



Howard Terminal is an Essential Industrial Buffer Zone

Need for Buffer Zones

- One of the most effective tools for reducing the impact of industrial zones on surrounding communities is the utilization of “buffer zones,” a minimum distance of little to no industrial activity that shields residential or commercial zones from industrial zones.
- The California Air Resources Board recommends a buffer of at least 1,000 feet between distribution centers that accommodate more than 100 trucks per day and residences, public parks, recreational facilities, and other sensitive receptors. They recommend avoiding building new sensitive land-use projects immediately downwind of ports, especially in the most impacted zones.
- The U.S. Environmental Protection Agency has also recommended the establishment of buffer zones in transitional areas between incompatible land uses, especially for industrial uses adjacent to residential areas, as an issue of environmental justice.

City and Port Plans Call for Buffer Zones

- The City of Oakland General Plan calls for buffering measures to be taken between heavy industrial uses and adjacent residential zones.
- The Downtown Oakland Specific Plan draft specifically acknowledges the need for a buffer zone between development at Jack London Square and the industrial port.
- Stakeholder feedback on the Port of Oakland's Seaport Compatibility measures identified the need to develop a buffer zone between residential and industrial uses.

Howard Terminal is a Buffer Zone Between the Port of Oakland and Jack London Square

- While the A's have continuously mischaracterized Howard Terminal as “unused,” Howard Terminal currently serves as a 50-acre buffer zone between Oakland's Jack London Square and the industrial operations at the Port of Oakland.
- Howard Terminal is currently being used for deep water vessel layup berthing, truck and container parking, depot operations, training of longshore workers by the Pacific Maritime Association, and similar ancillary logistics services that support port operations.
- The Oakland A's plan to turn Howard Terminal into a mixed-use sports-commercial-residential development not only eliminates the valuable buffer between operations of the Port of Oakland and Jack London Square, but in fact situates the more sensitive aspects of the project (residential units, etc.) closer to the industrial operations of the port.

Sources:

California Air Resources Board. (2005). Air Quality And Land Use Handbook: A Community Health Perspective.
National Academy of Public Administration. (2003). Addressing Community Concerns: How Environmental Justice Relates To Land Use Planning And Zoning. Report prepared for the US Environmental Protection Agency.
City of Oakland. (1998) General Plan, Land Use & Transportation Element, Chapter 2.
Urban Planning Partners Inc. (2019). Downtown Oakland Specific Plan Draft Environmental Impact Report. Report prepared for the City of Oakland.
Port of Oakland. (2019). Memorandum: Seaport Compatibility Measures Conference: Summary Of Maritime Stakeholder Feedback.
Port of Oakland. (2019). Exclusive Negotiation Term Sheet For Howard Terminal.