

Community Engagement

From 2019 through 2021, the City of Oakland worked collaboratively with its community partners, the West Oakland Environmental Indicators Project and the Oakland Asian Cultural Center, as well as the Port of Oakland, the Oakland A's, and a facilitator to implement an extensive community engagement process that resulted in a recommended set of community benefits recommendations for the Waterfront Ballpark District project (the Project). The process utilized racial disparities data drawn from the 2019 Oakland Race and Equity Baseline Indicators Report, which can be accessed on the City of Oakland's website at https://cao-94612.s3.amazonaws.com/documents/FINAL_Baseline-Report.pdf, to establish an equity baseline against which potential benefits may be evaluated. The process was also organized around a Steering Committee and seven Topic Cohorts, which were as follows: Community Health & Safety, Culture Keeping & History, Economic Development/Employment, Education, Environment, Housing, and Transportation

Community members met in person from November 2019 to February 2020, and continued meeting virtually beginning in March 2020. In total, 66 virtual meetings were held between March and August 2020, with almost 200 community members participating. All meetings were open to the public. In addition to the Topic Cohort meetings, a Steering Committee comprised of Topic Cohort leads, neighborhood representatives, and representatives of the City, Port and Oakland A's met monthly to discuss and further refine the list.

In late summer 2020, the Topic Cohorts delivered a robust list of initial recommendations for potential community benefits. The recommendations, can be found in the Howard Terminal Community Benefits Recommendations Summary report on the City of Oakland's website at https://cao-94612.s3.amazonaws.com/documents/FINAL_062521-HT-CBA-Recommendations-Final-Report-1.pdf. To create and prioritize the list of recommended community benefits for the Project, the Topic Cohorts used an Equity Matrix, developed collaboratively by the City of Oakland and its community partners in consultation with the City of Oakland Department of Race and Equity, as a tool to guide their work. The Equity Matrix was designed to facilitate discussions and identify root causes of racial disparities that the community benefits recommendations might address.

BPA 2-19

As noted in the City's memo to BCDC staff of March 24, 2022, removal of the PUA designation from the Howard Terminal is a necessary first step towards realization of the proposed Project. In addition to providing hundreds of millions of dollars to fund community priorities identified through the equity-centered engagement described above, if approved, the Project would result in:

- 18 acres of new, publicly accessible waterfront parks;
- 1.5-mile extension of the San Francisco Bay Trail;
- .5 miles of new transit-only lanes connecting Oakland's neighborhoods and transit facilities to the waterfront;
- 1.25 miles of new protected bike lanes connecting West Oakland and its BART station with Downtown and the waterfront;
- Safe, convenient, grade-separated access for people, bikes and cars to the waterfront;
- Protection against sea-level rise through 2100; and
- Remediation of existing toxic contaminants in soil and groundwater

In contrast, if Howard Terminal continues to be designated as Port Priority use, this valuable waterfront property will likely languish for decades in minimally productive use with no public access to the shoreline and remediation and sea-level protections unfunded due to limited revenue potential from current and future maritime operations.