's build a legacy right now, today, to make sure that the businesses that are here, or not going to be here, actually leave a footprint for those coming behind them.
LPAB-7	Board Member Joiner	LPAB-7-5	Non-CEQA	The other thing was you said that a ballpark operates 289 days -- that ballpark sits empty about 200 or so days a year. And just looking at, you know, when it's -- when a business is open, people in the community are able to interact with the business. But when a business is closed in a certain community, not everybody is welcomed in the community. And I just hope that there is a welcoming path for people to come regardless if there's a ballpark or if there's a game going on.
PC-1	Paul Brekke-Heisner	PC-1-1	Non-CEQA	I'm a resident of 38th Avenue in Oakland. A life-long resident of Oakland. And I'm speaking tonight in support of the A's request to build a new A's stadium at the Howard Terminal site. There's a lot of reasons why I think this is an exciting project. But as a life-long resident of Oakland, you know, we've -- we've waited a long time to see Jack London Square become this major destination place, for 50, 60, 70 years. Certainly in my lifetime. And it's never really happened before. And I'm certainly convinced, and so many people I've talked to in the last couple of months, that this new A's stadium, the economic impact on Jack London and the area around it will be significant. I think finally with this new stadium, a major promenade from Jack London to the stadium will really ignite that whole area and really add a lot to the City of Oakland.
PC-1	Paul Brekke-Heisner	PC-1-2	Non-CEQA	The other comment I wanted to make is that I don't know how many of you are knowledgeable about Oakland's baseball history, but Oakland has one of the greatest baseball legacies in America. It's a legacy that I attempted to capture in a book I wrote about three years ago. But it's a significant legacy that will match up with any city in this country. So I think it would really be sad to lose the Oakland A's and I think this is our -- this is our shot. This is a really exciting project. The City Council and others have talked for years about owners paying their own way, paying for the stadium. This is what the A's are committed to doing. So I think this is our shot. So I'm really hoping that your Planning Commission and the City Council will give as much support as possible to the A's building this new exciting stadium at Howard Terminal.
PC-2	Rob Stoker, Building Trades Council	PC-2-1	Non-CEQA	I'm President of the Building Trades Council here in Alameda County and we represent 28 affiliated crafts and over 40,000 working men and women. So I know that we're not going to be talking about the many, many merits of this project tonight, but I want to say that we're here because we're thrilled with the start of this process. It's been a long time coming. We've finally got a partner here that is committed to Oakland. It's obvious from their slide show and all the work that they've done with community and with labor and with business that this is really going to be an exciting time for this city. So I'm looking forward to future public sessions when we can really dig down to all the opportunities that this Project is going to provide for the city and the community. Those are going to be important things to remember.
PC-5	Bill Purcell, Save Oakland Sports	PC-5-1	Non-CEQA	Save Oakland Sports is very much in support of this Project. They're staying in Oakland. That's the main thing. And we're about saving teams in Oakland. And if they're going to stay in Oakland, we're thrilled that they're deciding to do that. This location I think is a great location. It's on the waterfront and it's in the middle of the community.
PC-6	Chris Iglesias, Unity Council	PC-6-1	Non-CEQA	Chris Iglesias, the CEO of the Unity Council. Glad to be here tonight. We're thrilled that the A's are staying in Oakland. And as you know, next year is our 55th anniversary, so we consider the A's like our younger sibling. They've only been here for 50 years. And as a younger sibling they require a lot of attention. And I think this Project is going to require a lot of attention. know as part of the agreement with the A's, they're going to support staff; right? They're going to pay for staff to keep this Project moving. I think that is super important to get that -- to work out those agreements as quickly as possible. Right? Because you need to keep the EIR going, you need to keep the economic impact studies going. But you need staff, because these guys are staff; right? We already know how challenging it is with all the work going on, the amount of pressure on staff to keep these projects moving.

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PC-6	Chris Iglesias, Unity Council	PC-6-2	Non-CEQA	So when I worked in San Francisco, our best practices, we did it on Catellus when we did Mission Bay, we did it on the shipyard. Those folks paid for staff; right? And those are critical to get under contract as quickly as possible so they can start the EIR, so they can start all these critical studies and documents that are needed to keep the Project moving. So I highly encourage you to do that. And get more excited about making this happen.
PC-7	Savlan Hauser, Jack London Improvement District	PC-7-1	Non-CEQA	Good evening, Savlan Hauser Executive Director of the Jack London Improvement District. My plan is to be very quick and give Mr. Marshawn the rest of my time. The Improvement District is super excited about the prospective of a ballpark at the waterfront. We think it will allow thousands, tens of thousands of people, to help discover our historic waterfront district and impact the neighborhood in all the right ways; get people out of their cars and walking in a downtown setting and supporting our local businesses. And the A's have already proven to be interested in making those alliances with local businesses early. So this is about studying the impact so I'll keep my comments limited to studying impacts. We hope there's an impact and that there really is a significant positive impact. So thank you for this time.
PC-8	Marshawn Lynch	PC-8-1	Non-CEQA	How are you doing? I'm Marshawn Lynch, Oakland born and raised. And I'm a supporter of this Project. We're losing the Warriors. We're losing the Raiders. Let's not lose the A's. Appreciate it.
PC-9	Christopher Dobbins, Save Oakland Sports	PC-9-3	Non-CEQA	And I got to admit I was skeptical with the gondola idea, but then you take the gondola up to the Oakland Zoo. I've taken it a number of times. It works great. I'm afraid of heights and I can still enjoy that process. So I think they're -- what I like about this Project is that they're knowledgeable certain challenges to the site, but they're getting around them to get around them and create a workable project. I would hope that the Planning Commission, that it wouldn't put spurious stopgaps to this Project. So the A's presently lease the coliseum through 2023. Hopefully they'll get out sooner and have the Project finished. We know they'll be in Oakland at least that long. As my colleagues have said and other people have said, you know, we have already lost two of our teams. This is our last one and we want to make sure these guys are here forever. It was a great stuff in Philadelphia, they were there 50 years, they've been here 50 years and we want to keep them in perpetuity. So I want to encourage the Planning Commission to move this process forward and not to put in stopgaps. There are going to be challenges during the process and we just don't want to see the A's think -- you know, feel they have to leave the city if they can't utilize all the resources. Thank you for your time.
PC-10	Milo Trauss	PC-10-2	Non-CEQA	In West Oakland, impact on local businesses and how they might benefit from having a stadium like this close by. My brother-in-law actually has a coffee shop on Mandela, so maybe this will help his coffee shop.
PC-12	Ken Au-Yeung	PC-12-1	Non-CEQA	Hi, good evening. My name is Kenny Au-Yeung, co-owner of Sincere Home Decor. Our business is located right next to Howard Terminal at 115 and 225 Market Street. We are a family owned business and operate over 30 years in Oakland. The company was founded by my parents and has operated in this location for about 15 years. We welcome and congratulate the A's for picking Howard Terminal and we are very excited about the Project.
PC-13	Carl Chan, Oakland Chinatown Chamber of Commerce	PC-13-1	Non-CEQA	I have to say that when the A's say they are committed to being rooted in Oakland they mean it and they are doing it, to which I would say thank you. Essentially to Dave and Taj and they coming to the committees and speaking to us. And also bringing opportunity and business planning which is great. And not only that will be transforming West Oakland, but also creating many business opportunities and also be benefiting our small business in Chinatown due to the proximity location near Chinatown. But I have to say that there's no project without impact. But we believe that the A's team will be able to find ways to work with everyone to solve all of the issues. I remember there was one speaker that said we don't want to be like San Francisco. I agree. Because we will be better than San Francisco, so -- with this new project. So on behalf of the Oakland Chinatown Chamber of Commerce we would love to support wholeheartedly for this Project.
PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-1	Non-CEQA	I am part of the West Oakland Business Alert and also a director with WOCA, which is the West Oakland Commerce Association. I wanted to say a few things. This is a very exciting opportunity that the A's are coming with and it can be a game changer. They have taken the time to really engage both West and East Oakland. And not only have they been engaged, they're listening and working with the community, which I really respect.

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PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-5	Non-CEQA	I ask you support this Project and that the A's consider the ways the City can help make this Project the game changer we all see it can be.
PC-16	Commissioner Limon	PC-16-3	Non-CEQA	Other than that, I know you're creative and think outside the box. So in the short amount of time you've already made a big difference and I know this will be an exciting project for everyone.
PC-17	Commissioner Shirazi	PC-17-1	Non-CEQA	Yeah, thank you. I think I just want to echo everyone that this is a really exciting project. And it's been a long time coming in some form. And it's great to see so much community support for it.
PC-20	Chairperson Myres	PC-20-5	Non-CEQA	Industry and wages;
6	Caltrans	6-4	Parking	Caltrans requests the Lead Agency quantify the number of parking spaces proposed in the Draft Environmental Impact Report (DEIR).
30	Gary Patton	30-3	Parking	The EIR should include a detailed parking analysis and consider a reduced project scenario without gondolas and a pedestrian bridge.
34	Mercedes Rodriguez (1)	34-1	Parking	I am a homeowner at BayPorte Village on Market Street between 8th and 10th, Market to Filbert Street, which is a community of 71 single family homes right down the street from Howard Terminal. We already have a problem with parking. People that work near down town park on Market Street and our general area.
34	Mercedes Rodriguez (1)	34-3	Parking	Parking is a major problem for us and with the Ball Park at Howard terminal it will be a nightmare for the homeowners and residents of West Oakland. When the Warriors had their parade in downtown Oakland from 7:00 am that morning until late that evening all of the parking spaces in West Oakland near downtown and inside of BayPorte Village were filled with cars from people going to the parade. I understand that 80% of the A's patrons use their own vehicles. Most likely that will not change. Even though the A's has proposed alternate means of transportation most people that drive will continue to do so. They will also seek parking without paying, which means parking on the streets near Howard Terminal, which is my neighborhood.
34	Mercedes Rodriguez (1)	34-8	Parking	Most are concerned about the effect of parking in the area especially since the A's want to have events all during the year, not just on game days.
35	Mercedes Rodriguez (2)	35-2	Parking	Parking will definitely be a major problem. And especially for property owners and residents in West Oakland. They have various suggestions one being that when purchasing a ticket they may also require purchasing a parking ticket at an off site facility.
35	Mercedes Rodriguez (2)	35-14	Parking	First of all, how do you get there? The new A's baseball stadium has NO parking. There is no parking within a mile and a half of the Howard Terminal site.
PC-3	Mercedes Rodriguez	PC-3-1	Parking	I'm a Baypoint Village homeowner, which is right down the street from Howard Terminal. I've been working with the A's and they have a wonderful design for the ballpark. My only concern is the effect that it's going to have on the people that own homes and reside in that particular area. Since I live right down the street from Market Street, my concern is the parking, because we're going to have people coming in, using their vehicles, and they're going to be parked in the area. Right now we already have a parking problem. With the ballpark being there, it is going to be inundated with more people coming to the ballpark. Not all people that go to the ballpark use public transportation. Most people would like to use their own vehicle. So my concern is the impact that the vehicles will have on the neighborhood.
PC-5	Bill Purcell, West Oakland Commerce Association	PC-5-2	Parking	As far as the West Oakland Commerce Association, what I've heard from some of our members are mostly in regards to the parking. They don't -- they're afraid of losing their employee parking and that they won't have a congested thing of getting to and from work when activities are going on, which I think almost all the year long at the park. So I've heard people suggest that certain streets be -- have signs that say "Residents Parking Only," and/or "Employee Parking Only" and you can do that through maybe stickers on cars. It's -- you know, it's -- in this zone, you need a certain sticker to park in this area. I've heard that suggestion. I don't know if it would be a good idea or not, but I've heard that suggestion.
PC-9	Christopher Dobbins, Save Oakland Sports	PC-9-2	Parking	And the last ownership group that was here said they didn't want to put it at the site because there was no parking. Well, you know, they have creative ways to get around that problem.
PC-20	Chairperson Myres	PC-20-6	Parking	Impact on parking and surrounding neighbors;

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PC-2	Rob Stoker, Building Trades Council	PC-2-2	Population, Housing, and Employment	I think lastly what I'll say is another reason that I came out here tonight is to say these are really bright times right now for some construction workers, maybe even most construction workers, working within the city or within the region. But as for somebody who's been in this industry for over 30 years, I can tell you it's not always bright and shiny like it is right now. And during these holiday seasons, to put a project like this process up in the front of our membership, it brings joy and security to these people, to the men and women that are here. Because these kind of projects are years down the pipeline. And quite frankly, it was not always going to be like this. So these are the kind of things that will keep people coming into the trades, keep fresh apprentices coming in and offering new opportunities.
PC-9	Christopher Dobbins, Save Oakland Sports	PC-9-1	Population, Housing, and Employment	Tough act to follow, Marshawn Lynch. Hello commissioners, my name is Chris Dobbins. President of Save Oakland Sports, former Oakland School Board member. I'm on the Oakland Coliseum Joint Powers Authority, Commissioner. So we have various -- we have very -- we have an interest in this Project. As Mr. Lynch was saying with the Raider's leaving, their last game is Monday, that's 2,000 jobs that are going to be leaving. With the Warriors leaving, that's over 800 jobs at every game. So we're really concerned. The A's generate about 800 jobs the day of the game. I'm sure Mr. Kaval can speak on that more, but we're -- this is probably the third or fourth time we've talked about building a new stadium for the A's over the time Mr. Limon and I have worked together. And it's been a very challenging process.
PC-10	Milo Trauss	PC-10-3	Population, Housing, and Employment	And the -- there's 4,000 residents as part of this, residential units. So -- and also the commercial space. So the jobs-housing balance. You know, we definitely need more housing and we don't want all the housing to be gobbled up by new jobs, necessarily. So, you know, kind of looking at that.
PC-20	Chairperson Myres	PC-20-4	Population, Housing, and Employment	And then I wanted to recap some of what I heard from the speakers to make sure they get captured in the record. I heard an interest in the EIR or some analysis of the economic impact, perhaps created the number of jobs;
12	Port of Oakland	12-7	Port Uses	Howard Terminal Howard Terminal comprises approximately 50 land acres and two deep-water vessel berths adjacent to the Inner Harbor Channel. It is bounded by the Inner Harbor to the south, Schnitzer Steel (a privately-owned terminal) to the west, Embarcadero West to the north, and approximately Clay Street to the east. The Project Site depiction in the NOP includes areas that the Port typically does not refer to as Howard Terminal, notably: (a) the property in the northeast corner owned by Vistra Energy (approximately located between Martin Luther King Jr. Way and Jefferson Street) (%u201CVistra Site%u201D); and (b) the Oakland Fire Department Station, docks, and parking lot on the southeasternmost edge toward Clay Street, which are Port property, but not managed by the Port%u2019s Maritime Department (%u201CClay Street Terminus%u201D). As used in this comment letter and unless otherwise specified, %u201CHoward Terminal%u201D refers only to the Port%u2019s Howard Terminal property managed by the Port%u2019s Maritime Department and does not include the Vistra Site or the Clay Street Terminus. ¹
12	Port of Oakland	12-8	Port Uses	Marine terminal operations at Howard Terminal ceased in 2014 when SSA Terminals relocated the operations of the former APL/EMS Terminal (comprising Berths 60 through 63). Howard Terminal retains its capacity to resume its function as a marine terminal to service cargo vessels, tugs, barges, and other watercraft. For the past four years, Howard Terminal has been used for a variety of ancillary maritime operations, including truck parking, loaded and empty container storage and staging, transloading (logistics) facilities, the Pacific Maritime Association%u2019s ILWU longshoreperson training facilities, and berthing vessels, all of which currently operate under short-term agreements with the Port. Howard Terminal is currently not accessible to the general public.
12	Port of Oakland	12-10	Port Uses	Adjacent Areas The Proposed Project site is in the Port of Oakland Seaport area (%u201CSeaport Area%u201D), and is bounded by the Inner Harbor, adjacent commercial uses (Schnitzer Steel), Jack London Square, and West Oakland. The Seaport Area is comprised of all areas managed by the Port%u2019s Maritime Department, which includes the waterfront area generally bounded by the San Francisco-Oakland Bay Bridge to the northwest, I-880 to the east and northeast (until Adeline Street), and Howard Terminal on its easternmost extension. ² The Seaport Area includes six marine terminals, one of which is Howard Terminal, comprising Berths 9 through 68. Three Port marine terminals, including Howard Terminal, are located along the Inner Harbor; one of these terminals currently handles approximately 60% of the Port%u2019s cargo throughput.

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12	Port of Oakland	12-13	Port Uses	Seaport Operations on Land Seaport operations on land include transfer of containers to and from ocean-going vessels, stacking and storage of containers at the marine terminals and off-dock yards, and movement of cargo into and out of transload and cross-dock facilities. Horizontal transport around the Seaport Area is carried out by yard trucks, over-the-road drayage trucks, and rail. As of October 2018, approximately 9,000 drayage trucks are registered with the Port's Secure Truck Enrollment Program, a requirement for providing drayage service at the Port. Of these registered trucks, approximately 3,000 are in operation on any given day, with each driving one or more trips to and from the Seaport Area.3 Maritime Street, 7th Street, Middle Harbor Road, Embarcadero Road, and the Adeline Street overpass are the key thoroughways for commercial traffic at the Seaport. Middle Harbor Road, between 7th Street and Maritime Street, is currently a private road and the DEIR should not assume it will be available to the public.
18	PMA	18-1	Port Uses	Pacific Maritime Association (PMA) on behalf of the maritime industry operates the longshore training facility described as a short-term tenant above. As the organization tasked with training the longshore workforce up and down the West Coast, PMA has had a long-term relationship with the Port of Oakland, first leasing multiple acres of land at their 9h Avenuc Terminal site (2000-2015) subsequently sold for development and, since 2015, when we relocated to the Howard Terminal.
18	PMA	18-2	Port Uses	Clearly, having leased land from the Port of Oakland for the last 18 years, we are short-term tenants not by choice but by Port of Oakland standard lease agreement. In fact, upon relocating to the Howard Terminal site, PMA expanded considerable resources, including infrastructure expenses, totaling more than \$300,000 to make the site viable for our training activities for the long term.
18	PMA	18-3	Port Uses	While PMA appreciates the City of Oakland and the A's organization's efforts to build a modern ballpark in downtown Oakland, locating the ballpark at Howard Terminal would interrupt our ability to conduct our training activities. This would directly impact the ongoing training of two thousand ILWU longshore workers leading to a negative impact to the maritime employers operating at the Port of Oakland who depend on that skilled workforce.
18	PMA	18-4	Port Uses	To remedy this situation, PMA would have the extremely difficult task of securing an alternate suitable 5 acres site close to the Port of Oakland. In addition to the already incurred costs detailed above, the logistical and other costs of moving to another location would be substantial, possibly as high as \$100,000. These costs may seem insignificant when measured against the substantial costs tied to environmental remediation of the site, but they are not to PMA, to the waterfront employers and to the ILWU.
19	PMSA	19-6	Port Uses	This means that the EIR for this Housing/Commercial/Stadium complex located within a Seaport will need to address ALL of the traditional range of environmental issues that face any large housing project, plus those of any large commercial and retail complex, plus those of any large hotel, plus those of any stadium venue AND, in addition to those numerous and varied considerations, ALL of the numerous comprehensive analyses of the litany of industrial environmental impacts that will likely result from the project as well. These include the potential environmental impacts resulting from such issues as Navigational Impacts, Vessel Delays, Turning Basin Impacts, Ingress and Egress of Trucking Impacts, Truck Parking Impacts, and Greenhouse Gas Emissions increases.
19	PMSA	19-1	Port Uses	PMSA represents ocean carriers, marine terminal operators, and various other maritime interests which conduct business on the U.S. West Coast, including at the Port of Oakland. All of the Port of Oakland's current Marine Terminal Operator tenants, as well as the overwhelming majority of the ocean carriers calling at these terminals, are members of and represented by PMSA. As an association, PMSA is headquartered in Oakland and proud to call the Port of Oakland our home. PMSA has reviewed the NOP for the Project and offers these substantive comments with respect to the possible significant environmental impacts subject to analysis in this process. These supplemental comments should be considered as supplemental to our positions and concerns regarding the procedural aspects of the current California Environmental Quality Act (CEQA) process as expressed in the coalition letter to which we are signatory also being submitted on Case # ER-18-016.

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19	PMSA	19-2	Port Uses	The Applicant is proposing a project which would create an entirely new neighborhood of intense uses within the current working industrial Port area in which our members conduct business. The project would construct a Housing/Commercial complex of 4,000 new units of housing, 2.3 million square feet of new office and retail space, and a 400 room hotel, as well as an Entertainment complex featuring a 35,000 seat ballpark and 3,500 capacity performance venue. All of this would be located next to the navigational channels, terminals, roads, railroads, and industrial warehouses of our working waterfront.
23	AWO	23-1	Port Uses	The American Waterways Operators, the national trade association for the tugboat, towboat, and barge industry, appreciates the opportunity to provide comments on the City of Oakland's Environmental Impact Report for the potential Oakland Waterfront Ballpark District Project that would replace the Charles P. Howard Terminal within the Port of Oakland. With seven members headquartered in California, and five of those within the San Francisco Bay Area, AWO and its members care deeply about the viability of the Port of Oakland and the positive economic impact its operation has on the City of Oakland.
23	AWO	23-2	Port Uses	AWO is concerned that the Proposed Project will have substantial physical impacts on the Port of Oakland and the vibrant maritime economy of the entire Bay Area. The Port of Oakland is growing significantly in terms of both cargo and vessel volume. In 2018, cargo volume increased 3.3%, and the Port's 2019's 2019C Growth with Care's 2019D strategic plan for 2018-2022 anticipates a 5-year run of record cargo volume that will see continuing growth of 2-3% each year. Considerable efforts have been made to promote and manage the increased flow of cargo through the Port of Oakland, including: 2022 Seaport Logistics Complex: Once completed, this 180-acre cargo logistics hub that will include warehouse and distribution center space, rail access and transload capability to efficiently move cargo between ships and trains. 2022 Cool Port Oakland: Opened in November, this 280,000-square-foot temperature-controlled distribution facility can handle more than 50,000 refrigerated containers. 2022 Oakland International Container Terminal: Four ship-to-shore cranes were raised 27 feet to accommodate larger container ships. 2022 TraPac Terminal: A project to double the terminal's capacity from two vessel berths and 66 acres to four berths and 123 acres is nearly complete. The terminal is also the second at the Port of Oakland to add 2019C night gates to 2019D to accommodate increased cargo.
23	AWO	23-3	Port Uses	With increased physical capacity needed at the Port of Oakland, it is incongruous and disruptive to consider reallocating existing industrial port facilities for a 55-acre mixed use project. The location of the Howard Terminal provides key access to rail and highway connections for future port growth. Additionally, the Turning Basin required for ships accessing the Harbor Channel, Middle Harbor, and Inner Harbor lies directly adjacent to Howard Terminal. Development that obstructs access to the Turning Basin or impedes it through increased recreational use will negatively impact physical port access.
23	AWO	23-4	Port Uses	While hampering future growth and ongoing operations at the Port of Oakland might not presently seem like a significant impact to the City of Oakland, the long-term economic and physical impacts of ceding maritime freight transportation resources to retail and residential development will harm the City and its citizens. In response to the City's 2019's request that comments address potential physical impacts of the Proposed Project, the following physical constraints and impacts from ceding industrial port land for the Proposed Project should be considered:
23	AWO	23-6	Port Uses	2022 Existing truck and rail access to port facilities. 2022 Future land-based transportation needs, particularly as reduced maritime capacity will cause a modal shift of more cargo to roadways by truck. 2022 Environmental impacts of modal shift from efficient ocean and rail transportation networks to trucks. 2022 Safety concerns for truck/rail operators, drivers and pedestrians if land resources around existing highways, railways and roads are transformed from industrial use to retail and residential use. 2022 Traffic congestion to existing roadways (including commercial truck routes) inherent to a 35,000-person sports park and retail, residential and recreational use, particularly in light of the lack of public transit options to the site.
24	UPRR	24-5	Port Uses	3. The Project may not diminish rail access to the Port of Oakland or the capacity or utility of port facilities. The port, which is located immediately to the west of the Project site, is a critical transportation asset for the city, region, and nation. The Niles Subdivision is an essential access point for the port.

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27	Camille Holser	27-1	Port Uses	Oakland is a shipping port. I've seen ships loaded with containers and I've seen many containers on the shore where the ball park is planned to be. If the ball park is built there, where will the shipping containers be parked and where will the container ships dock?
33	Lauren Westreich	33-3	Port Uses	as well as trucks serving the Port of Oakland and the neighborhood could be addressed
PC-11	Mike Jacob, PSMA	PC-11-2	Port Uses	But just in general, you know, when you hear from people about parking, I assume they're talking about parking for people that are coming to visit the stadium. And when we hear "parking" we're thinking about what happens to displacement of the truck parking that's there right now. We've taken trucks out of the community. Those have to go someplace. And that's just one of the implications of how this impacts our circulation.
PC-11	Mike Jacob, PSMA	PC-11-3	Port Uses	Ingress and egress from the marine terminal is critical to our business and it's critical to the success of the Port. Ingress and egress for vessels and our access to the use of the waterside aspects. Not necessarily in the scoping plan, but it certainly hasn't been laid out in the scoping plan specifically, in the documents we've seen.
PC-11	Mike Jacob, PSMA	PC-11-4	Port Uses	And then the introduction of housing and non industrial development encroaching on Port operations and in the Port itself. That would be a step that we find to be exceptionally problematic and I think needs to be mitigated and studied to a large degree.
PC-16	Commissioner Limon	PC-16-2	Port Uses	I think a lot of my other concerns around truck, train and maritime impacts, operations, those have already come up with the public.
PC-20	Chairperson Myres	PC-20-11	Port Uses	And sort of making sure that processes between the Port and the city and the A's are all sort of on the same page and in alignment --
12	Port of Oakland	12-33	Public Services, Parks, and Recreation Facilities	Public Services 18. The DEIR should address any impacts associated with new, expanded, or relocated facilities needed to provide the required levels of safety and emergency services for the Proposed Project. The DEIR should analyze the potential impacts from the provision of new, expanded, or relocated facilities for public services.
12	Port of Oakland	12-39	Public Services, Parks, and Recreation Facilities	Recreation 24. The increased number and concentration of waterside recreational users, such as kayakers or boaters, that may occur with the Proposed Project in and adjacent to an active navigational channel could create conflicts with ocean-going vessels, tugboats, ferries, San Francisco Bar Pilots, and Coast Guard vessels. The DEIR should analyze the potential impacts of increases in waterside recreational users on ocean-going vessels, tugboats, ferries, Bar Pilots, and Coast Guard vessels, as well as potential public safety impacts to waterside recreational users. The DEIR should identify, for mitigation, a plan for boating and recreation that does not conflict with or impede navigational uses and how the plan will be enforced. The plan may include measures such as funding for and provision of new water-based patrols to enforce rules of navigation in the shipping channel during games or events.
13	BCDC	13-12	Public Services, Parks, and Recreation Facilities	Public Access and Recreation. Section 66602 of the McAteer-Petris Act states, in part, that 'existing public access to the shoreline and waters of the San Francisco Bay is inadequate and that maximum feasible public access, consistent with a proposed project, should be provided.' The DEIR should consider Bay Plan policies on Public Access, which state, in part: 'maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline... Whenever public access to the Bay is provided as a condition of development, on fill or on the shoreline, the access should be permanently guaranteed... Public access improvements provided as a condition of any approval should be consistent with the project and the physical environment, including protection of natural resources, and provide for the public's safety and convenience. The improvements should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline, should permit barrier-free access for the physically handicapped to the maximum feasible extent, should include an ongoing maintenance program, and should be identified with appropriate signs... Access to the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available....' Bay Plan policies on recreation state, in part, that 'Diverse and accessible water-oriented recreational facilities, such as marinas, launch ramps, beaches, and fishing piers, should be provided to meet the needs of a growing and diversifying population, and should be well distributed around the Bay and improved to accommodate a broad range of water-oriented recreational activities for people of all races, cultures, ages and income levels... and Waterfront land needed for parks and beaches to meet future needs should be reserved now.'

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20	SF Bar Pilots	20-6	Public Services, Parks, and Recreation Facilities	Counting on the U.S. Coast Guard to keep these spectators out of the ship's way at every game is not realistic.
21	SF Bay Trail	21-1	Public Services, Parks, and Recreation Facilities	The Ballpark Project is located at a major gap in the Bay Trail from Brush Street to Clay Street. The existing Bay Trail runs east through Jack London Square to Estuary Park and towards the west and north to West Oakland BART, Berkeley, and Yerba Buena Island. With the soon to be completed section of Bay Trail at Golden Gate Fields in Albany, the trail will continue north of Berkeley to Point Pinole in Richmond. In addition, the planned Lake Merritt Bay Trail Connector will link all of the communities around Lake Merritt to the Bay Trail, Jack London Square, and the proposed Ballpark Project.
21	SF Bay Trail	21-3	Public Services, Parks, and Recreation Facilities	The proposed residential units, hotel, commercial properties, entertainment facilities, and baseball park proposed with this project will bring a significant increase of people, traffic, and demand for shoreline access and trails in the area.
22	SF Bay Area Water Trail	22-2	Public Services, Parks, and Recreation Facilities	Please ensure that the recreation analysis include an assessment of existing and potential water access on the Oakland Estuary for non-motorized small boats.
34	Mercedes Rodriguez (1)	34-2	Public Services, Parks, and Recreation Facilities	We also have a problem with litter, illegal dumping, vandalism, theft, illegal parking of stolen vehicles, braking into our vehicles, trucks parking in front of the Jack London Gateway Shopping Center and BayPorte Village, homeless stealing our electricity and water.
PC-19	Commissioner Fearn	PC-19-7	Public Services, Parks, and Recreation Facilities	And lastly, related to resilience, how does the ballpark, you know, really relate and intersect with the estuary. I think that's going to be real important, just from the whole public interaction standpoint. That's going to be important to study.
2	Alameda CTC	2-13	Railroad	The DEIR should identify impacts and propose mitigation measures related to freight and passenger rail services and the safety of vehicle, pedestrian, and bicycle traffic going in and out of the Port of Oakland and the Jack London Amtrak station due to the project site's proximity to the these facilities, and the overall complex traffic operations in the area.
2	Alameda CTC	2-6	Railroad	The DEIR should consider impacts to freight and passenger rail safety and performance. The project site is located close to the Oakland Jack London rail station, active freight railyards, and the Port of Oakland.
6	Caltrans	6-10	Railroad	Freight Planning Please include an analysis on the amount of truck traffic projected to be generated during both the construction phase and full operation of the proposed project. The analysis should include: %u2022 Measures of existing and forecast Average Annual Daily Truck Trips (AADTT) entering and exiting the proposed project area. %u2022 Potential impacts to I-880, I-980 and I-80. Local streets should also be included in the analysis, including the three main surface access roads into the Port of Oakland: Adeline Street, 7th Street, Maritime Street. %u2022 Potential impacts associated with cargo shipping traffic, including any impacts or delays for ships accessing or departing from the various Port of Oakland terminals located along the Inner Harbor. %u2022 Impacts to the 1,500-foot diameter Inner Harbor Turning Basin located adjacent to the Howard Terminal. %u2022 Existing and forecasted freight and passenger rail traffic along the Embarcadero West corridor. %u2022 On-site short and long-term truck delivery and parking locations as well as on-site electric truck charging stations to improve safety and air quality. Please consider in this discussion that the San Francisco Bay Area is a non-attainment area for PM 2.5 which is primarily generated through the combustion of diesel fuel from trucks and other heavy duty equipment.
6	Caltrans	6-12	Railroad	System Planning The DEIR should analyze optimization of the Amtrak/Capital Corridor service, including analysis of the proposed Adeline Street overpass impacts on current and future rail operations. Considering the district's potential to significantly increase rail passenger demand, the DEIR should explore the potential for a transportation hub at the Jack London Square Station or a second Amtrak platform west of the tracks to accommodate passengers traveling to the project site.
7	CPUC	7-1	Railroad	As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

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7	CPUC	7-2	Railroad	The project is located near multiple at-grade highway-rail crossings, including: Crossing Name Market St Martin Luther King Way Clay St Washington St Broadway Franklin St Webster St Oakland Jack London Square Station Oak St CPUC No. 001D-6.20 001D-6.40 001D-6.50 001D-6.60 001D-6.70 001D-6.75 001D-6.80 001D-7.00-D 001D-7.20 DOT No. 749580R 749571X 749583L 749584T 749585A 749586G 749587N Unknown 749591D
7	CPUC	7-3	Railroad	Please ensure the nearby crossings and tracks comply with applicable federal and state requirements. Applicable state requirements include: California Manual on Uniform Traffic Control Devices - Chapter 8 (http://www.dot.ca.gov/hq/traffops/engineering/muted/) CPUC General Order 26-D, Clearances on railroads and street railroads as to side and overhead structures parallel tracks and crossings, CPUC General Order 72-B, Construction and maintenance of crossings CPUC General Order 75-D, Warning devices for at-grade railroad crossings CPUC General Order 88-B, Alterations of railroad crossings CPUC General Order 118, Construction, reconstruction and maintenance of walkways and control of vegetation adjacent to railroad tracks
7	CPUC	7-4	Railroad	The adjacent rail line is part of Union Pacific Railroad's (UP) Niles Subdivision and is heavily used by vehicular, pedestrian, and rail traffic. There are currently 62 trains per day, including 24 Amtrak passenger trains. The adjacent Port of Oakland leads to heavy freight rail traffic. The track along this segment becomes street running with the majority of the crossings having three tracks. The area around the track is commercial, with restaurants, stores, hotels, bars, and a theater on either side of the tracks. The public crosses the tracks to access Jack London Square, located south of the tracks. The public will also be required to cross the tracks to access the proposed ballpark. UP has a future plan to reconnect the third track. Use of this third track by trains will completely prevent use of Embarcadero by vehicles. Activation of the third track will greatly hinder access to and from the proposed ballpark. Over the past ten years there have been multiple vehicular and pedestrian incidents involving trains along this segment of track. Constructing the ballpark will greatly add to both vehicular and pedestrian traffic in the area. Safety of the public must be addressed by the environmental documents.
7	CPUC	7-5	Railroad	The Environmental Impact Report must address the impacts to the rail line, and all the impacted rail crossings including the crossings outside of the project boundary limits, and detail mitigation measures proposed to be implemented.
7	CPUC	7-7	Railroad	The CPUC will require grade separating the existing Market St and Martin Luther King Jr. Way at-grade crossings as part of the project. The existing crossings are not designed to accommodate the heavy pedestrian and vehicular traffic a ballpark will bring. o Heavy train traffic will prevent ingress/egress from the ballpark should the at-grade crossings remain. Both long freight trains and Amtrak passenger trains frequently travel through this rail line, resulting in constant crossing activations. Frequent crossing activations in combination with inebriated fans may increase the likelihood of rail incidents. o Any railroad incident in the vicinity will completely block access to the stadium while the train is stopped for the investigation should the crossings remain at-grade. O Both situations above will prevent emergency vehicle access to the stadium.
7	CPUC	7-8	Railroad	The proposed pedestrian rail crossing and aerial tram crossing over the existing UP rail line will require Commission authorization via the formal application process.
7	CPUC	7-9	Railroad	The CPUC recommends installing vandal resistant fence along the track.
7	CPUC	7-10	Railroad	Analyzing the location of parking lots and pedestrian travel paths to the stadium is critical. The CPUC recommends minimizing pedestrian exposure to the railroad tracks as much as possible. Should crossings remain at-grade, the CPUC will require: o A diagnostic review of all of the nearby at-grade highway-rail crossings. o Signalizing all the intersections along Embarcadero with railroad preemption. o Installing raised concrete medians on the railroad crossing approaches. o Installing Americans with Disabilities Act compliant curb ramps at all intersections.
7	CPUC	7-11	Railroad	The CPUC will require the City to submit a stadium management plan to address crowd control along the rail line during events.

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9	CCJPA	9-1	Railroad	The CCJPA is sending this correspondence with regards to the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the Oakland Waterfront Ballpark District Project at Howard Terminal. The CCJPA is the managing entity for the Capitol Corridor Intercity Passenger Rail service, the third busiest intercity passenger rail route in the national Amtrak system. As an existing transportation partner to the Oakland Athletics, we are excited to see the prospect of a potential new ballpark within the City of Oakland and look forward to serving the future facility planned within a comfortable, safe and secure, walking distance from our Oakland Jack London Square (OKJ) station. The Capitol Corridor route extends from Auburn, CA, through Sacramento to San Jose serving several rail stations along the Highway 80, 680, and 880 corridors, including the Oakland Jack London and Oakland Coliseum stations. A series of connecting motor coach services, including to San Francisco, enhance the reach of this State supported service. Adjacent to the proposed ballpark, the Capitol Corridor operates thirty (30) weekday trains and twenty-two (22) weekend trains on Union Pacific Railroad owned tracks. The OKJ station is the 5th busiest station along the Capitol Corridor route.
9	CCJPA	9-5	Railroad	We also request a comprehensive evaluation of the proposed ballpark's impacts to pedestrian safety. CCJPA is particularly concerned with the safety of ballpark patrons accessing the facility given the location of two mainline rail tracks immediately adjacent to the proposed ballpark. These active mainline tracks are used for freight and passenger rail services with an estimated fifty (50) trains of various types operating on this corridor over a typical twenty four (24) hour period. A stadium with capacity for 35,000 persons that requires many to cross active rail tracks is of great concern. The presence of thousands of pedestrians able to cross these active mainline tracks at-grade would create significant safety concerns and potentially disrupt passenger train and freight services. Freight service, considered interstate commerce, is provided by Union Pacific Railroad, who owns and dispatches all trains in this portion of the corridor. Burlington Northern Santa Fe also provides freight services on these tracks. We anticipate that the California Public Utility Commission will actively participate in the review of this proposed project as they will have regulatory and safety review authority in this instance.
9	CCJPA	9-7	Railroad	Rail activity in the Embarcadero Street corridor is expected to increase over the next decade. The State Rail Plan, and the CCJPA adopted Vision Implementation Plan, portend a strong growth trajectory of passenger rail activity while also preserving availability for increases in freight activity based around the Port of Oakland. While the State Rail Plan is at a higher conceptual level, the CCJPA's 2019s adopted Vision Implementation Plan does suggest in the longer term to eliminate the operation of the freight and passenger rail traffic through the Embarcadero in Jack London Square via a subterranean section. If studied more from the initial concepts in the CCJPA Vision Implementation Plan (reference date and weblink) there would be the means to eliminate the at-grade conflict to the benefit of not only the ballpark area patrons but to the businesses and activities associated with Jack London Square. The Vision Implementation Plan concepts are expansive and would be significant projects on their own but they could become a means of addressing the concerns of ballpark area patrons crossing the live mainline rail tracks.
12	Port of Oakland	12-20	Railroad	5. An active, at-grade rail corridor serving both passenger (Amtrak) and commercial traffic (Class I railroads) runs adjacent to the Proposed Project location. The DEIR should analyze the potential impacts of the Proposed Project on rail service.
12	Port of Oakland	12-21	Railroad	6. The Proposed Project will result in an increased number of vehicles, pedestrians, bicyclists, and others crossing an active rail corridor to access the Project site, which could result in impacts to public safety. The DEIR should analyze these public safety impacts (including, without limitation, on Maritime Street, 7th Street, Middle Harbor Road, Embarcadero West, and the Adeline Street overpass over 3rd Street) and propose mitigation. Mitigation measures could include elevated pedestrian walkways and/or vehicle crossings over the railroad tracks or temporary barriers at crossings during games and events.
24	UPRR	24-4	Railroad	2. Construction of the Project will not change UPRR's common carrier obligation to carry commodities of all kinds in close proximity to the Project site.

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24	UPRR	24-6	Railroad	4. All access to the new stadium and other new facilities constructed in relation to the Project must be grade-separated and clear span the rail right of way. Current rail operations entering and exiting our Oakland rail terminals and the port often require trains to stop on the track adjacent to the Project site. When this occurs, no vehicle or pedestrian access is available to the Project site. It must be assumed that this type of normal rail operation will occur at various times throughout each day. Current crossings may not be used as points of public access for Project improvements. For these same reasons, current crossings will also not be reliable points of access during construction because they may often be occupied by trains, thereby preventing movement of construction vehicles, equipment, and personnel. Construction plans must take this into account. 5. Road access for railroad customers and port tenants must be preserved.
24	UPRR	24-8	Railroad	7. The DEIR must take into account safety and access issues that will be created by the Project's parking plan. A plan for distributed parking will extend safety and access issues along a significant length of the railroad right of way. 8. The DEIR must take into account new safety and access issues that will be created at Jack London Square. That area already has complex issues related to a shared corridor for railroad tracks and Embarcadero Street and a high volume of pedestrians. The Project must mitigate risks related to increased vehicular and pedestrian traffic in proximity to the tracks. 9. Fencing or similarly effective barriers must be constructed to prevent the public from entering the railroad right of way at unauthorized locations. The volume of new pedestrian traffic that will be introduced in the area will require installation of sufficiently durable and tall fencing to prevent people from intentionally or inadvertently entering the railroad right of way. This is a critical safety concern that must be addressed. 10. No part of the railroad right of way may be used for the Project. UPRR is preserving the full width of its right of way for future capacity needs and will not make any of it available for third-party development. 11. Any mitigation for the Project must be done at no cost to UPRR. Any work that impacts UPRR's property, such as the addition of grade-separated crossings, must meet UPRR's standards.
24	UPRR	24-1	Railroad	UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including California. Specifically, UPRR owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR's network in California is vital to the economic health of the state and the nation as a whole, and its rail service to California customers is crucial to the current and future success and growth of those customers.
24	UPRR	24-2	Railroad	The proposed Project will be constructed in a location that raises significant issues related to railroad safety, public access, and community needs. As noted in the NOP, the Project will be constructed adjacent to mainline UPRR tracks. This is the railroad's Niles Subdivision. It is a busy corridor that serves the Port of Oakland and regional freight rail customers. It also hosts both Amtrak and Capitol Corridor passenger trains. Freight and passenger trains operate on this line both day and night seven days per week. With that as context, UPRR asks the project sponsor and other stakeholders to take these considerations into account while developing the DEIR and plans for the Project:
24	UPRR	24-3	Railroad	1. UPRR will not modify its rail operations or accept proposals to change the timing of freight rail service as an accommodation for the Project. All freight and passenger service will continue. Train volumes may increase and new rail facilities may be constructed along the railroad right of way in the future.
33	Lauren Westreich	33-2	Railroad	Issues such as rail and railroad use in the area
PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-3	Railroad	And local issues such as the impact on the railroads, the A's and the community

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8	State Lands Commission	8-12	Sea Level Rise	Commission staff requests that the City consider the following comments in the preparation of the Project's EIR. Climate Change 1. Sea-Level Rise: The NOP states that global climate change will be covered in the Draft EIR. Commission staff recommends the Draft EIR discuss and evaluate sea level rise, particularly the site's vulnerability to inundation via an increase in both total water level and total water level combined with storm events, wave action, and king tides. These risks and impacts may result in greater amounts of erosion for exposed vulnerable adjacent shorelines, Public Trust tidelands, and degradation or damage to proposed infrastructure.
8	State Lands Commission	8-13	Sea Level Rise	While not contained in the NOP itself, staff understands from news reports that the City proposes raising the Project site by 3.5 feet (42 inches) to accommodate the 2100 tide event. Commission staff is concerned that this level of protection would be insufficient given the currently available information on expected sea-level rise. Using the Adapting To Rising Tides Bay Shoreline Flood Explorer and program (Bay Conservation and Development Commission, 2018), which the City participated in developing, the City can better understand the impacts and adaptation strategies that would best protect and increase the resiliency of the Project area and the underlying Public Trust tidelands. The life of the Project is likely to extend to the end of the century and therefore sea-level rise will influence the Project site. For example, using the Flood Explorer at 36 inches of sea-level rise (a low projection) plus a 25-year storm surge, total water level would be 66 inches, which would flood over half the Project site under existing conditions. Using a moderate projection of 52 inches and 25-year storm surge yields a total water level of 84 inches, sufficient to inundate the entire Project site.
8	State Lands Commission	8-15	Sea Level Rise	The City should also consider its report Oakland Preliminary Sea-Level Rise Road Map, ² published in the Fall of 2017, for guidance in planning for the proposed Project. It states (p. 1-3, 1-4): Sea levels offshore of Oakland are expected to rise between 11 and 24 inches by mid-century, and 36 to 66 inches by 2100. The most likely SLR projections are based on a moderate level of global greenhouse gas emissions and continued accelerating land ice melt patterns. Given the above information, staff recommends the City follow the step-by-step approach in the State of California Sea-Level Rise Guidance: 2018 Update (Ocean Protection Council, 2018), which itself is based on the State's best available science laid out in Rising Seas in California: An Update on Sea-Level Rise Science (Ocean Protection Council, 2017). By using this approach, the City can describe how the Project would be designed to ensure its resiliency and/or adaptability to anticipated inundation at both mid-century and end of century projections.
8	State Lands Commission	8-17	Sea Level Rise	Finally, Commission staff notes the City is required to prepare and submit an assessment of how it proposes to address sea-level rise for its granted Public Trust lands (AB 691, Chapter, 592, Statutes of 2013). The Draft EIR should include a robust discussion of design elements that increase resiliency and protection of vital Project components and show a pathway to future adaptability that protects Public Trust resources, uses, and values.
13	BCDC	13-8	Sea Level Rise	Climate Change. Climate Change policies of the Bay Plan state, in part, that: 'When areas or designing larger shoreline projects, a risk assessment should be prepared by a qualified engineer and should be based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection that will be funded and constructed when needed to provide protection for the proposed project or shoreline area. A range of sea level rise projections for mid-century and end of century based on the best scientific data available should be used in the risk assessment. Where such assessments show vulnerability to public safety, projects 'should be designed to be resilient to a mid-century sea level rise projection,' and for projects that will remain in place longer than mid-century, 'an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century.' The best available science-based projections for sea level rise can be found in the State of California's 2018 Sea-Level Rise Guidance, available at: http://www.opc.ca.gov/webmaster/ftp/pdf/agenda items/20180314/Item3 Exhibit- A OPC SLR Guidance-rd3.pdf

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13	BCDC	13-9	Sea Level Rise	In addition, Bay Plan Safety of Fills policies state, in part, that structures on fill or near the shoreline should have adequate flood protection including consideration of future relative sea level rise as determined by qualified engineers, and that, '[a]dequate measure should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of a project.... New projects on fill or near the shoreline should either be set back from the edge of the shore so that the project will not be subject to dynamic wave energy, be built so the bottom floor level of structures will be above a 100-year flood elevation that takes future sea level rise into account for the expected life of the project, be specifically designed to tolerate periodic flooding, or employ other effective means of addressing the impacts of future sea level rise and storm activity.' These policies should be read in combination with Public Access Policy No. 5, which states, in part, that public access areas 'should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding.'
13	BCDC	13-10	Sea Level Rise	The DEIR should describe the project site's existing and future vulnerability to inundation, including during storm events. To this end, the DEIR should identify the Mean Hi Water, the 100-year-flood elevation, mid- and end-of-century rise in sea level projections (using the 2018 State of California Sea-Level Rise Guidance), anticipated site-specific storm surge effects, and a preliminary assessment of the project's vulnerability to future flooding and sea level rise. The proposed project is an opportunity for the City of Oakland to evaluate the future of this area in light of more recent scientific data on sea level rise and to update plans to address shoreline resilience, given projected sea level rise. As a planning tool, the preparers of the EIR should refer to the Adapting to Rising Tides (ART) maps and data products developed here at BCDC including the Bay Shoreline Flood Explorer, and the Sea Level Rise and Coastal Flooding Impacts Viewer developed by NOAA Coastal Services Center in collaboration with a number of other agencies and organizations. The ART products are available at http://www.adaptingtorisingtides.org/maps-and-data-products/ and the viewer is available at: https://coast.noaa.gov/sir/ . The DEIR should discuss the potential for inundation and its impacts on land use, transportation, hydrology, water quality, hazards, infrastructure, utilities, recreation, and public services.
13	BCDC	13-11	Sea Level Rise	The DEIR should also describe how the project has been designed to tolerate, adapt to, and/or manage shoreline flood at the site to ensure the project is resilient to mid-century sea level rise projections, and how it can adapt to conditions at the end of the century. The tools mentioned above may be of assistance when assessing this change. Finally, the DEIR should indicate whether any proposed long-term adaptation strategies would adversely affect or reduce in size proposed public access areas, and possible ways to minimize these effects, if applicable.
22	SF Bay Area Water Trail	22-5	Sea Level Rise	Clearly describe how the hydrology of the Oakland Estuary may affect the long- term use of boating facilities, with regards to siltation and mud as well as sea level rise, and how any impacts will be mitigated.
36	Nikki Bas	36-3	Sea Level Rise	I have real concerns that we are still planning shoreline construction in spite of the fact that we are expecting 6-10 ft of sea level rise in the next 100 years. This seems like a great financial risk to take given that major climate agencies are actually discussing strategies of managed retreat, meaning we may have to evacuate large parts of the Bay Area soon, particularly along the shoreline. Are folks talking about this at all in the planning process?
36	Nikki Bas	36-1	Sea Level Rise	The scope should include the potential impacts of sea level rise
37	Phoenix Armenta	37-1	Sea Level Rise	The Bay Area is expecting 6-10 ft of sea level rise in the next 100 years. Many agencies are discussing the option of managed retreat. How in this climate are you considering building along the shoreline? It seems at best to be a really bad investment.
40	Rod Borba	40-1	Sea Level Rise	worried about sea level change
PC-15	Commissioner Hedge	PC-15-3	Sea Level Rise	This is potentially a really exciting project. And I can't help but notice that it is right on the waterfront. And we are looking at, you know, climate change and we're really – I think it would be amazing considering the amount of time, energy and resources that are going to be put towards this Project for the kinds of – for some real thinking and energy to be put on how to protect that area of Oakland, but also maybe from climate change and rising waters.
PC-20	Chairperson Myres	PC-20-3	Sea Level Rise	I wanted to echo Commissioner Hegde's concerns around developing the waterfront and sea level rises related to climate change. I think that's really important.
2	Alameda CTC	2-1	Transportation and Circulation	Basis for Congestion Management Program (CMP) Review The proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: http://www.alamedactc.org/app_pages/view/5224

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2	Alameda CTC	2-2	Transportation and Circulation	Use of Countywide Travel Demand Model The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.
2	Alameda CTC	2-8	Transportation and Circulation	The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan. o The Project overlaps with an Area of Countywide Pedestrian Significance: The site is located within a 1/2 mile of a transit corridor . Proximity to the Oakland Central Business District o Impacts to consider on conditions for pedestrians include effects of vehicle traffic on pedestrian access and safety, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
2	Alameda CTC	2-9	Transportation and Circulation	Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be: o Adequate to sustain CMP roadway and transit service standards; O Fully funded; and o Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
2	Alameda CTC	2-10	Transportation and Circulation	The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
2	Alameda CTC	2-11	Transportation and Circulation	Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
2	Alameda CTC	2-12	Transportation and Circulation	Given the size and significance of project in trip generation, the DEIR should consider using TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, shuttles, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).
2	Alameda CTC	2-3	Transportation and Circulation	The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) and Congestion Management Program (CMP) roadway networks. O MTS roadway facilities in the project area include: 1-880, 1-980, SR-24, 7th Street, 8th Street, 11th Street, 12th Street, 14th Street, Middle Harbor Road, Market Street, Broadway, Embarcadero, the Webster Tube, and the Posey Tube. o For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. o The Alameda CTC has not adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
2	Alameda CTC	2-4	Transportation and Circulation	This project should identify and coordinate with other significant improvement projects in the area (such as the Oakland-Alameda Access Project) sponsored by Alameda CTC that are already in advanced project development stages. These projects did not include the proposed project during the project development and impact analyses. An impact assessment and potential mitigation, as appropriate, should be included in the DEIR.

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2	Alameda CTC	2-5	Transportation and Circulation	The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators. O MTS transit operators potentially affected by the project include: AC Transit, BART, and the San Francisco Bay Ferry. In addition, Capitol Corridor and Amtrak operate intercity passenger rail in the project area. Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
2	Alameda CTC	2-7	Transportation and Circulation	The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network. o Countywide bicycle facilities in the project area include: Planned extension of the East Bay Greenway and the Bay Trail Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
3	AC Transit	3-1	Transportation and Circulation	AC Transit has long supported transit-oriented development. The Ballpark District could constitute the largest single transit-oriented development project in Oakland's history. It could reclaim a site which is only minimally used today. AC Transit is prepared to work with the City of Oakland and the Oakland Athletics organization as they advance planning for the Ballpark. There are significant transportation and traffic challenges brought on by the ballpark. We look forward to be included in resolving these challenges.
3	AC Transit	3-2	Transportation and Circulation	AC Transit operates bus transit services throughout Oakland and surrounding cities. Today the Ballpark District is served by only three bus lines, lines 72, 72M and 72R. The current level of bus service would not be adequate for a development of the magnitude proposed here and the expected game day crowds. Achieving positive TOD outcomes in the Ballpark District will require an integrated program of transit, pedestrian, roadway, and urban design improvements. The EIR should lay out how this program will be designed, funded, managed, and constructed.
3	AC Transit	3-3	Transportation and Circulation	AC Transit's Concerns about the Project AC Transit has three broad concerns about a project of this magnitude in this location. The transit and transportation needs of the area, including game attendees, employees, residents, hotel guests, or others must be met by means other than private automobiles. The existing bus network is not capable of transporting game day-sized crowds efficiently. %u2022 The impact of new automobile trips on the existing bus transit system must be reported in the EIR and steps taken to minimize the impacts.
3	AC Transit	3-4	Transportation and Circulation	Mode Split The EIR must estimate the number of car and transit trips made by attendees at the ballpark, the performance venue, and surrounding areas. The EIR should place emphasis on assessing how to create and support high capacity modes of transit to the site. Given the potential for increased traffic-related delays to transit service, the EIR should also include intersection level operational analysis in these areas.
3	AC Transit	3-5	Transportation and Circulation	The 12' Street/City Center BART station, followed by West Oakland and Lake Merit stations will presumably be the most important transit hubs for visitors coming from outside Downtown Oakland. Smaller numbers of visitors would likely use the ferry terminal and the Amtrak station. On game days, transit must be able to move thousands of people from the BART stations to the ballpark. However, even on non-game days, there could be substantial travel demand from residents, workers, hotel guests, and other visitors. The EIR should project these travel volumes and estimate the split between different modes of transportation. The EIR should also anticipate how needed transportation network improvements, including public transit will be funded.
3	AC Transit	3-6	Transportation and Circulation	12' Street BART Station Bus Improvements: New or expanded bus stops and layover zones will be needed at or near 12th Street and Broadway. These should be designed and operated to be convenient to passengers transferring between BART and awaiting buses. The start times of weekday evening home games mean that fans will be arriving during already busy afternoon peak periods.
3	AC Transit	3-7	Transportation and Circulation	Broadway Bus Lanes: A dedicated lane along Broadway would serve both ballpark and other bus trips. A dedicated bus lane on Broadway from 12' Street to the Ballpark will allow buses to make this trip quickly and efficiently, maximizing the number of trips between the site and the BART station. Broadway from 7th Street to 20th Street is the most important transit spine in the East Bay. During peak hours here there are approximately 30 bus trips per hour per direction, or a total of one per minute.

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3	AC Transit	3-8	Transportation and Circulation	Stadium Bus Passenger Facilities: Passenger loading and bus layover facilities will also be needed at the ballpark end. While AC Transit generally stops curbside, an off-street terminal may be required to handle a large number of waiting passengers and the high volume of bus trips serving the ballpark.
3	AC Transit	3-9	Transportation and Circulation	New Bus Routes: The City should work with AC Transit to develop and fund potential routes which can serve both the ballpark and other area destinations. Avoiding Auto Dependence
3	AC Transit	3-10	Transportation and Circulation	Avoiding Auto Dependence As reflected in the City of Oakland's planning policies, it is not desirable to rely on the private car or Transportation Network Companies to bring in most visitors to the Ballpark District. Today, with almost no development on the site, the roadway system, especially Interstate 880, is already congested. High levels of parking would not only consume valuable land, but would also induce excessive auto trips-an issue the EIR should analyze. The EIR should also analyze and propose demand-based parking pricing, given the large variations in parking pricing likely under this proposal. The EIR should also discuss the need for wayfinding for multiple modes %u2013 pedestrians, (including those with mobility impairments), transit passengers, and drivers - both to efficiently guide travelers and to discourage excessive numbers of automobile trips.
3	AC Transit	3-11	Transportation and Circulation	AC Transit looks forward to working with the City, the Oakland A's and others to develop transit-oriented solutions for the Ballpark District. Best practices for stadium development put those stadia in city cores with lively districts and not with acres of parking surrounding them. We are excited to see this happen in Oakland.
5	BART	5-1	Transportation and Circulation	BART's Strategic Plan Vision is to support a sustainable and prosperous Bay Area by connecting communities with seamless mobility, BART supports the goal of the Oakland Waterfront Ballpark District to create a vibrant community of housing, jobs, and special event programming within proximity to high-quality transit. The Howard Terminal site is approximately 1-mile walking distance to 3 BART Stations - West Oakland, 12th Street/Oakland City Center, and Lake Merritt. Incentivizing transit travel to the stadium and establishing seamless transit connections to the site will lower the demand for single-occupancy vehicle trips, allow for the construction of fewer parking spaces, reduce the impact on surface transit routes, and allow more people to access the stadium via low-emission public transportation. Below is a list of comments and potential transit mitigation measures for the new ballpark and waterfront development at Howard Terminal to consider as the environmental process progresses:
5	BART	5-2	Transportation and Circulation	Reduced or free BART fares for stadium event attendees: The cost of parking is high at a stadium. However, when split amongst several people, parking costs can be on par with paying for BART passes for a family or larger group. BART is open to discussing options for electronic ticketing options that could offer free or reduced BART passes to people who take BART to and from games.
5	BART	5-3	Transportation and Circulation	Limit the construction of new parking facilities: The amount of parking provided by this development will determine a great deal about how the stadium, the 4000 units of proposed housing, and the 2M+ square feet of office space will interact with the surrounding city. The environmental impact report should clearly discuss the tradeoffs inherent in proposing large amounts of parking. BART is in support of low parking ratios for residential and commercial uses to encourage people to take transit, walk, or bike to their destination rather than drive and park a single- occupancy vehicle.
5	BART	5-4	Transportation and Circulation	Incentives for spreading travel demand: Baseball games and other stadium events have the potential to create a concentrated demand for transit service in the minutes leading up to first pitch and directly after the event. The stadium project should investigate options for incentivizing people to stagger travel to and from games or events to spread out the demand for transit over a longer time.
5	BART	5-5	Transportation and Circulation	Improve pedestrian path from BART to new stadium site: Safe and efficient connections to and from BART stations are essential to make it easy and desirable for Howard Terminal patrons, residents, and visitors to use BART. Improve pedestrian path from 12th Street/City Center Station to new proposed gondola: The gondola proposal is an interesting concept to move people from 12th Street/City Center BART to and from the Howard Terminal site. More study is needed to ensure that this gondola will meet the demand for people traveling to the stadium from 12th Street/City Center. If the gondola moves forward, improvements should be made to the pedestrian path of travel to the new facility to create a seamless transit connection to the stadium. Signage, wayfinding: For people taking BART to the Howard Terminal site, the pathway from the train doors to the stadium gates should be clear and recognizable to tourists and locals alike.

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5	BART	5-6	Transportation and Circulation	Study BART capacity implications: In general, BART seeks to increase and optimize ridership on the BART system (such as through attracting off-peak trip generators like a ballpark) through partnerships that foster transit-oriented development and improve access to the BART system. The DEIR for this project should conduct a forecast of increased BART ridership related to the stadium and new development that includes expected ridership at each station and direction. The DEIR should also analyze project-specific and cumulative impacts on BART line haul capacity and service, station access, and station capacity. This is particularly important for the PM Peak period and post- event surge peaks.
5	BART	5-7	Transportation and Circulation	Platform screen door or other platform capacity measures: If the Howard Terminal stadium and development proposal moves forward, there is a need to forecast travel demand and crowding at 12th Street/City Center Station. Stadium events in the PM peak hour could increase the load on the platforms at 12th Street beyond acceptable levels, hampering the ability of BART to serve the needs of commuters and stadium-goers. BART is currently piloting a platform screen door retrofit on one platform edge at 12th Street which will increase platform capacity.
6	Caltrans	6-1	Transportation and Circulation	Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Notice of Preparation (NOP). Additional comments may be forthcoming pending final review.
6	Caltrans	6-5	Transportation and Circulation	Operational Analysis In addition to a VMT analysis, please provide trip generation, trip distribution, and trip assignment estimates for this project. To avoid traffic conflicts such as inadequate weaving distances and queues spilling back onto the freeway, the project should evaluate the adequacy of freeway segment operations in the project vicinity, including vehicle interaction with bicyclists and pedestrians at the off-ramps given the new land uses. Project-generated trips should be added to existing and future cumulative scenario traffic volumes to avoid traffic conflicts due to queue formation at the I-880 and I-980 off-ramps listed below. The analysis should identify if adequate storage capacity is available for turning movements at the listed intersections and freeway offramps and determine whether queues will spill back onto the freeway mainline. Demand volumes should be used for this type of evaluation rather than output volumes or constrained flow volumes. %u2022 I-980 and 11th St; %u2022 I-980 and 12th St; %u2022 I-880 and Market St; %u2022 I-880 and 7th St; %u2022 I-880 and Union St; %u2022 I-880 and Oak St; %u2022 I-880 and Broadway; %u2022 I-880 and Jackson St.
6	Caltrans	6-6	Transportation and Circulation	Caltrans commends the Lead Agency for its Transportation and Capital Improvement Impact Fee Program and suggests applying it to the proposed district's significant transportation impacts. The Lead Agency should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified and incorporated in the Conditions of Approval. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. For example, providing improved markings and wayfinding on streets to cross under I-880 and I-980 underpasses and a new estuary overcrossing that would connect Alameda and Oakland, as studied in the City of Alameda Estuary Crossing Study Final Feasibility Study Report (2009) (see Caltrans District 4 Bike Plan's Appendix A) would both improve connectivity in the proposed project area and encourage active transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. http://www.dot.ca.gov/d4/bikeplan/docs/D4BikePlan_ProjectList.pdf

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6	Caltrans	6-7	Transportation and Circulation	Vehicle Trip Reduction Given the project's intensification of use, all the measures listed below should be considered in the project's Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical to facilitate efficient transportation access to and from the project location, reduce transportation impacts associated with the project, and promote smart mobility. Project design to encourage walking, bicycling and transit access; Extending the San Francisco Bay Trail through the project site along the harbor; Transit fare incentives such as free or discounted transit passes on a continuing basis; Free transit service to Amtrak and BART; Real-time transit information system; Bus stop furniture improvements such as shelters, trees and porticos; Conveniently located bus stops near building entrances; Transit, bicycle and trip planning resources such as a commute information kiosk; Secured bicycle storage facilities located conveniently near entrances to minimize detriment of bicycle use due to weather conditions; Fix-it bicycle repair station(s); Showers, changing rooms and clothing lockers for employees that commute via active transportation; Ten percent vehicle parking reductions; Parking cash out programs for the commercial uses; Unbundled parking for the residential uses; Charging stations and designated parking spaces for electric vehicles; Carpool and clean-fuel parking spaces; Designated parking spaces for a car share program; Incorporate affordable housing into the project; Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas; Emergency Ride Home program; Transportation Demand Management coordinator; Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area, such as the Brooklyn Basin Project; and Aggressive trip reduction targets with Lead Agency monitoring and enforcement.
6	Caltrans	6-8	Transportation and Circulation	Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. We strongly suggest reducing parking supply to encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on the nearby State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals. For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf .
6	Caltrans	6-9	Transportation and Circulation	Specific Plan and Capital Improvement Plan Due to the magnitude and pace of development in the region, Caltrans suggests that the lead agency adopt a Specific Plan for the Oakland Waterfront Ballpark District or incorporate the project into the Downtown Oakland Specific Plan. The specific plan will engage the public in the CEQA process, address the project's environmental and VMT impacts, and reassess economic conditions before the project is operating to create an updated development strategy. The lead agency should strive to obtain multimodal fees on pace with the project's phases, so that mitigation of each phase is aligned with the development as it occurs. The lead agency should also develop a capital improvement plan that identifies the cost of needed improvements and include a scheduled plan for implementation. Developer fees must be identified. These fees should go towards regional transportation improvements.
6	Caltrans	6-13	Transportation and Circulation	Aerial Tram/Gondola If a gondola type transportation facility is to be included in the final transportation improvement plan, a Right of Way Use Agreement and associated project approval and Encroachment Permits will be required if the proposed gondola enters or crosses within Caltrans right-of-way. The aerial tram or gondola may require a Project Initiation Document (PID) depending on the cost of construction within State right-of-way and the complexity of the project. Please coordinate with Caltrans regarding: Requirements for project approval; Securing a Right-of-Way Use Agreement; Ensuring adequate clearance over I-880 is established; Placing supports for the aerial tram/gondola outside of State right-of-way; and, A maintenance and inspection agreement between Caltrans and the owner/operator of the proposed tram.
7	CPUC	7-6	Transportation and Circulation	Traffic studies should be performed at every railroad crossing listed in the table above.

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9	CCJPA	9-2	Transportation and Circulation	The CCJPA requests that the Draft EIR analyze and disclose the changes to area travel patterns and anticipated patronage changes on area transit and rail services because of a new ballpark at the proposed waterfront location. In 2005, the City of Oakland and the CCJPA partnered with Union Pacific Railroad and Amtrak to open the Oakland Coliseum (OAC) station, intended to serve the Oakland Coliseum sports complex. The reduced level of activity at the OAC location that would result from the relocation of the Oakland A's ballpark to the proposed Howard Terminal would potentially require the closure of the Coliseum station. CCJPA maintains ridership requirements under its station policy and anticipates the OAC would no longer meet these standards. In contrast, the patronage loss at OAC may be offset by an increase in patronage at OKJ. These patronage and ridership shifts should be considered in the transportation and circulation, air quality, greenhouse gas emissions, and climate change impact analyses in the Draft EIR.
10	City of Alameda	10-1	Transportation and Circulation	Thank you for the opportunity to comment on the scope of the draft Environmental Impact Report, and congratulations to the Oakland A's and the City of Oakland on this exciting plan for a 35,000 seat waterfront stadium/regional entertainment center at Jack London Square. Located less than 1,000 feet from the City of Alameda and within blocks of the Broadway ramps to the Webster and Posey Tubes, the stadium will be an exciting new venue for Alameda residents to enjoy, but it will also cause some challenges for the regional transportation system that services the two cities and the region.
10	City of Alameda	10-2	Transportation and Circulation	The new stadium/regional entertainment facility will be supported by existing regional roadway infrastructure that is substandard in many locations and largely at capacity. The adjacent segment of 1-880 is one of the most congested segments of freeway in the Bay Area. The Broadway and Jackson on and off ramps have been in a state of 'deficiency for over 20 years and getting worse each year. They are projected to be even worse by 2023, when the new stadium opens. The only existing pedestrian and bicycle facilities between downtown Oakland and West Alameda, in the Posey and Webster Tubes, are inadequate, unhealthy and unsafe. The Jack London Ferry Terminal adjacent to the ballpark has no additional capacity.
10	City of Alameda	10-3	Transportation and Circulation	There is no question that the construction and operation of a 35,000 seat major league baseball stadium, 4,000 new residential units, and a regional entertainment/office/commercial/hotel facility will significantly impact the already failing regional transportation facilities in the immediate vicinity of the project, including the 1-880 corridor, Broadway, Jackson Street, Regional Route 61 (through the Posey and Webster Tubes), Webster Street, and other regional roadways during construction and during game and major event days. The additional congestion caused by the stadium and regional entertainment facility will severely impact bus transit between Oakland and Alameda as well as onto 1-880, and ferry service will be impacted by the increased load during game/event days, as well.
10	City of Alameda	10-4	Transportation and Circulation	The 79,000 residents of Alameda and the business community in West Alameda is dependent on the existing substandard and inadequate regional transportation system and bicycle and pedestrian facilities between Oakland and Alameda.
10	City of Alameda	10-5	Transportation and Circulation	The project proponents, the City of Oakland, and the regional transportation agencies must work with the City of Alameda to provide transportation improvements to serve the regional entertainment facility and ensure that the 79,000 residents of Alameda and the businesses of West Alameda are not trapped on or off island by the additional congestion caused by the proposed facilities during project construction and on game days and major event days at the new regional facility.
10	City of Alameda	10-6	Transportation and Circulation	No Impact to Transit Service: As a 'Transit First City, Oakland should require that the new project result in no reduction in AC Transit bus travel times between Alameda and Downtown Oakland, and the 12th Street and Fruitvale BART stations during construction and on game and major event days.
10	City of Alameda	10-7	Transportation and Circulation	No Impact to Ferry Service: Oakland should require that the project construction and operation shall not result in reductions in ferry capacity or frequency, for those ferries that serve Alameda.
10	City of Alameda	10-8	Transportation and Circulation	Water Shuttle Service: Given that the existing roadway network serving the project site, the 1-880 on and off ramps and the entrances to the Webster and Posey Tubes will be significantly impacted during construction and during game days and major event days, the City of Oakland should require that the project fund operation of frequent public water shuttle services, with onboard room for bicycles, between Alameda and Jack London Square and/or Estuary Park in Oakland during construction and on game and major event days.

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10	City of Alameda	10-9	Transportation and Circulation	Bicycle/Pedestrian Bridge Design: As part of the Oakland A's Stadium approvals, the City of Oakland and the City of Alameda should jointly approve a preferred alignment and landings locations for a new bicycle and pedestrian bridge from Alameda to Jack London Square to replace the substandard, unhealthy and unsafe bicycle and pedestrian facilities in the Posey Tube.
10	City of Alameda	10-10	Transportation and Circulation	Alameda is committed to working with the regional transportation agencies, the Oakland A's organization, the City of Oakland and all other interested groups and organizations to design and build the convenient, safe, greenhouse gas emission reducing, multi-modal regional transportation facilities necessary to support Oakland, Alameda, and a world class waterfront ball park.
12	Port of Oakland	12-17	Transportation and Circulation	2. To the extent that the Proposed Project anticipates the use of Maritime Street, 7th Street, Adeline Street, Embarcadero West, and/or other streets within or abutting the Seaport Area for event, resident, and worker traffic, the analysis should include the existing industrial traffic, including the overweight corridor, in the Transportation analysis. To the degree that the Proposed Project could increase traffic on these arterial streets, the DEIR should analyze their capacity and structural and seismic fitness. The operating environment at the Seaport Area is subject to change due to federal regulation, such as security requirements, and adaptability should be considered in the DEIR analysis and reflected in the potential mitigation measures.
12	Port of Oakland	12-18	Transportation and Circulation	3. The Port requests that the DEIR propose traffic mitigation plans covering the Seaport Area, Jack London Square, and West Oakland for operation of the Proposed Project, including an emergency response access and fire department access plan, and analyze their impacts in the DEIR. The mitigation plans should also account for trains blocking on-road traffic.
12	Port of Oakland	12-19	Transportation and Circulation	4. The Port has existing agreements with nine tenants covering portions of Howard Terminal, including with the operator of the Port's truck facility, which provides more than 2,000 parking spaces for drayage truck and container staging. The loss of these tenants could result in impacts to Seaport operations; the loss of the truck facility could result in impacts from trucks traveling to, and parking in, other locations inside and outside the Seaport Area, both in the short and long term. The DEIR should incorporate this consequence in the Transportation analysis. In addition, changes in parking facilities should be evaluated for consistency with the Draft (and eventual Final) West Oakland Truck Management Plan, which is a required Port and City mitigation to reduce impacts of trucks driving and parking in West Oakland.
12	Port of Oakland	12-22	Transportation and Circulation	7. Construction may result in temporary but important effects on local access and transportation in the Seaport Area, Jack London Square, and West Oakland. The DEIR should evaluate construction impacts to local access and transportation and include, as needed, a mitigation measure for a construction traffic management plan. All traffic analyses conducted for the built-out project shall consider already planned projects at the Port of Oakland.
12	Port of Oakland	12-16	Transportation and Circulation	Transportation 1. The Proposed Project is expected to increase the volume of automobile traffic in the Seaport Area, Jack London Square, and West Oakland, and is likely to modify traffic patterns and accessibility for drayage trucks serving the Seaport Area. Increased volume of traffic may increase Vehicle Miles Traveled (VMT), congestion, and conflicts among automobiles, trucks, rail, pedestrians, bicycles, and other road users. The Port facilitates a successful Night Gates program, alleviating daytime and rush-hour traffic, so the DEIR should evaluate potential transportation impacts that may occur at all hours of the day, including the peak hour for evening weekday events. The Port requests that the DEIR include a traffic impact analysis that evaluates the current level of service and post-project level of service for all intersections and roadways in the Seaport Area, Jack London Square, and West Oakland due to the unique nature of the Proposed Project. The analysis should include both Project impacts and cumulative impacts, with the latter reflecting, for example, the extensive residential and commercial development planned around the West Oakland BART station. The Seaport Area includes the roads that are designated as the Port's overweight corridor, which includes 3rd Street from Martin Luther King Jr. Way to Mandela Parkway, Middle Harbor Road across all the Port of Oakland Berths, Maritime Street including in the Former Oakland Army Base and 7th Street from Middle Harbor Shoreline Park to I-880, and the entrances to the Port at the following intersections: West Grand Ave/Maritime Street, 7th Street/Maritime Street; and Adeline and 3rd Streets.

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13	BCDC	13-15	Transportation and Circulation	Bay Trail and Transportation. The Bay Plan policies on Transportation state, in part, that "Transportation projects... should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails." The DEIR should indicate if the project includes a Bay Trail segment, and if so, describe its route and alignment, and how it would connect to the network of existing trails, parks, and open space in the general vicinity of the project area. Please also provide detail on anticipated public transit use and connections to the project site and the shoreline (including, but not limited to transit types, locations, anticipated fares, and hours of operations) as well as the siting and availability of parking for those arriving by car to visit the shoreline.
14	WETA	14-1	Transportation and Circulation	Thank you for the opportunity to comment on the Notice of Preparation ('NOP') of an Environmental Impact Report ('EIR') issued by the City of Oakland ('City') for the Oakland Waterfront Ballpark District Project ('Project'). The Project represents an exciting opportunity to revitalize the Oakland waterfront by creating a new world class home for the storied Oakland Athletics baseball team alongside other critically needed residential and mixed-use development. Given the potential of this project to generate a substantial number of new trips to the project area, it will be essential that the project sponsors coordinate with public transit operators to minimize potential traffic congestion impacts. The Water Emergency Transportation Authority ('WETA') looks forward to working with the City and Project Sponsor to explore potential transit solutions.
14	WETA	14-2	Transportation and Circulation	WETA has a strong interest in the Project as the operator of ferry service from the Jack London Square (Oakland) terminal, located adjacent to the proposed project, and as the regional agency mandated by the State to oversee the provision of new water transit services on San Francisco Bay. WETA presently operates service from the Oakland terminal to Downtown San Francisco, the City of South San Francisco, and across the estuary to the City of Alameda. Since 2012, ridership on the Oakland/Alameda service has increased by 115%, placing significant strain on the current system. Many peak period trips on the Oakland/Alameda route to San Francisco operate at full capacity, resulting in passengers left behind at the dock.
14	WETA	14-3	Transportation and Circulation	In response to growing demand for ferry service from Oakland, WETA's 2016 Strategic Plan calls for a doubling of service frequency from the Oakland terminal over the next 2-3 years. By 2023, WETA plans to operate 15-minute peak period frequencies on the Oakland/Alameda-San Francisco route and 30-minute peak period frequencies on the Oakland/Alameda-South San Francisco route. With these planned service expansions, the Oakland terminal will be at capacity prior to completion of the Project. If the City or Project Sponsor desires to serve the Project with WETA service from new markets, such as Vallejo or Richmond, the Project must include the construction of adequate new terminal infrastructure. Furthermore, if new ferry service to the Project is anticipated, the City and Project Sponsor shall coordinate these plans with WETA as required by Senate Bill 976, the State legislation establishing WETA as the regional agency responsible for operating public ferry services in the Bay Area, planning new service routes, and coordinating ferry transportation responses to emergencies.
14	WETA	14-4	Transportation and Circulation	In the event that new ferry terminal infrastructure is included in the Project, WETA advises that the City and Project Sponsor initiate coordination at the earliest opportunity possible. Such coordination should include the determination of landside and waterside design requirements, as well as consultation concerning the potential of new ferry infrastructure to serve as a resource in the event of a major emergency. Water transportation emergency response capabilities include the mobilization of first responders and transport of evacuees during or in the immediate aftermath of a regional disaster.
14	WETA	14-5	Transportation and Circulation	To facilitate review of the Project under the California Environmental Quality Act, we offer the following scoping comments regarding issues and potential impacts of the Project of concern to WETA: Impacts on Existing Transit: The EIR should include a full accounting of increased passenger use of the Oakland terminal and potential impacts to the WETA system attributable to the Project, during both regular and special event service. The Project should clearly identify the types and frequency of events (esp. baseball games) that will be hosted at Project facilities, including day of the week, start time, and duration. To the extent the Project requires any modification to WETA facilities, the Project Sponsor is fully responsible for mitigating both direct and indirect impacts.

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14	WETA	14-6	Transportation and Circulation	Impacts of New Water Transit: The Project should clearly identify any proposed new water transit service, including both regular and special event service that will be provided as part of the Project. The EIR should take into full account any potential impacts that new ferry service could have on the WETA system, including, but not limited to berthing availability, new vessel procurement requirements, operating and maintenance needs, and compliance with applicable regulatory requirements. To the extent the Project requires any new or modified WETA facilities or vessels, the Project Sponsor is fully responsible for mitigating both direct and indirect impacts.
14	WETA	14-7	Transportation and Circulation	Pedestrian Circulation: The Project must include a plan for landside queuing of ferry passengers. Landside queues for the ferries can be very long, especially for large event crowds. The EIR should identify and mitigate potential impacts to passenger queuing to ensure ferry riders aren't disrupted by heavy event day pedestrian traffic. WETA is working with the Metropolitan Transportation Commission to develop regional wayfinding and signage products which could be deployed near the ferry terminal in Oakland. Additional wayfinding and signage for the stadium should work cohesively with this regional signage standard.
14	WETA	14-9	Transportation and Circulation	Ticketing Facilities: The EIR should address potential Project impacts on customer service and ticketing facilities. WETA currently offers an on-site facility at the Visit Oakland office to for customer service and ticket sales. Additional ticketing and customer service facilities may be required to assist with large event crowds.
15	Industry Coalition	15-30	Transportation and Circulation	With respect to the Associated Project of the construction of an aerial tram or gondola above Washington Street extending from downtown Oakland near 12th Street BART to Jack London Square, this would impact specifically the right-of-way over Interstate 880. However, the NOP does not list CalTrans approvals as necessary for the development of the proposed project. The approvals of CalTrans must be considered to be physical and legal constraints on the project variant including the aerial tram system
19	PMSA	19-14	Transportation and Circulation	The range of reasonably foreseeable impacts to be analyzed regarding waterfront business activities are expansive and include, but are not limited to, all of the following: Impacts to Landside Traffic and Transportation for Ingress/Egress to Marine Terminals/Railyards; Construction activity on-site transportation impacts on existing and future traffic congestion and air quality. Stadium and entertainment venue operations transportation impacts on existing and future traffic congestion and air quality. Housing and commercial development operations transportation impacts on existing and future traffic congestion and air quality. Railroad transportation impacts on existing and future traffic congestion and air quality. Displacement of existing port trucks and equipment from Howard Terminal and transportation impacts on existing on existing and future traffic congestion and air quality. Access to and congestion of cross-Estuary transportation resources.
19	PMSA	19-24	Transportation and Circulation	If the Project will require or induce any other road local road improvements, these must be disclosed, analyzed, and mitigated in the environmental document. PMSA is particularly concerned about any increases in traffic that would increase pressure on roads surrounding the Port.
21	SF Bay Trail	21-2	Transportation and Circulation	As such, closing this Bay Trail gap between Brush and Clay is critical not only for the region, but for Oakland and the success of the Ballpark Project as well since it will serve as an important active transportation corridor. The Bay Trail has been identified as a regionally significant transportation facility under the City of Oakland's Bicycle and Pedestrian Master Plans, Alameda Countywide Bicycle and Pedestrian Plans, and MTC's Regional Bicycle Plan.
21	SF Bay Trail	21-4	Transportation and Circulation	As a result, the project and DEIR should incorporate completing the Bay Trail between Linden and Clay Streets as a shoreline promenade trail for bicyclists and pedestrians as well as contributing funds for the completion of the Lake Merritt Connector Bridge that will link the Lake Merritt neighborhoods to the Ballpark Project via the Bay Trail. Completing these two trail segments will create a significant alternative way to travel to the businesses, residences, and entertainment venues at the Ballpark Project through bicycling or walking while relieving the demand to travel by car and for parking created by this development. The completion of the Bay Trail in this area will also provide a connection to West Oakland BART allowing people to travel to the Ballpark Project from a third BART station relieving the pressure on the Lake Merritt and 12th Street BART stations.
22	SF Bay Area Water Trail	22-6	Transportation and Circulation	Clearly describe any increase in passenger ferry service associated with the Project that may impact non-motorized small boater safety, and how any impacts will be mitigated. Please ensure that water access is designed consistent with ADA and universal design standards

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25	Adam Bink	25-1	Transportation and Circulation	I fully support the new ballpark and urge a ferry extension from Jack London the way the Giants have a special stop on gameday. I also urge electric car charging in whatever parking facility may exist to encourage green transportation for those who do drive, as well as bike parking or bike valet. I also encourage lower parking fee for those who are carpooling.
26	Allison Bliss	26-4	Transportation and Circulation	Adding a ballpark which will further tie up traffic exiting the Jackson St. Or Broadway exits will delay residents freeway access, especially problematic during working hours when people need to be on time.
28	Cyndy Johnsen	28-1	Transportation and Circulation	We are concerned about increases in traffic
28	Cyndy Johnsen	28-3	Transportation and Circulation	and access for bicyclists and pedestrians traveling across the Oakland-Alameda Estuary.
28	Cyndy Johnsen	28-4	Transportation and Circulation	Existing infrastructure %u2014 the Posey Tube %u2014 is failing everyone, but bicyclists and pedestrians most notably. The few people who currently bike or walk must do so on a narrow, dirty path along the Posey Tube. It%u2019s no wonder that while bicycling is dramatically increasing everywhere, people continue to choose to drive in this corridor. Without careful study and investment, the proposed stadium will exacerbate existing problems here.
28	Cyndy Johnsen	28-5	Transportation and Circulation	The two mitigations we%u2019d like considered are ones our organization and other local collaborators were advocating prior to the stadium proposal, and already have significant momentum. They are the long- and mid-term solutions identified in the 2009 Estuary Crossing Study. We think they would not only mitigate potential problems associated with the stadium project, but enhance the area and the ballpark experience overall. They are: - A world-class bicycle and pedestrian bridge between Alameda Landing and Oakland. This infrastructure would be very impactful from traffic and greenhouse gas reduction standpoints, serving thousands of travelers who might otherwise drive. Families from Alameda could leave their cars at home, opting to bike to ball games and other events. The bridge is supported by the City of Alameda, local advocacy groups, and business organizations. It%u2019s also listed as a top-tier project in Caltrans%u2019 most recent Bike Plan.
28	Cyndy Johnsen	28-6	Transportation and Circulation	- Bike-friendly water shuttles across the estuary %u2014 vessels, docks, and service. To be most effective in reducing traffic and gas emissions, service has to be seen as a viable alternative to driving. Service should be optimized for quick turn-arounds
31	Gregorio de Masi	31-2	Transportation and Circulation	Wherever the ballpark is built there will always be extra traffic on game days no matter the location
31	Gregorio de Masi	31-4	Transportation and Circulation	Lots of people will bart there - either to West Oakland or Downtown Oakland and walk - in San Francisco, people walk from Market street all the way out to AT&T... it's part of the journey and adventure of going to the game.
32	Jolene Mattson	32-1	Transportation and Circulation	My family is mostly concerned with traffic. We live less than a mile from this site. We don't want more traffic. We'd instead like to see alternative forms of transportation made available. Mass transit. Walking and biking.
33	Lauren Westreich	33-1	Transportation and Circulation	These projects represent the potential to change transit/transportation and circulation in the Jack London Square area, in West Oakland and even further.
33	Lauren Westreich	33-4	Transportation and Circulation	as well as transit within and through West Oakland which is currently not as well served as other areas of the City.
33	Lauren Westreich	33-5	Transportation and Circulation	I'd like to offer the following ideas/areas of study: Consider how Caltrans could give trucks direct access to and from the Port from 880 without using City Streets to the extent they are currently used. Particularly at the intersection of Adeline and 3rd Streets.
33	Lauren Westreich	33-6	Transportation and Circulation	Consider having the proposed gondola go to Alameda as well rather than simply from downtown Oakland to Jack London Square.
33	Lauren Westreich	33-7	Transportation and Circulation	Consider the impact additional ferry service could have on the region. Extend ferry service from Vallejo and Richmond down the east side of the Bay all the way to San Leandro, not just across the Bay to San Francisco.
35	Mercedes Rodriguez (2)	35-3	Transportation and Circulation	They have other suggestions but only 20% of their patrons use public transportation. I don't see that changing.
35	Mercedes Rodriguez (2)	35-6	Transportation and Circulation	As part of the A's proposed Waterfront Ball Park in Jack London's Howard Terminal, the City of Oakland's Planning Department is preparing an Environmental Impact Report (EIR). Early outreach efforts reveal that the proposed ball park at the Howard Terminal site will have impacts on West Oakland, Jack London and Downtown neighborhoods in District 3. Air quality, traffic, parking and infrastructure are among the matters identified by D3 Residents.

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35	Mercedes Rodriguez (2)	35-15	Transportation and Circulation	Kaval projects that they will build gondolas over 1-880 and the railroad tracks to bring 6,000 fans per game to the stadium. In addition, a new pedestrian bridge will be needed for the hearty souls who have to walk. These are not inexpensive infrastructure projects to accomplish. The permitting process alone from Cal Trans and the Railroad companies to traverse their right of ways could take years. Patrons were recently stuck in the air at Knowland Park Zoo when the gondola up to the restaurant malfunctioned. What great memories fans could get from being stuck over 1-880 on the way to an A's game.
38	Raphael Gilbert	38-2	Transportation and Circulation	Can the A's please create an animated video of the gondola transport solution? Can the city coordinate with the ride sharing companies to provide transport and avoid having to build extensive parking?
39	Ray Kidd	39-1	Transportation and Circulation	My mother, an Oakland resident, loved to attend the A's games at the coliseum. As a senior on a limited retirement income she could take the Bart and easily walk across to the stadium. This ease of access made it possible for her to get out of the house and enjoy the mild East Oakland weather. It's hard for me to see how she could have the same ease of access at the proposed waterfront site if she were still alive. The coliseum site has proved to be a viable location for the A's for many decades, and I see no compelling reason it should be abandoned. The potential pitfalls of the waterfront site, including access, parking, and impacts on adjacent neighborhoods in West Oakland, where I currently reside, add further uncertainties to this proposal which I hope will lead to its abandonment and a reengagement with a revitalized coliseum proposal.
40	Rod Borba	40-2	Transportation and Circulation	plan for city repair and fixing of roadways around stadium
41	Shannon Way	41-1	Transportation and Circulation	The idea of a ball park at the terminal is a horrible idea. The city should be adamantly opposed, this area is too small to accommodate the traffic and too far from public transit. It will be a nightmare. This is a recipe for a congested nightmare, and for no reason other than to appease the ego of the team owners.
LPAB-2	Savlan Hauser, Jack London Improvement District	LPAB-2-2	Transportation and Circulation	and I also want to mention the gondola, which -- oh oh. Oh, no. I'll just wrap up by saying we're excited about the gondola too. I think that the gondola will get people out of their cars. And that's our entire goal in Jack London is get people walking and enjoying our environment. So thank you very much.
LPAB-6	Chairman Birkholz	LPAB-6-7	Transportation and Circulation	But I would hope that they would study the ground level transport a little bit better. Perhaps dedicated street cars or some sort of version of the green bus. And I know there are issues of kind of gridlock on busy days of doing that.
LPAB-7	Board Member Joiner	LPAB-7-4	Transportation and Circulation	The other thing is, again, transportation. Are you guys going to be partnering with AC Transit or BART?
LPAB-8	Board Member Sugrue	LPAB-8-2	Transportation and Circulation	As far as the gondola goes -- well, one thing I wanted to say is definitely I think the gondola just shows how far you're willing to go to explore all transportation options. So kudos to that. Has there been any thoughts on price point, or anything, of a gondola ride?
PC-10	Milo Trauss	PC-10-1	Transportation and Circulation	This is an exciting project. Again, another thing that's happening in my part of town. I understand this is a scoping session, so a few things that I think would be interesting to study. One is the benefit to East Oakland where the stadium is vacating of the diminished car traffic that would be occurring. Things will be better there with less cars on the road and alternate uses.
PC-10	Milo Trauss	PC-10-4	Transportation and Circulation	They already touched on bike circulation, and yeah, ways to mitigate mitigate, you know, parking is a big thing. So transit and that plan. There's that other West Oakland station proposal with some innovative bus features. And maybe how that could be integrated with this plan as well.
PC-12	Ken Au-Yeung	PC-12-2	Transportation and Circulation	But in the meantime, we are also very concerned about the future construction and traffic which will seriously hurt our business. Our family will be happy to work with A's and with help from Chinatown Chamber of Commerce, Mr. Carl Chan, on the details to afford the impact we will have in the coming years.
PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-2	Transportation and Circulation	With Oakland as a partner, this Project could really change transportation and circulation both in the Jack London area and also in West Oakland.
PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-4	Transportation and Circulation	as well as the impact of trucks in the area and potential transit within and through West Oakland, which is not well-served currently.

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PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-6	Transportation and Circulation	I would like you to consider working with Caltrans. This came up as part of the West Oakland and Port Truck Management Plan for the old Army base, to see if Caltrans can think about ways to get trucks on and off of the freeway without having to go through the Third and Adeline corridors. You know, a dedicated on/off ramp for them.
PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-7	Transportation and Circulation	And then I would like you to consider perhaps looking at having the gondola continue Alameda to get to Alameda easier and more easily back and forth which will also benefit Oakland.
PC-14	Lauren Westreich, West Oakland Business Alert	PC-14-8	Transportation and Circulation	And lastly, the last thing I want to mention is there's an opportunity to dramatically increase ferry service along the East Bay shoreline and not just across to San Francisco and back.
PC-17	Commissioner Shirazi	PC-17-2	Transportation and Circulation	I do hear a lot about concerns around traffic and parking and congestion and I think that there's already been a lot of thought into this Project and how to get people out of cars rather than increasing the car traffic. And I love that. And I would just reiterate, I know this is what the City is already working on, but just to include a VMT analysis and some mitigation.
PC-19	Commissioner Fearn	PC-19-2	Transportation and Circulation	You know, I just have a really keen interest on the streets and we're going to be obviously adding a lot of pedestrians to an area that doesn't have a lot of pedestrians. It is actually pretty hostile to pedestrians. And so how do you treat our streets? What changes the streets are going to take on. And I think we need to understand all that, particularly with pedestrian, public transit connections.
PC-19	Commissioner Fearn	PC-19-3	Transportation and Circulation	I don't know if it's possible in the EIR, but obviously we want to think through the larger transportation plans that may exist that are happening either regionally or within the City of Oakland as well, and how that fits in this context.
PC-20	Chairperson Myres	PC-20-8	Transportation and Circulation	Transportation options that impact bikes, trucks, auto, rail, gondola, and others;
8	State Lands Commission	8-18	Tribal Cultural Resources	2. Cultural and Historic Resources Tribal Engagement and Consideration of Tribal Cultural Resources: The NOP indicates that the Draft EIR will include a discussion of Tribal engagement and consideration of Tribal Cultural Resources. To demonstrate compliance with AB 52, Chapter 532, Statutes of 2014, which applies to all CEQA projects initiated after July 1, 2015, ³ the City should ensure the Draft EIR provides sufficient information as to how it has complied with AB 52's procedural and substantive requirements for lead agency consultation with California Native American Tribes, consideration of effects on Tribal Cultural Resources (as defined in Pub. Resources Code, § 21074), and mitigation measures to avoid or minimize impacts to these resources. Even if no Tribe has submitted a consultation notification request for the Project area, the City should: %u2022 Contact the Native American Heritage Commission to obtain a general list of interested Tribes for the Project area. %u2022 Include the results of this inquiry within the Draft EIR. %u2022 Disclose and analyze potentially significant effects to Tribal Cultural Resources and avoid impacts when feasible.
8	State Lands Commission	8-19	Tribal Cultural Resources	3. Determination of Significance: Regarding significance determinations, CEQA section 21084.2 states that, %u201CA project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.%u201D When feasible, public agencies must avoid damaging effects to Tribal Cultural Resources and keep information Tribes submit confidential. Commission staff recommends that the City ensure the Draft EIR discusses how it determined the appropriate scope and extent of resources meeting the definition of Tribal Cultural Resources and whether locally-affiliated Tribes (Ohlone/Costanoan) were consulted as part of this determination. Including a clear record in the EIR of the City's efforts to comply with AB 52 will assist Commission staff's evaluation of consistency with AB 52 as well as its own Tribal Consultation Policy should the Comm
11	EBMUD	11-1	Utilities and Service Systems	WATER SERVICE Pursuant to Section 15155 of the California Environmental Quality Act Guidelines and Sections 10910-10915 of the California Water Code, the proposed project meets the threshold requirement for a Water Supply Assessment (WSA). Please submit a written request to EBMUD to prepare a WSA. EBMUD requires the project sponsor to provide future water demand data and estimates for the project site for the analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received.

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11	EBMUD	11-2	Utilities and Service Systems	EBMUD's Central Pressure Zone, with a service elevation range between 0 and 100 feet, will serve the proposed development, EBMUD owns and operates distribution pipelines in Embarcadero West, which provide continuous service to EBMUD customers in the area. Water main extensions, at the project sponsor's expense, will be required to serve the proposed development. A minimum 20-foot-wide right-of-way is required for installation of all new water mains. Off-site pipeline improvements, also at the project sponsor's expense, may be required to serve the proposed development depending on domestic flows and fire flow requirements set by the local fire agency. Off-site pipeline improvements include, but are not limited to, replacement of existing pipelines to the project site. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains and services require substantial lead time, which should be provided for in the project sponsor's development schedule.
11	EBMUD	11-3	Utilities and Service Systems	Effective January 1, 2018, water service for new multi-unit structures shall be individually metered or sub-metered in compliance with State Senate Bill 7 (SB-7). SB-7 encourages conservation of water in multi-family residential and mixed-use, multi-family and commercial buildings through metering infrastructure for each dwelling unit, including appropriate water billing safeguards for both tenants and landlords. EBMUD water services shall be conditioned for all development projects that are subject to SB-7 requirements and will be released only after the project sponsor has satisfied all requirements and provided evidence of conformance with SB-7.
11	EBMUD	11-5	Utilities and Service Systems	WATER RECYCLING The proposed project is within the boundaries of EBMUD's East Bayshore Recycled Water Project. EBMUD's Policy 9.05 requires 'that customers ... 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 proposed project may have a potential for significant recycled water demand, and the applicant would be responsible for installation of all recycled water main extensions to and within the proposed development. The nearest planned recycled water main that the project will connect will be located at Martin Luther King Jr. Way and 3 rd Street, EBMUD requests all plumbing for feasible recycled water uses be plumbed separately from the on-site potable system in order to accept recycled water when it becomes available. Feasible recycled water uses may include, but are not limited to, landscape irrigation, commercial and industrial process use, and toilet and urinal flushing in non-residential buildings. EBMUD also requests that an estimate of expected water demand for feasible recycled water uses be provided in the EIR and that the applicant coordinate closely with EBMUD regarding specifications for the recycled water system. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing recycled water service to the proposed development. Engineering and installation of recycled water mains and services require substantial lead time, which should be provided for in the project sponsor's development schedule.
11	EBMUD	11-8	Utilities and Service Systems	To ensure that the proposed project contributes to these legally required I/I reductions, the lead agency should require the project applicant to comply with EBMUD's Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

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11	EBMUD	11-9	Utilities and Service Systems	WATER CONSERVATION The proposed project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, 'Model Water Efficient Landscape Ordinance,' (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.
12	Port of Oakland	12-44	Utilities and Service Systems	Utilities and Service Systems 29. The DEIR should address impacts associated with any expanded utilities or service systems needed to meet service requirements, including power needs and PG&E's capacity to serve the new Ballpark. In addition, the Proposed Project shall also comply with the Port's Sanitary Sewer Ordinance.
15	Industry Coalition	15-8	Utilities and Service Systems	Significant amounts of solid waste or litter.
35	Mercedes Rodriguez (2)	35-8	Utilities and Service Systems	Air quality, traffic, parking and infrastructure are among the matters identified by D3 Residents.
40	Rod Borba	40-3	Utilities and Service Systems	garbage cleaning around stadium and road leading to stadium
12	Port of Oakland	12-12	Water Vessels/Activity	Water Navigation Circulation to, from, and around marine terminals involves complex coordination among ocean-going container vessels, harbor craft (tugs), marine terminal operators, logistics facility operators, and drayage trucks. Howard Terminal is located at the Port's Inner Harbor, adjacent to the Inner Harbor Turning Basin. Before arriving to or leaving a terminal along the Inner Harbor, each vessel must be turned in the Inner Harbor Turning Basin so it can exit the Estuary and return to the Bay; vessels are not designed to travel in reverse for any appreciable distance or to perform any challenging navigational maneuvers. Recently, approximately 1,100 to 1,200 container ship turns are made in the Inner Harbor Turning Basin per year, an average of three per day. The berthing, turning, and departure operations require a minimum of two tugs per vessel, as determined by the San Francisco Bar Pilots (Bar Pilots) who pilot each vessel into and out of the Port's terminals. Navigation in the Estuary is limited to times of day with appropriate lighting and tidal conditions, as determined by the Bar Pilots. The Inner Harbor Channel and Turning Basin are part of a federal navigation channel. Navigation by any vessel, including kayaks and other recreational boats, in the channel is regulated by the Inland Navigation Rules and Regulations of the United States Coast Guard, U.S. Department of Homeland Security. For example, Rule 9 states that "[a] vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable" and "[a] vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway." Rule 18 states that "[a]ny vessel other than a vessel not under command or a vessel restricted in her ability to maneuver shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draft." The ships serving the Port are considered vessels restricted in ability to maneuver and vessels constrained by draft.
12	Port of Oakland	12-23	Water Vessels/Activity	8. Operations of the Proposed Project could create delays or conditions unfavorable to navigation for ocean-going vessels, ferries, Coast Guard vessels, barges, and harbor craft. Collateral impacts of the Proposed Project on navigation such as additional artificial lighting, recreational water craft use, extension of ballpark, residential or other commercial uses into navigable waters and constraints in wharfage, berthing, and other water vessel maneuvers may restrict navigable times and vessel maneuvering activities at marine terminals in the Inner Harbor, as well as at the Inner Harbor Turning Basin.. The DEIR should evaluate the potential effects of such Proposed Project operations on navigation and transportation in the Inner Harbor Channel.
13	BCDC	13-19	Water Vessels/Activity	Navigation Safety. The Bay Plan contains policies related to navigational safety in the Bay, and while the proposed project is not an in-water project, there is potential for an increased number of recreational boaters in the vicinity of the project, which is along a navigation channel and immediately adjacent a ship turning basin, to interfere with ship movement, or to be injured by these activities. The DEIR should discuss how safety will be assured in the waters adjacent the proposed project

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14	WETA	14-8	Water Vessels/Activity	Water Vessel Circulation: The Project is likely to increase recreational watercraft use near the stadium during events and game days, similar to McCovey cove at AT&T Park in San Francisco. However, unlike McCovey Cove, the Alameda Estuary is a working waterway with heavy vessel traffic throughout the day, including ferries, large container ships, recreational vessels and personal watercraft. The EIR should take into account the impacts to ferry services of increased vessel congestion in the estuary.
19	PMSA	19-15	Water Vessels/Activity	Impacts to Waterside Traffic and Transportation for Ingress/Egress to Marine Terminals: Stadium operational impacts on navigational safety and Turning Basin operations. Housing and commercial development operational impacts on navigational safety and Turning Basin operations. Recreational and passenger vessels and small craft congregation, interactions, and safety limits on Navigational Channel and turning basin operations.
20	SF Bar Pilots	20-5	Water Vessels/Activity	A second concern is the potential that the ballgames will attract small boat and kayak 'spectators' who will mingle in the Estuary in the vicinity of the ballpark, as has been the experience with the ballpark in San Francisco. Navigating a large container ship through such congested waters would substantially increase the risk that a small vessel or kayak will be damaged or sunk by contact or propeller action of the ship or its assist tugs, resulting in personal injury or fatalities, or cause the ship or tugs to go aground or strike a pier in evasive maneuvers, resulting in an oil spill.
20	SF Bar Pilots	20-7	Water Vessels/Activity	The net effect of the direct and ambient light and the presence of waterborne spectators will be the need to delay vessel movements until the lights are off and the spectators have been cleared. The economic impact on the Port and those whose living depends on the timely movement of vessel traffic will be substantial.
20	SF Bar Pilots	20-1	Water Vessels/Activity	The San Francisco Bar Pilots provide the following to address their concerns with the potential impact of a ballpark on Howard Terminal, as contemplated by the subject project. The San Francisco Bar Pilots are licensed by the State of California to safely navigate ships into and out of the Bays of San Francisco including the Oakland Estuary Inner Harbor adjacent to the proposed ballpark. The Pilots routinely navigate container ships exceeding 1200 feet in length past Howard Terminal at all hours of the day and night and turn them in the turning basin located adjacent to the terminal with very little room to spare. Turning such large vessels in the narrow confines of the Oakland Estuary requires the utmost skill and concentration of the pilot, who must rely on his or her familiarity with the various navigational aids and physical landmarks as well as the expert use of the ship's engines and the assist tugs to keep the vessel inside the turning basin throughout this maneuver.
20	SF Bar Pilots	20-2	Water Vessels/Activity	The Pilots understand that the proposed ballpark would be an open-air stadium that would be used during hours of darkness and would necessarily be well lit. The lights will be at about the same level as the pilot, who will be in the ship's pilot house, some 80 feet above the water. The Pilots are concerned that, because of the proximity of the ballpark to the Oakland Estuary and the turning circle, the pilot will be blinded by the ballpark's lights, similar to that experienced by the motorist facing an oncoming car with its high beams on, except that it will be for the duration of the turning maneuver, which can take 20 minutes or more. Sporadic displays of fireworks, which have become common at ballgames, would exacerbate this problem.
22	SF Bay Area Water Trail	22-3	Water Vessels/Activity	non-motorized small boat types regularly launch from Jack London Square and the Jack London Aquatic Center. As redevelopment of Alameda Point progresses, additional opportunities for boaters to paddle between Alameda Island and Oakland will be enhanced.
22	SF Bay Area Water Trail	22-4	Water Vessels/Activity	Clearly describe potential impacts to non-motorized small boat access to the Oakland Estuary during project construction, and how any impacts will be mitigated.
23	AWO	23-5	Water Vessels/Activity	%u2022 Access to and safe use of the Turning Basin and the navigational channel. %u2022 Future needs to expand the Turning Basin and widen/deepen the navigational channel to accommodate larger ocean vessels.