



September 24, 2025

City of Oakland Department of Planning and Building
Oakland City Hall
1 Frank H. Ogawa Plaza
Oakland, CA 94612

Submitted via email: generalplan@oaklandca.gov

RE: General Plan Phase 2 Comments

To Whom it May Concern:

On behalf of the members of the Oakland Maritime Access, Sustainability, and Trade (O-MAST) Coalition and of the greater Oakland maritime community, we would like to express some concerns and recommendations related to the City's General Plan Update, specifically the "Oakland for All: Options for How We Stabilize and Grow" document. First, thank you to the City staff for meeting with industrial stakeholders on September 15th to discuss this important document. We recognize this is a large undertaking and appreciate the opportunity to provide feedback on this effort.

The industrial sector of Oakland provides the foundation of the region's economy. It supports more than 100,000 jobs, contributes over \$175 billion in economic activity, and generates over \$900 million in tax revenue. Accordingly, countless city initiatives and amenities rely on the fiscal support that stems from this tax base and economic activity. Despite the tremendous economic benefit of the industrial sector, the noise, emissions, and aesthetics of our facilities have been – understandably – increasingly unwelcoming to our physical presence. Consequently, we have been engaged with City of Oakland officials and community members for several years to collaborate on how to promote the City's planning objectives without jeopardizing its economic engine. The fruits of these efforts have been documented in superseding policy documents with recognition and support for goods movement.

It is with this history of engagement, sensitivity, and knowledge of other planning efforts that we reviewed "Oakland for All: Options for How we Stabilize and Grow" and were disappointed to see that both its tone and content do not reflect support for freight

transportation and industrial uses. In fact, the industrial sector is largely absent from the text of the document except in terms as nuisances, worthy of repurposing, let alone as a target for increased support. We hope that the General Plan Update is more conscientious and supportive of the goods movement industry and its infrastructure. Please consider the following feedback:

- The City of Oakland should explore investing in its existing industrial industries, particularly those that power the economic engine of the City, just as much as identifying new employment hubs. For example, rather than cite a problematic aspect due to railroad access into the Port, it would be helpful for the City of Oakland to recognize the rail operator as a critical mover of both people and goods and that compatible infrastructure should be included in the General Plan.
- The entirety of the industrial buffer zone that surrounds the Port should remain intact. O-MAST would not support any initiatives within the General Plan that negatively impact the integrity of the buffer zone.
- Clarify within the General Plan that truck routes are massively beneficial. Previous statements and policies have created a very confusing situation for truckers, residents, and other users of Oakland's roads and freeways. Despite utilizing the City-designated truck routes out of the Port, trucks are still admonished for traveling through residential neighborhoods where the City has approved and/or directed them to go. Improvements, investment, and commitment to the City's existing truck routes, including Adeline Street Bridge, Frontage Road, and the Overweight Corridor, should be prioritized.
- There must be consistency across all City planning documents, including the General Plan, that designated truck routes do not include pedestrian and bikeway thoroughfares ***by design*** to avoid dangerous interactions and increase safety.
- Some of the "Options for How We Stabilize and Grow" report's figures that feature Howard Terminal portraying greenways and other pedestrian paths both parallel to and intersecting railroad tracks create a high potential for dangerous interaction between rail and pedestrians.
- Applying a Vehicle Miles Traveled (VMT) metric to evaluate the various "options" in the report or suggesting that freight be moved via active transportation are neither practical nor appropriate. As a transportation-based industry, applying a VMT metric that reduces the number of miles traveled for Port businesses is not appropriate because goods still need to be moved from the Port to other locations in the region, regardless of what "option" is chosen. The freight industry relies on machinery that

can accommodate a high capacity of cargo and travel long distances, so suggesting active transportation would be effective in replacing trucks and rail is nonsensical.

- The High Injury Network (HIN) shares a common route with the truck routes to and from the Port: the 7th Street Corridor. Given this data, it would be logical for the City to consider supporting investments in the General Plan that prioritize safety for all instead of a multimodal strategy.
- Our coalition is opposed to a policy position that favors converting industrial land to housing and parks and hope the General Plan reflects this. While there may be specific locations where that is appropriate, these instances should be treated as an exception rather than a policy. There also seems to be a fundamental misunderstanding on Figure 3-1, as Item 10 of the key notes that “Industrial land is modernized to reduce pollution and provide more jobs” – a statement that is both vague and incorrectly characterizes land use.

We recognize that industrial functions are not compatible with or adjacent to other functions and have worked closely with The City to prevent conflicts or choosing between sectors or uses. We have appreciated recognition by the Department of Transportation, City Council, and Mayor’s offices that support for a robust economy – including jobs and tax revenue – is not mutually exclusive with active transportation, housing, clean air, public safety or any other city priority. We look forward to seeing this reflected in future documents related to the General Plan Update.

Please feel free to reach out to us for additional information and discussion.

Warmly,

The Oakland Maritime Access, Sustainability, and Trade (O-MAST) Coalition

CC:

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