



PORT OF OAKLAND

July 6, 2026

Mr. Brian McGuire
Planner III
City of Alameda
Planning, Building & Transportation Department
835 East 14th Street
San Leandro, California 94577

Transmitted via email: bmcguire@alamedaca.gov

Subject: Public Workshop on Proposed Sports Facility (PLN26-0281 – Oakland Roots & Soul Interim Stadium-1150 & 1220 Harbor Bay Parkway, Alameda)

Dear Mr. McGuire:

The Port of Oakland (Port) appreciates the opportunity to provide comments on the proposed Oakland Roots & Soul Interim Stadium project located at 1150 and 1220 Harbor Bay Parkway. As the owner and operator of Oakland San Francisco Bay Airport (OAK), the Port has an interest in ensuring that development within the Airport Influence Area (AIA) remains compatible with the safe and efficient operation of the airport, both now and in the future.

The proposed project would convert the existing training facility into a temporary spectator venue accommodating up to 8,000 attendees for approximately 25 large events, in addition to 20 medium (2,500 attendees) and unlimited smaller events up to 500 attendees annually. The project includes modular grandstands, field lighting, a video scoreboard, concessions, and other temporary facilities.

The Port supports continued collaboration between the City of Alameda (City), the applicant, and airport stakeholders as the project advances. Based on our preliminary review, we respectfully request that the following aviation compatibility considerations be further evaluated as part of the City's review process.

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Airport Land Use Compatibility

The project site is located within the OAK Airport Influence Area (AIA) and is primarily within Safety Zone 6 (Traffic Pattern Zone) of the OAK Airport Land Use Compatibility Plan (ALUCP). Portions of the site are located within Safety Zone 3 (Inner Turning Zone) and Safety Zone 5 (Sideline Safety Zone).

The California Airport Land Use Planning Handbook states outdoor stadiums and similar land uses that generate very high concentrations of people due to the increased safety risks associated with aircraft overflight and accident exposure should be avoided. Consistent with this guidance, the OAK ALUCP prohibits stadiums within the AIA, identifying such uses as presenting an intolerable risk because of their high occupancy levels and associated public safety concerns.

Accordingly, the City is required to refer the project to the Alameda County Airport Land Use Commission (ALUC) for a determination of consistency with the ALUCP.

Airspace Protection

Given the project's proximity to OAK, the City should ensure the proposed grandstands, press box, field lighting, scoreboard, temporary facilities, construction equipment, cranes, and any other vertical structures are evaluated for compliance with Federal Aviation Regulations (FAR) Part 77 and all applicable FAA airspace protection requirements.

The applicant shall submit FAA Form 7460-1, Notice of Proposed Construction or Alteration, for all permanent and temporary structures or equipment requiring FAA review and obtain all applicable FAA determinations prior to construction. The applicant shall comply with all conditions, restrictions, and operational requirements identified in the FAA's determination and any measures OAK deems necessary to avoid adverse impacts to air navigation or airport operations.

The applicant shall to coordinate with OAK throughout project design and construction to identify and avoid operational impacts to the Airport. This coordination shall include, but not be limited to, the location and height of temporary and permanent structures, construction cranes and equipment, construction phasing, work hours, and any other activities that could affect airport operations, airspace, security, or aircraft movement areas.

The Port is available to coordinate with the applicant during the FAA review process and review FAA Form 7460-1 submittals prior to filing with the FAA. In addition, the

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applicant shall be required to maintain adequate setbacks from Airport property boundaries, including a minimum six-foot setback consistent with the OAK's Transportation Security Administration-approved Airport Security Program (49 CFR 1542), to protect airport security and operational integrity.

Lighting and Visual Impacts

Given the project's proximity to OAK, field lighting, electronic displays, scoreboards, and other illuminated features should be evaluated to ensure they do not create glare, visual distractions, or other conditions that could adversely affect pilot visibility, visibility from the FAA Air Traffic Control Tower, air navigation, or airport operations. The applicant shall be required to coordinate with OAK and FAA during project design to assess potential lighting and glare impacts and identify appropriate mitigation measures and monitor after construction is completed.

Additionally, due to the site's location adjacent to active runways and aircraft operations, drone operations, fireworks, laser displays, and similar activities shall be prohibited unless specifically authorized by the FAA and OAK. Such activities have the potential to interfere with air navigation and pose operational and safety concerns for the Airport.

Wildlife Hazard Management

Concession areas, food vendors, and event-related activities have the potential to attract gulls and other wildlife that could increase the risk of wildlife strikes and adversely affect aviation safety. The project shall be evaluated for consistency with FAA Advisory Circular 150/5200-33C, Hazardous Wildlife Attractants On or Near Airports, and require the applicant to incorporate measures such as covered refuse containers, prompt waste containment and removal, and other best management practices to minimize wildlife attractants.

Given the potential for stadium operations to attract hazardous wildlife despite implementation of these measures, the applicant shall be required to coordinate with OAK to monitor wildlife activity following project implementation. If post-occupancy monitoring indicates that stadium operations are contributing to increased wildlife activity or wildlife strikes affecting airport operations, the applicant should be required to work with the City, OAK, and the FAA, as appropriate, to develop and implement additional mitigation measures to effectively reduce wildlife hazards. The City shall reserve the authority to require additional

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mitigation or operational modifications if the initial wildlife management measures are determined to be ineffective.

Noise Compatibility

The project site is located within the OAK AIA and will be subject to aircraft overflights and airport-related noise. The City shall evaluate applicable airport noise exposure levels and consider appropriate mitigation and disclosure measures.

Traffic and Airport Operations

The project anticipates significant event-related vehicle, shuttle, rideshare, bicycle, and pedestrian activity and has identified Hegenberger Road, 98th Avenue, Airport Drive, and Ron Cowan Parkway as the preferred access routes to the project site; these are the same primary routes used to access OAK. The City shall evaluate potential impacts to airport access routes, including Airport Drive and Ron Cowan Parkway that is owned and maintained by the Port, and coordinate event traffic management strategies to ensure that airport passenger circulation, employee access, tenant operations, and emergency response are not adversely affected.

Avigation Easement and Disclosure

Consistent with ALUCP policies, the City shall require an avigation easement as a condition of approval. The easement should acknowledge the site's location within the AIA and preserve the Airport's ability to maintain protected airspace and conduct aircraft operations.

Airport-related disclosures shall run with the land and be provided to future owners, tenants, operators, and other interested parties to ensure continued awareness of airport-related conditions, including aircraft overflights, noise, and operational activities.

Conclusion

The Port supports continued coordination with the City of Alameda and the applicant to ensure the project remains compatible with the safe and efficient operation of Oakland San Francisco Bay Airport. We respectfully request that the City consider the comments above, confirm compliance with applicable ALUCP requirements, and coordinate with the Port and ALUC as the project moves forward.

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For any follow-up questions or responses, please contact Sharon Grewal, C.M., PMP, AICP, Associate Aviation Project Manager, at sgrewal@portoakland.com.

Sincerely,

Craig Simon

Craig Simon (Jul 6, 2026 10:01:58 PDT)

Craig Simon

Director of Aviation

CC:

Olivia Ortiz, Planner III, Alameda County Community Development Agency

Lydia Tan, Chief Real Estate Officer, Oakland Roots and Soul SC