



MEMORANDUM

SEAPORT COMPATIBILITY MEASURES CONFERENCE: SUMMARY OF MARITIME STAKEHOLDER FEEDBACK

December 19, 2019

The Port of Oakland (Port) and the Athletics Investment Group LLC d/b/a The Oakland Athletics (Oakland Athletics) entered into an Exclusive Negotiation Term Sheet for Howard Terminal (Term Sheet) dated May 13, 2019, that gives the Oakland Athletics four years to advance their quest for a baseball stadium and mixed-use project (Project or Ballpark Project) at Howard Terminal. The Term Sheet is not a decision to build the Ballpark Project, rather, it provides preliminary terms and conditions for continued negotiation. The Term Sheet requires that the Port and the Oakland Athletics negotiate measures, designs, and operational standards, collectively referred to as “Seaport Compatibility Measures,” to ensure that the Project does not impact or interfere with the Port’s use or operations outside of the Project (see Attachment D to the Term Sheet). The Term Sheet states that the Port will consult seaport and maritime stakeholders regarding such measures.

To that end, and as further described below, the Port carried out several meetings with seaport and maritime stakeholders who represented a range of interests, including shipping companies, terminal operators, truck companies, rail, labor, and beneficial cargo owners, to hear stakeholder concerns and ideas for Seaport Compatibility Measures (SCM). Several members of the Board of Port Commissioners were present at the August 20, September 5, and November 5 meetings.

- August 20, 2019: small-group meeting, held at the Port of Oakland with ten stakeholders participating.
- September 5, 2019: small-group meeting, held at the Port of Oakland with ten stakeholders participating.
- October 2, 2019: meeting with the Mayor of Oakland and City of Oakland planning and transportation staff, held at SSA offices with 17 stakeholders participating.
- October 3, 2019: SCM Roundtable as part of the Agriculture Transportation Coalition (AgTC) workshop, held at Oakland Airport, with approximately 50 stakeholders participating.
- November 5, 2019: SCM Conference, held at the Waterfront Hotel with approximately 60 stakeholders participating.

The Port used the feedback from the first three meetings to develop a framework of the primary issues to be addressed at the SCM Conference, organized into three main topic areas: Maritime Navigation and Safety; Site Planning; and Truck Movement and Safety. At the SCM Conference, stakeholders reviewed and commented on this framework and brainstormed potential SCM that could address these issues. The framework and feedback for each of the three topic areas are summarized below.

Maritime Navigation and Safety

Issues Framework Presented to Stakeholders

- Small watercraft in turning basin or channel during games/events (potential safety issues, delays)
- Proximity of people on shoreline to ships/turning basin (security issues such as GPS scramblers or lasers)
- Nighttime lighting (potential interference with bar pilot navigation)
- Fireworks (potential interference with bar pilot navigation)
- Need for future enlarged turning basin

Stakeholder Feedback on Issues

- Small watercraft in turning basin or channel during games/events (potential safety issues, delays)
- Proximity of people on shoreline to ships/turning basin (security issues such as GPS scramblers or lasers)
- Nighttime and daytime lighting (potential interference with bar pilot navigation)
- Fireworks (potential interference with bar pilot navigation)
- Need for future enlarged turning basin
- Ferry traffic
- Public waterway
- Liability to steamship lines for injuries/damages
- Licensed mariners
- Multiple vessel movements
- Fan/party barges
- Added costs for transiting with traffic
- Domino Effect
- More than just ships
- Concerts/events strobe lights
- Reflective sunlight from buildings
- Nuisance ordinance (Noise from marine terminal operator)
- Lawsuits
- Timing for turning basin design
- Delays
- Consideration of public trust (safety)
- Need security – roadside – to protect containers from theft and break-in
- Need security – shipside -- to protect ship/containers in turning basin – people throwing things and drones
- Concern about terrorism – ships full fuel and proximity to industrial area
- Additional cost for ships to standby due to delays in channel – also ripple effect to other ships

Stakeholder Feedback on Potential SCM

- No night events
- Site design will include measures addressing issues
- Require Oakland Athletics to provide insurance and indemnification
- Cost reimbursement for delays / business impacts
- Regarding small watercraft and turning basin
 - Provide escorts
 - Rules and Regulations
 - Comparison to America's Cup and Fleet Week protocols
 - Exclusion zones
- Increase enforcement to prevent watercraft during games (has to be federal, i.e., Coast Guard)
- Put a formal plan together with rules, funding so all stakeholders know what it is
- End perception now that this is like McCovey Cove – no pleasure boats – in promotion materials
- Restrict access to Embarcadero Road – make it private
- Design lighting in stadium to not impact
- Port police to protect port – also prevent people from driving through the Port
- Need plan to recoup added cost to carriers and trucks
- Renegotiate leases to lessen impacts of Port businesses
- Drink limitation at the stadium
- Enforcement measures need to be included – with payment for those measures provided by Oakland Athletics
- Site design needs to include Light Shielding
- No fireworks
- Mitigation fund for economic impacts
- No water access from Howard Terminal (not sure if issue or measure)

Site Planning

Issues Framework Presented to Stakeholders

- Safety for cars, bikes, and pedestrians at rail crossings
- Residential uses located near industrial uses
- Future pressure to develop more Port land
- Loss of existing truck parking and container staging

Stakeholder Feedback on Issues

- Safety for cars, bikes, and pedestrians at rail crossings
 - Safety is key at rail crossings
- Residential uses located near industrial uses
 - Should include hotel residences and commercial uses
- Future pressure to develop more Port land and buffer zone
- Loss of existing truck parking and container and staging
 - Already being pushed out
- Recreational water use
- Fan traffic
- Mayor pro-development influences Port Commission
- Buffer zone around construction traffic
 - Square footage of buffer zone enough to block noise, prevent noise pollution
- Harbor residential safety concerns with new developments
 - For example, 10 story condos
 - Homeland security post 9/11 concerns
 - Coast guard
- Area high risk for natural disasters
 - Earthquake
 - Evacuations
 - Sea level rise
- Uses in the buffer
 - Parking
 - Open space
 - Non-residential
 - Depth
 - Grounds
 - Embarcadero water uses
- Concern for west of Market and other streets – protect other streets adjacent and in neighborhoods

- Public access at Inner Harbor Turning Basin
- Rail
 - Rail access corridor
 - Pedestrian safety
 - Vehicular safety
 - Pedestrians diverted to surface streets
 - Train switching operations
 - Impacts to overflow areas (east/west)
 - Residential component
 - Funding \$\$\$ measures

Stakeholder Feedback on Potential SCM

- Comprehensive Grade Separation solutions
- Create grade separation
 - Undercrossing
 - Overcrossing
- Street closures – Market
- Traffic modelling impacts
 - 1 Grade Separation, 2 Grade Separations, 3 Grade Separations
- Clarity in speeches of the industrial buffer – Embarcadero and 2nd Street
- Limit number of events per year
- Involve other agencies in planning – for example the Coast Guard
- Switch to elected Port Commissioners – for them to be accountable to the people
- Ensure SCM are included in the adopted EIR and are effective
- Buffer zoning – measures to identify
 - What we should buffer with
 - What we are buffering from (not just noise and terminal operations)

Truck Movement and Safety

Issues Framework Presented to Stakeholders

- Safety concerns with trucks mixing with pedestrians, bikes, and cars on local streets
- Game and event traffic (including pedestrians/bikes) blocking intersections
- Cars diverting through the Seaport (Maritime, Middle Harbor, 7th Street)
- Delays getting on/off freeways and moving on local streets into and out of Port
 - 3rd & Adeline
 - Ramps at Union/5th Street area
 - 5th Street on-ramp to SB I-880
- Interference with use of overweight corridor on 3rd Street
- Maintaining rail movement through Jack London Square

Stakeholder Feedback on Issues

- Safety concerns with trucks mixing with pedestrians, bikes, youth, and children, cars on local streets
- Game and event traffic (including maritime employee access, pedestrians/bikes) blocking intersections (pre- and -post game vendors)
- Cars diverting through the Seaport (Maritime, Middle Harbor, 7th Street – need to address traffic congestion)
- Delays getting on/off freeways and moving on local streets into and out of Port:
 - Employees
 - 3rd and Adeline
 - Ramps at Union/5th Street area
 - 5th Street on-ramp to SB I-880
 - 7th Street/Grade Separation
- Interference with use of overweight corridor on 3rd street
 - Utilize by Agriculture as Competitive Advantage
 - Especially focus on truck movement
- Maintaining rail movement through Jack London Square
- Congestion:
 - Access and concern for losing customers
 - Loss of seaport land used for ancillary services
 - Increase vehicle miles travelled – redistribution of 32,500 truck movers
 - Public Access
 - Middle Harbor shoreline park
 - Uber Lot
 - Traffic Management Plan
- Timing to facilitate solutions

- Schnitzer Steel concerned about impacts
 - Close proximity
 - Not Port property
 - Related businesses
- Identify amount of taxes generated from Howard Terminal and how will be used
- Loss of truck parking – tied to the bigger traffic issue
- 4 M vs. 7 M TEU – growth – where will all trucks go - more truck parking needed as more throughput occurs
- Comparison to Brooklyn Basin
- Evaluate staying at current location vs Coliseum
- Identify how much acreage for truckers – future and current
- Update seaport facility map to show truck parking plus added acreage
- Identify list of infrastructure needs
- Construction disruption to Port business
- Emergency response
 - Evacuation traffic plan
- Local economy impacts
 - People won't come to shop, etc. with traffic construction in the area
- Rules will change once residential is in place – regarding noise, air quality, etc.
- Regulators will require zero emissions

Stakeholder Feedback on Potential SCM

- Dedicated truck-only routes
 - Separate pedestrian/vehicle
 - Dedicated on/off ramps (i.e., Alameda Corridor, Middle Harbor Shoreline Park)
- Establish satellite parking at existing coliseum
- Work with WAZE/Google maps to remove Port from algorithm
- Firewall with gates and card access
- Need for infrastructure improvement
 - Grade separation
 - Create funding strategy to fund infrastructure
 - Alameda Corridor
 - Proposed Congestion Fee
- Need true, substantial grade separation

- Need for grade separation to mitigate conflict with users
 - Pedestrians, bikes, etc. – separation
 - Parking areas
 - Include a cost surcharge for infrastructure improvement on the ticket fee and the parking fee
- Expand 3rd Street through Alameda County
- Need more focus on assessing customer issues and concerns
- Eliminate access to middle harbor shoreline park
- Ballpark event traffic needs to be addressed including
 - Freeways
 - Flyovers
 - Stadium specified ramp
 - Need to do a ‘test run’ to see what the impact can be
 - Replace the 50 acres of parking that will be impacted
- Ballpark operations
 - Prevent Port interference from lights
- Funded and built infrastructure before development
- Tax increases from ballpark should be used to support infrastructure changes
- Contractually limit the number of events at maximum impact times
- Dedicated route for stadium
- Exclusive access route for trucks
- Dedicated public transit for stadium
- NO PARKING DESIGNATION – Port only
- Identify LIKE for LIKE truck parking in maritime area
- Ensure the Oakland Athletics are more accountable for infrastructure improvements
- Designate clearly truck use / routes / lane dedicated for truck lanes
- Protect truck / Port operations
 - No noise ordinance to allow for 24-hour operations
 - No light impacts that would deviate from 24-hour operations
- Underground arrival for pedestrians
- Pedestrian transit options
 - Ferry – Alameda to site
 - Ferry – airport to Oakland
 - BART line
 - Shuttle from other BART lines
- Public transportation (Market)
 - No parking

- Ferry
- Dedicated BART / shuttle
- Other public options
- Tunnel – sub level transit
- Driverless / electric people movers
- Exclusive routes / off ramps
 - Trucks
 - Other traffic on game day

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