



May 10, 2019

The Honorable Cestra Butner, President
Board of Port Commissioners
Port of Oakland
530 Water St.
Oakland, CA 94607

RE: Term Sheet for Proposed Howard Terminal Housing/Stadium Complex - OPPOSE

Dear Mr. President and Commissioners:

Save The Bay writes to register our to the proposed Term Sheet agreement regarding Howard Terminal as a premature and unnecessary action to support an ill-defined sports stadium and housing complex on a very challenging site within a priority maritime use area. The Port should suspend consideration of real estate negotiations with the Oakland A's at this site, at least until completion of an Environmental Impact Report that assesses impacts and alternatives of a much more specific project proposal.

Save The Bay is the largest organization working to protect and restore San Francisco Bay for people and wildlife, with more than 60,000 supporters. Since 1961, we have tackled the biggest threats to the Bay and united Bay Area residents to build Bay Smart Communities for everyone who lives here. For many years, we have supported the preservation of the Bay Area's limited remaining port facilities within maritime priority use areas, and as a result the Port of Oakland's cargo operations remain a vital part of the city's economy.

Now the Oakland A's have indicated their desire to build a new 35,000 seat stadium, 3,000 units of high-end residential living space, one million square feet of retail space, and a 400-room hotel at the Howard Terminal site. This is a particularly challenging and complex location within the Port of Oakland that is reserved for heavy industry and shipping uses, surrounded by a working waterfront employing thousands of people. Elements of the A's proposal are not allowed under the tidelands trust, nor within the Seaport Priority Use area designated by the San Francisco Bay Conservation and Development Commission. Nor is housing permitted on the Howard Terminal site under the deed restrictions placed by the California Department of Toxic Substances Control. The site is not served by public transit or easily accessible freeway off-ramps, and is separated from downtown Oakland by Interstate 880 and busy railroad tracks.

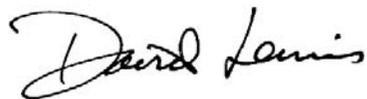
The California Environmental Quality Act (CEQA) requires major projects to develop and share detailed information on impacts and analyze alternatives in an Environmental Impact Report (EIR) for the public to review before agencies approve any project. The A's and the City of Oakland have initiated that CEQA process, and received significant critiques on the Notice of Preparation in January, including its incomplete project description and incorrect designation of the lead agency. That EIR is not expected to be completed in 2019, so no specific project is yet defined at Howard Terminal, and no project impacts or alternatives have yet been detailed in even a draft EIR.

At this early stage, the Port should not bless negotiations with the A's that encourage building significant housing and commercial development in the midst of the seaport, or displace productive maritime property with non-water dependent uses, or constrain the Port's future cargo growth. Nor should the Port enter into lease negotiations for a project that would create significant congestion and impede truck, train and vessel access.

The Port cannot adopt the Howard Terminal Term Sheet as proposed without putting at risk its maritime mission and the continued viability of its core business. It is far too early in the A's project development process for the Port to limit its discretion and rights in negotiations for a lease that would enshrine uses incompatible with shipping and industrial activities.

For these reasons, we urge the Board of Port Commissioners not to approve the proposed Term Sheet for Howard Terminal at this time.

Sincerely,

A handwritten signature in black ink that reads "David Lewis". The signature is written in a cursive, flowing style.

David Lewis
Executive Director