



June 11, 2019

Hon. Rebecca Kaplan, President
Oakland City Council
1 Frank H. Ogawa Plaza
Oakland, CA 94612

Re: Council Action on the Howard Terminal, AB 1191 (Bonta) and SB 293 (Skinner)

Dear Council President Kaplan and Members of the Oakland City Council:

The undersigned members of the East Oakland Stadium Alliance, a coalition of Oakland community members, workers, businesses, and advocates, respectfully request that the City Council OPPOSE AB 1191 (Bonta) and SB 293 (Skinner) when you consider the measures this week, or at least delay taking positions until the Council has been fully briefed on the project itself at its hearing on July 2nd.

Our coalition values the Oakland A's as a critical part of our city's social and cultural fabric as well as the strength and economic necessity of maintaining the Oakland seaport. We write to you to express our grave concerns about the impacts the Howard Terminal stadium and luxury housing development project would have on Oakland – both in East Oakland at the Coliseum, where the A's propose to build a modern "ruin" at the present stadium location, and on our waterfront, where the A's propose to build an entire new development on our working waterfront, permanently removing industrial lands, eliminating our current industrial-residential buffer zone, and threatening Oakland's largest private employers and source of blue-collar, unionized, working class jobs.

We respectfully request that you OPPOSE AB 1191 (Bonta) and SB 293 (Skinner). These bills would enable the A's to have Oakland taxpayers saddled with infrastructure costs for a new stadium and luxury development complex that will negatively impact our seaport.

Oakland is blessed with two assets that have served the City and entire Bay Area well for decades: one of the nation's largest and most productive seaports in West Oakland and a dedicated 150-acre publicly-owned sports entertainment complex in East Oakland. The City should maintain this balance of investments and job creation by continuing to ensure that these assets be enhanced based on transportation-superior locations for each and also by taking issues of economic opportunity and social equity seriously.

Before endorsing legislation which will facilitate this project to further avoid having to go through the regular review processes for waterfront development or to receive public financing, the Council should demand answers to the many unanswered questions about what a Howard Terminal ballpark would mean for Oakland. The A's have put forward nothing that assuages our concerns that the project will threaten tens of thousands of good-paying jobs, diminish the waterfront's viability as a major shipping and trucking corridor, and create land-use conflicts in West Oakland, while simultaneously moving local jobs and economic resources away from families and out of East Oakland.

As you may have seen last week, the A's commissioned an economic impact report predicting outlandishly high job growth and economic activity from a new ballpark – predictions that fly in the face of the history of stadium development in this country. The report failed to analyze, or consider at all, how the departure of the Oakland A's from the Coliseum or the A's proposals to build a "ruin" in its place along with the potential construction of new tech company campuses that do not reflect the current community or its needs, would affect East Oakland residents and the East Oakland economy.

What the economic impact report did confirm was that the bulk of the jobs and economic impact was not coming from a new stadium, because over 90% of the economic activity resulted from new luxury housing and the offices in the commercial real estate development proposed for Howard Terminal.

In the context of this Legislation, the A's economic impact report makes the true goals of the development clear: this is a project to replace maritime industrial property with luxury housing and office space. Recognizing that luxury housing and office space development are the true aims of this project, the Council should OPPOSE both AB 1191 and SB 293 as unnecessary for the development of a stadium.

AB 1191 (Bonta) is the vehicle that the A's have sponsored in order to facilitate the elimination of the protections of BCDC and the State Lands Commission at Howard Terminal. AB 1191 is completely unnecessary for stadium development, it is only necessary to allow housing and new offices on the waterfront. Current BCDC and SLC rules generally prohibit the housing and proposed office commercial types of land uses on our waterfront proposed by the A's, not a stadium. While we OPPOSE the stadium project on principle, this Council should also not support AB 1191 because it is about a land-grab for high-rise housing and office tower construction at the expense of our maritime industrial lands and those companies and workers that rely on our port for their livelihoods.

SB 293 (Skinner) would ask the Oakland taxpayers to finance the infrastructure costs of a massive new luxury housing and office space development project. Given the fact that the A's have repeatedly promised that their stadium project would be privately financed, and the claim in the bill that the stadium itself will continue to be privately financed, then once must conclude that SB 293 is also completely unnecessary for stadium development. It is only necessary to create special rules to give the A's preferential terms and financing for the infrastructure to allow housing and new office space to be

developed on the waterfront different than that allowed under current EIFD law. The City Council should think long and hard as to whether or not it would have agreed to these financing terms for any other private developer before they agree to support the bill for this project.

The Council should not buy into the A's manufactured and false choice between relocating the A's to Howard Terminal or losing the team altogether. As recently as last year, the A's were actively considering rebuilding a new stadium at the Coliseum site in East Oakland to keep the team here and sparing the working waterfront from this incompatible luxury housing and office development. Providing an opportunity to grow jobs and strengthen East Oakland neighborhoods that have suffered under continuous cycles of neglect, broken promises, and displacement can and should include a new home for the A's – it should not include putting our Port at-risk.

Our coalition is fundamentally opposed to the proposition that Oakland must trade active maritime, waterfront property, which can never be replicated or replaced once it is gone, for luxury housing and office space, which is incompatible with our operations and creates new environmental and transportation challenges for current and future seaport operations.

It is our sincere belief that the appropriate forum to closely examine these issues is at the City Council at your meeting of July 2nd. We also believe that, if the Council is otherwise inclined to Support the state legislation, it should delay any such action until after it has heard specifically from the A's about the project and gotten answers to the questions that should be asked about this project. It should also predicate any Support on holding the A's and the Port to the many promises that have been made to date about preservation of maritime jobs and business, about non-interruption of port operations, about compatibility with the existing industrial properties, and about reinvestment in East Oakland.

Moreover, we believe it is inappropriate for the Council to support legislation to fast-track this project until it has completed the EIR process and provided time for the public and the Council to fully consider all the impacts of this project.

We are eager to have a detailed discussion with you about the Howard Terminal stadium project and what it would mean for our city's future. We urge you to make time for that discussion on the Council agenda in the immediate future, and we urge you to OPPOSE legislation designed to rush this misguided project to completion – without proper oversight and at taxpayer expense.

Sincerely,

California Trucking Association
Customs Brokers and Forwarders Association of Northern California
Harbor Trucking Association
Inland Boatmen's Union
International Longshore and Warehouse Union
International Organization of Masters, Mates, and Pilots
Marine Engineers' Beneficial Association
Northern California District Council
Pacific Merchant Shipping Association
Schnitzer Steel Industries