

# Howard Terminal Final Environmental Impact Report (FEIR) Key Deficiencies

Experts agree – the Oakland A’ proposed Howard Terminal project will result in numerous significant and unavoidable impacts in critical areas of concern such as toxics, traffic, air quality, and public safety.

Over 400 comments were submitted by community members with numerous questions and comments regarding the deficiencies with the Draft EIR. By refusing to substantively improve the Draft EIR in response to these hundreds of comments, and instead simply defending the previous analysis, the City and the A’s are ignoring the majority of community stakeholders.

## Outstanding significant and unavoidable impacts of the Oakland A’s Howard Terminal project that the FEIR fails to mitigate and address:



### Rail Safety

The EIR found that the project “would expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent or substantial transportation hazard.” It fails to analyze a scenario where the project has fully grade-separated rail crossing access points to accommodate all cars, pedestrians, and bicyclists. The A’s and City should not expose more people to potentially fatal safety hazards while traveling across these at-grade railroad crossings.



### Air Quality

Demolition and construction associated with the Howard Terminal development would result in daily emissions that exceed the City’s thresholds. Significant and unavoidable air pollution impacts of the A’s Howard Terminal project also include contributing to cumulative regional air quality impacts and to cumulative health risk impacts on sensitive receptors



### Traffic and Congestion

The EIR found that the Howard Terminal project would create significant increases in traffic and congestion at several vital transportation arteries including the 880 Freeway and the Webster/Posey Tubes. The A’s propose to exacerbate these impacts by using all of Downtown and West Oakland as their own parking lot.



### Truck Displacement

The EIR refuses to analyze what the impacts will be from the displaced trucks currently using the Howard Terminal site. This is a primary impact of using Howard Terminal, but the EIR calls this analysis too “speculative” to analyze. The project will likely result in more idling, more miles traveled, and more congestion on local roads for trucks trying to get to and from the Port.

### Toxic Remediation

The EIR provides few details on the project’s required Remedial Action Plan because it still has not been drafted. This means that the City Council is being asked to approve the project before it knows the actual level of toxic remediation and the remaining toxic hazards. What details are included make it clear that the A’s don’t intend to clean up most of the site, but just to pave over and pile on the existing toxic pollution.

### Maritime Compatibility

The Draft EIR provided very little in the way of comprehensive Seaport Compatibility Measures despite receiving dozens of suggestions from the maritime industry and waterfront labor that would minimize impacts on the Port. The FEIR does not reflect these important Seaport Compatibility Measures, and the City and the Port have taken no additional steps to implement them.

The City has rushed the FEIR in order to meet the arbitrary end of the year deadline set by the Oakland A’s. The City Council and Planning Commission should not be bullied by the Oakland A’s into certifying an EIR that fails to adequately consider the project’s full impact on the neighboring community and Port operations.

**MAKE YOUR VOICE HEARD**

What: City of Oakland Planning Commission - Final EIR Vote  
Where: Zoom - <https://us06web.zoom.us/j/82519936593>  
When: Wednesday, January 19th @ 3PM



**SIGN THE PETITION**



More Information:  
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