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Staff Report – Agenda Item 4 Oakland Roots and Soul Sports Club Interim Facility Compatibility Determination September 16, 2026

BACKGROUND

The Roots and Soul Sports Clubs (Club) are Oakland-based professional men's and pre-professional women's soccer teams. The applicant, Oakland Pro Soccer LLC, has rented 1150 and 1220 Harbor Bay Parkway, Alameda, since 2022. 1150 and 1220 Harbor Bay Parkway have assessor's parcel numbers 74-1361-8 and 74-1339-16 (site). The site is 16.84 acres with 118,000 square feet of occupiable buildings, including offices and various athletic training facilities, and 5,000 square feet of storage buildings. The site includes multiple outdoor playing fields. Currently, the facility is used primarily as the headquarters and training location for the Club. See Figure 1 for a map showing the project area.

The applicant has applied to the City of Alameda for a Use Permit & Design Review (PLN26-0281 or project). PLN26-0281 would allow the Club to temporarily host professional soccer matches and other events for up to five years at the project site in addition to their existing uses.

Parcels 74-1361-8 and 74-1339-16 are zoned Commercial-Manufacturing Planned Development (C-M-PD). C-M-PD allows for the proposed uses via Use Permit from the City of Alameda.

Under Government Code section 15183, PLN26-0281 is eligible for streamlined environmental review. The streamlined review may rely on the environmental analysis and Environmental Impact Report prepared for the Alameda 2040 General Plan, with additional review of any project-specific impacts. The City of Alameda Planning Board has held informational presentations on the project on June 22, 2026, and August 24, 2026. The City of Alameda has sole land use authority for approval of the project.

PROJECT DESCRIPTION

PLN26-0281 proposes the following changes to the existing site for the interim sports facility:

- ◆ Modular stands that would accommodate approximately 7,600 fans;
- ◆ Six light poles and fixtures;
- ◆ A speaker system;
- ◆ A video scoreboard; and
- ◆ ADA compliant pedestrian paths

See Figures 3 and 4 in Attachment A for diagrams of the proposed improvements.

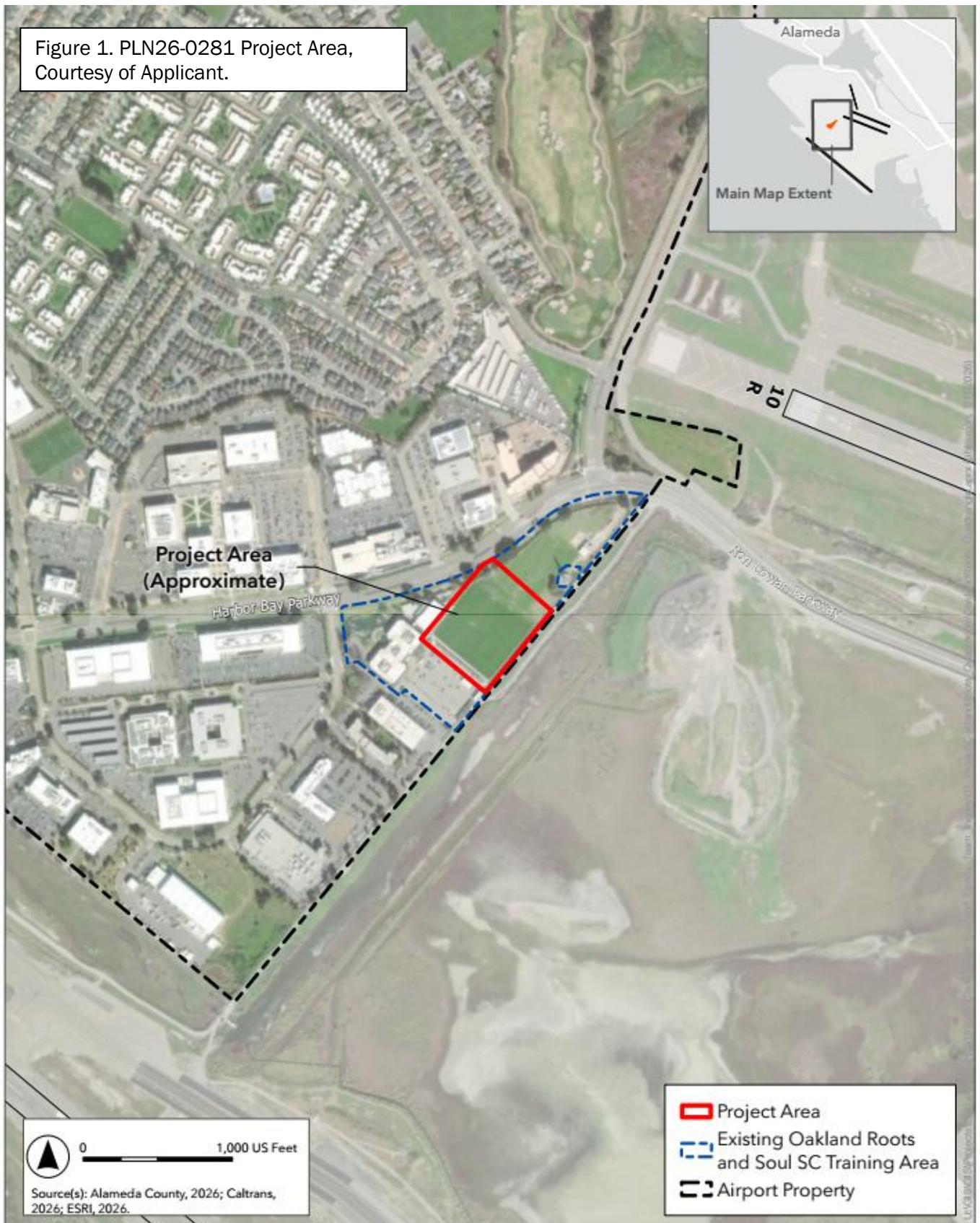
In addition to ongoing training activity, the Club expects 28 to 36 events per year. This includes

- ◆ 20 to 24 Oakland Roots soccer matches with up to 8,000 fans and 300 staff.
- ◆ 5 to 7 Oakland Soul soccer matches with approximately 3,000 fans and up to 162 staff,
- ◆ 3 to 5 soccer and other sports events with up to 2,500 fans and 131 staff

For the duration of individual events, the Club would also temporarily install restroom and handwash stations; security and queueing equipment; tents for food, first-aid, merchandise, and the like; and waste collection containers. Additional events may include sports-oriented corporate events, summer camps, adult league games, or sporting events for youth, high school, or college teams.

PLN26-0281 does not include concerts, music festivals, or fireworks.

Figure 1. PLN26-0281 Project Area,
Courtesy of Applicant.



DISCUSSION

The project site is located within the Airport Influence Area (AIA) for the Oakland San Francisco Bay Airport, the nearest airport to the project location, and in other zones as noted below. This Administrative Review consists of an evaluation of the project regarding the four Airport Land Use Compatibility Factors – Noise, Safety, Airspace Protection, and Overflight – within the Airport Land Use Compatibility Plan (ALUCP) for the Oakland San Francisco Bay Airport.

AIRPORT LAND USE COMPATIBILITY POLICY CONSIDERATIONS

NOISE

Noise compatibility policies are established in order to prevent the development of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise.

Parcel 74-1361-8 is located in the 60 dB Community Noise Equivalency Level, or CNEL, and 74-1339-16 is located in both the 60 dB and 65 dB CNELs. The proposed project improvements are located within the 60 dB CNEL. Table 3-1 - Noise Compatibility Criteria in the Oakland San Francisco Bay Airport ALUCP specifies that outdoor spectator sports are compatible with an exterior noise exposure of 60 dB CNEL.

SAFETY

Land use safety compatibility criteria are developed to minimize the risks to people and property on the ground, as well as those people in an aircraft in the event of an accident or emergency landing occurring outside the airport boundary.

Parcel 74-1339-16 is located in Safety Zone 6, the Traffic Pattern Zone. Parcel 74-1361-8 is primarily located in Safety Zone 6 as well. The northernmost acre of parcel 74-1361-8 is located in Safety Zone 3, the Inner Turning Zone, with a 4,700 foot sliver of Safety Zone 5, the Sideline Zone. As shown in Figure 1 of Attachment A, the proposed improvements occur in Safety Zone 6, so the project will be evaluated with Safety Zone 6 guidelines.

Table 2-3 *Basic Compatibility Criteria and Supporting Information* defines in general terms allowable and non-allowable land uses within the Safety Zones. This table also describes in general terms the likelihood of accident occurrence within each Safety Zone. Table 2-3 states that Safety Zone 6 “prohibit[s] outdoor stadiums and similar uses with very high intensities” (page 2-21). Following table 2-3, section 2.7.5.6 Basic Land Use Compatibility Criteria states:

“For the purposes of reviewing proposed amendments to county or city land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the summary table are anticipated to suffice. However, certain complex land use

actions may require more intensive review. The ALUC may refer to the supporting criteria, as listed in Chapter 3, to clarify or supplement its review of such actions” (page 2-22)

Chapter 3 includes two references to stadiums and outdoor venues.

The first reference to stadiums is in section 3.3.2.5 Airport Safety Zones. The plan reads, *“In certain situations, such as venues accommodating the assemblage of large numbers of people (i.e., sports stadiums, amphitheaters, etc.), the perceived risk of an aircraft accident occurring in a location where large amounts of people have restricted mobility may be perceived as an intolerable risk no matter where it may be located within an AIA”* (page 3-12). Section 3.3.2.5 acknowledges that large gathering spaces within the Airport Influence Area may be an intolerable risk but does not explicitly direct the ALUC on how to analyze projects.

The second reference to stadiums and outdoor venues is in table 3-2 *Safety Compatibility Criteria*, a detailed table examining specific land use types for all seven Safety Zones within the AIA for the Oakland San Francisco Bay Airport. As noted in section 2.7.5.6, table 3-2 can be used to clarify or supplement review. Table 3-2 states that the use *“Large outdoor assembly area (>1,000 people): amusement park area, amphitheaters, stadiums, etc.”* is incompatible in Safety Zones 1 through 5 and conditionally compatible in Safety Zones 6 and 7. The criteria for conditional use is *“(a)llowable if no other suitable site outside AIA is available.”*

Table 3-2’s clarification does contradict table 2-3’s initial criteria. Given that the Airport Land Use Plan allows for the possibility of conditional compatibility, this report considers the suitability of other sites below.

Suitability of Existing Facilities

The Airport Land Use Plan does not define ‘suitability’ or provide direction on how to determine it with regards to the conditional use criteria. The applicant provided the following criteria when evaluating existing venues for suitability:

- ◆ Facility conditions: the size of the field, the compatibility of the existing turf with the Club’s required turf, and the state of repair of the field.
- ◆ Fan experience: whether the location is within range of the fanbase, whether the venue can be made to cater to fan needs (ie, concessions), and whether the venue is too big to be ‘intimate.’
- ◆ Financial feasibility: cost of infrastructure improvements and the cost of hosting a game at a venue versus the revenue from the game itself.
- ◆ Adequate control of facility schedule: whether there are adequate dates for both teams to play all home games and whether the Club can confirm season dates by the time necessitated by the League.
- ◆ Capacity: The Club requires a minimum amount of space for fans, per their League.

This information was provided by the applicant and supplemented with additional publicly available information. These existing venues are not suitable for the following reasons:

- ◆ Oakland Coliseum: The pending sale of the Oakland Coliseum adds risk and complexity to determining future seasons' calendars and the overall agreement between the Club and the venue. The Club has hosted games at a financial loss at the Coliseum.
- ◆ Laney College Football Stadium: The Club left Laney College's facilities in 2023 due to incompatibility between the Club's turf and the stadium turf. The venue's new turf's synthetic infill and longer fiber created an unstable surface when the turf required by the United Soccer League was installed above it.
- ◆ Cal State East Bay's Pioneer Stadium: There are pending renovations on the existing field, which makes scheduling difficult. The venue is in Hayward, distant from the Club's primary fanbase.
- ◆ UC Berkeley's Edwards Stadium: UC Berkeley's soccer and track venue does not have adequate available dates for both teams.
- ◆ Kezar Stadium: Located in Golden Gate Park in San Francisco, this venue was recently announced as the home stadium of the Golden City Football Club, expected to play beginning in 2027. As a public property, it regularly hosts many high school, college, and semi-professional teams. This venue is distant from the East Bay fanbase and would be difficult to schedule.

Several existing fields would require infrastructure investments, such as lighting, additional stands, concession infrastructure, and/or field improvements, to be suitable for the Club's interim use. This includes Edwards Stadium and the soccer fields at Merritt College and College of Alameda. Per reporting at the time, the turf at Laney College could also be made compatible with the Club's required turf via significant investment. Temporary improvements, such as modular stands, or permanent improvements, such as additional lighting, needed for the Club to use existing venues as an interim facility would require negotiating with either the Peralta Community College District or the University of California. It is not known whether the Peralta Community College District or the University of California would be open to these improvements.

The proposed interim facility at 1150 and 1220 Harbor Bay Parkway also requires a variety of improvements to be suitable. However, the proposed interim sports facility would allow the Club control over the schedule, which is not guaranteed at existing venues. Unlike at the existing venues, the Club would continue to be the sole renter of the entire facility through 2040.

Based on the criteria provided by the applicant, there is not an existing facility suitable for the Club, meeting the requirements for conditional compatibility.

To mitigate the risks of an aircraft accident occurring, additional consideration should be given to how attendees could evacuate the stands and field. ALUC staff recommend providing additional

emergency exit routes for visitors to leave the facilities, minimizing the level of restriction in the event of an evacuation. Proposed site access and ingress/egress are included in Attachment A.

AIRSPACE PROTECTION

Similar to safety policies, airspace protection criteria are intended to reduce the risk of harm to people and property resulting from an aircraft accident. This is accomplished by the establishment of compatibility policies that seek to prevent the creation of land use features that can be hazards to the airspace used by aircraft in flight and have the potential to cause an aircraft accident to occur. Such hazards may be physical, visual, or electronic. Please refer to Section 3.3.3.7- Other Flight Hazards for specific information on various types of potential hazards.

The ALUC conforms to the guidance provided by Federal Aviation Administration's (FAA) Federal Aviation Regulations Part 77 – *Objects Affecting Navigable Airspace*, which is provided in Appendix C of the ALUCP. Given the property's proximity to the airport's North and South Fields, the height of the proposed lighting is of concern.

Initial plans indicated that the 6 light poles would be approximately 108 feet in height. Per the August 24, 2026, response from the applicant to the City of Alameda regarding initial comments, the 6 light poles are now designed to be 79.86 feet in height with a tolerance of up to four feet. The FAA beacon and foundation may also add to the total height. An example is included in Attachment A, Figure 5.

The applicant submitted Form 7460-1 for FAA review of the proposed project construction. Figure 7 of Attachment A includes the locations of all proposed cranes. The August 11, 2026, FAA Notice of Preliminary Findings included concern over the proposed heights of 6 cranes needed for installing the proposed improvements: "Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation." Staff recommends that crane heights be limited to meet the heights required by the FAA to not create a substantial adverse effect, either with or without a 1A Certified Survey as outlined in Table 1 below.

Table 1. Submitted Crane Heights and FAA Responses both Above Ground Level (AGL) and Above Median Sea Level (AMSL)

<i>Crane</i>	<i>Submitted Heights</i>	<i>Heights required by FAA to not create a substantial adverse effect</i>	<i>Heights required by FAA to not create a substantial adverse effect with 1A Certified Survey</i>
Crane 13	140 feet AGL (153 AMSL)	88 feet AGL (101 AMSL)	97 feet AGL (110 AMSL)

<i>Crane</i>	Submitted Heights	Heights required by FAA to not create a substantial adverse effect	Heights required by FAA to not create a substantial adverse effect with 1A Certified Survey
Crane 11	140 feet AGL (156 AMSL)	99 feet AGL (115 AMSL)	107 feet AGL (123 AMSL)
Crane 10	140 feet AGL (157 AMSL)	84 feet AGL (101 AMSL)	93 feet AGL (110 AMSL)
Crane 8	140 feet AGL (156 AMSL)	85 feet AGL (101 AMSL)	94 feet AGL (110 AMSL)
Crane 6	140 feet AGL (155 AMSL)	86 feet AGL (101 AMSL)	95 feet AGL (110 AMSL)
Crane 4	140 feet AGL (155 AMSL)	86 feet AGL (101 AMSL)	95 feet AGL (110 AMSL)

Source: FAA Initial Response, Provided by City of Alameda and Applicant

Section 3.3.3.7 Other Flight Hazards describes other potential sources of hazard, copied below.

Section 3.3.3.7 Other Flight Hazards

Land uses that may cause visual, electronic, navigational, or bird strike hazards to aircraft in flight shall be allowed within the airport influence area only if the uses are consistent with FAA rules and regulations.

- a) Specific characteristics to be avoided include:
1. Glare or distracting lights that could be mistaken for airport lights;
 2. Sources of dust, heat, steam, smoke, or thermal plumes that may impair pilot vision or create turbulence within the flight path;
 3. Sources of electrical or other interference that could affect aircraft communications or navigation; and
 4. Any proposed use that creates an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Order 5200.5A, Waste Disposal Sites On or Near Airports, and Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports. Land uses with the possibility of attracting hazardous wildlife include landfills and certain recreational or agricultural uses that attract large flocks of birds.

Several characteristics described in Section 3.3.3.7 of the ALUCP are relevant to the proposed project.

Glare and Lighting

The project proposes six permanent light poles and a video score board screen. Additional lighting may also be provided in the southwest parking lot through temporary mobile fixtures or upgrades to existing poles, as needed for safety and consistency with the building code. Glare and bright lights from the proposed lighting improvements and video scoreboard are of potential concern. Per section 3.3.3.7, lighting near airports could be mistaken for airport lights.

FAA Advisory Circular 70/7460-1N - Obstruction Marking and Lighting notes that red obstruction lights are recommended in urban areas near airports. As depicted in Figure 3 of Attachment A, the six proposed light poles would each have a red light that conforms with FAA requirements. The video score board is planned to be no more than 34 feet above ground level, or less than half the height of the light poles. Renderings provided by the applicant show the scoreboard on the northern side of the proposed interim sports facility facing south.

The applicant has stated that the light poles will be outfitted with LED fixtures designed to minimize glare and reduce light spillover onto adjacent properties. Per the applicant, the fixtures would be directionally focused to illuminate the field while limiting light spillover.

To minimize any possible lighting confusion, ALUC staff recommend that all outdoor lights be shielded to aim below the horizon. The applicant should work with the Oakland San Francisco Bay Airport to run a flight check at night to ensure the planned lighting would not blind pilots during landings and takeoffs.

Smoke

The applicant has stated that there will be no fireworks at the project site. There will also be no concerts, which can use smoke in performances. Based on the proposed uses provided, there are no expected dust, heat, steam, smoke, or thermal plumes sources as part of the proposed project.

Wildlife

As noted by the Port of Oakland in their July 6, 2026, letter to the applicant, an interim sports facility serving food may attract additional wildlife to the area. Birds and larger mammals can pose a danger to airplanes during take-off and landing. FAA Advisory Circular 150/5200-33C - Hazardous Wildlife Attractants on or near Airports notes that, "Even small facilities, such as fast food restaurants, taxicab staging areas, rental car facilities, aircraft viewing areas, and public parks, can produce substantial attractions for hazardous wildlife" (page iii).

Wildlife attraction can be mitigated through timely waste handling. A Waste Management Plan was submitted to the City of Alameda on August 24, 2026, in response to previous comments from city staff. Per the applicant, containers for trash, recyclables, and composting will be located throughout

the activation space west of the field; along the ticketing and security check queue area; outside portable restrooms; at the rear of the grandstands; and between party tents. The plan also states that the 8- or 20-yard waste containers will be located at the northeastern corner of the property (see Figure 6, Attachment A). This location is closest to the North Field and is in Zone 3, the Inner Turning Zone.

The final waste plan should detail how and when waste will be handled after events to minimize attraction of wildlife, particularly birds and larger mammals. Bird deterrents should be considered, including covers for all containers. A location further from the OAK runways should be considered for the waste containers to further minimize potential flight hazards.

OVERFLIGHT

Overflight policies address noise from the overhead flight of aircraft, which can be annoying and intrusive in locations beyond the limits of the noise contours. Unlike other compatibility factors such as noise, safety, or airspace protection, overflight compatibility policies do not restrict how land can be developed or used. The basic intent of overflight policies is to warn people near an airport of the presence of aircraft so that they have the ability to make informed decisions regarding acquisition or lease of property within the influence area of an airport.

This project is located wholly within the Aviation Easement Zone for the Oakland San Francisco Bay Airport, per Figure 3-6 of the ALUCP, included as Figure 2 in Attachment A. As such, the ALUC can recommend that the applicant execute an Aviation Easement with the Port of Oakland, in a form approved by the Port Attorney. An example has been provided to the applicant and can also be found in Appendix E of the ALUCP.

The following policies from the ALUCP apply.

3.3.3.8 Aviation Easement Dedication

Avigation easements transfer certain property rights from the owner of a property to the owner of the airport (i.e., the Port of Oakland). ALUCs may recommend the dedication of an avigation easement as a condition for approval of development on property to restrict the heights of structures or trees. Avigation easements should be dedicated to the airport owner as a condition for any discretionary local approval of any residential or nonresidential development within the area indicated on Figure 3-6 that has the potential to cause obstructions or other flight hazards as identified in Section 3.3.3.7.

a) The avigation easement shall:

1. Identify the potential hazard associated with the proposed project and its location within protected airspace;
2. Identify the airport owner's right to clear or maintain the airspace from potential hazards;

3. Identify the right to mark potential obstructions and notify aviators of such hazards;
and
4. Provide the right to pass within the identified airspace.

b) Neither a separate overflight easement nor a separate real estate disclosure is required for properties for which an aviation easement is required.

STAFF RECOMMENDATION

In Summary:

1. The project site's land use is conditionally compatible, based on the lack of suitable alternate locations outside of the Airport Influence Area within the region.
2. Proposed light poles have been reduced in height. The project has not yet received a favorable finding with respect to cranes needed to install the proposed improvements.
3. Light, glare, and wildlife hazards are of concern but can be mitigated.

Based on analysis of information provided, staff recommends that the Commissioners make the Finding that the project, as proposed, is a Compatible Land Use, and subject to conditions listed below, based on policies of the ALUCP for the Oakland San Francisco Bay Airport. Policies cited throughout this staff report support this conclusion.

The conditions recommended by staff included in Resolution No. 2026-03 are as follows:

1. That the applicant actively and ongoingly coordinate with the Port of Oakland;
2. That use of 1150 and 1220 Harbor Bay Parkway for Roots and Soul soccer games cease upon the completion of a permanent location or the end of the City of Alameda Use Permit, whichever occurs first, and that any renewals of the Use Permit come to the Airport Land Use Commission for considerations;
3. That additional emergency exit routes for visitors to leave the grandstands and visitor activation areas be added;
4. That the applicant revises the Waste Management Plan to include how and when waste will be handled after events and where covered waste containers will be located to further mitigate wildlife hazards to the Oakland San Francisco Bay Airport;
5. That the applicant ensure all temporary and permanent outdoor lights be shielded to aim below the horizon;
6. That the applicant should work with the Oakland San Francisco Bay Airport to run a flight check at night to ensure the planned lighting does not blind pilots during landings and takeoffs should the Port of Oakland request one;
7. That the applicant executes an Aviation Easement with the Port of Oakland, in a form approved by the Port Attorney; and

8. That crane heights needed for construction be limited to those needed to not create a substantial adverse effect, either with or without a 1A Certified Survey, per the FAA, and that project receives a determination of no hazard for all submitted forms

ATTACHMENTS:

Attachment A: Diagrams and Maps

Attachment B: Resolution 2026-03

Attachment 3: July 6, 2026, letter from the Port of Oakland

Attachment A: Diagrams and Maps

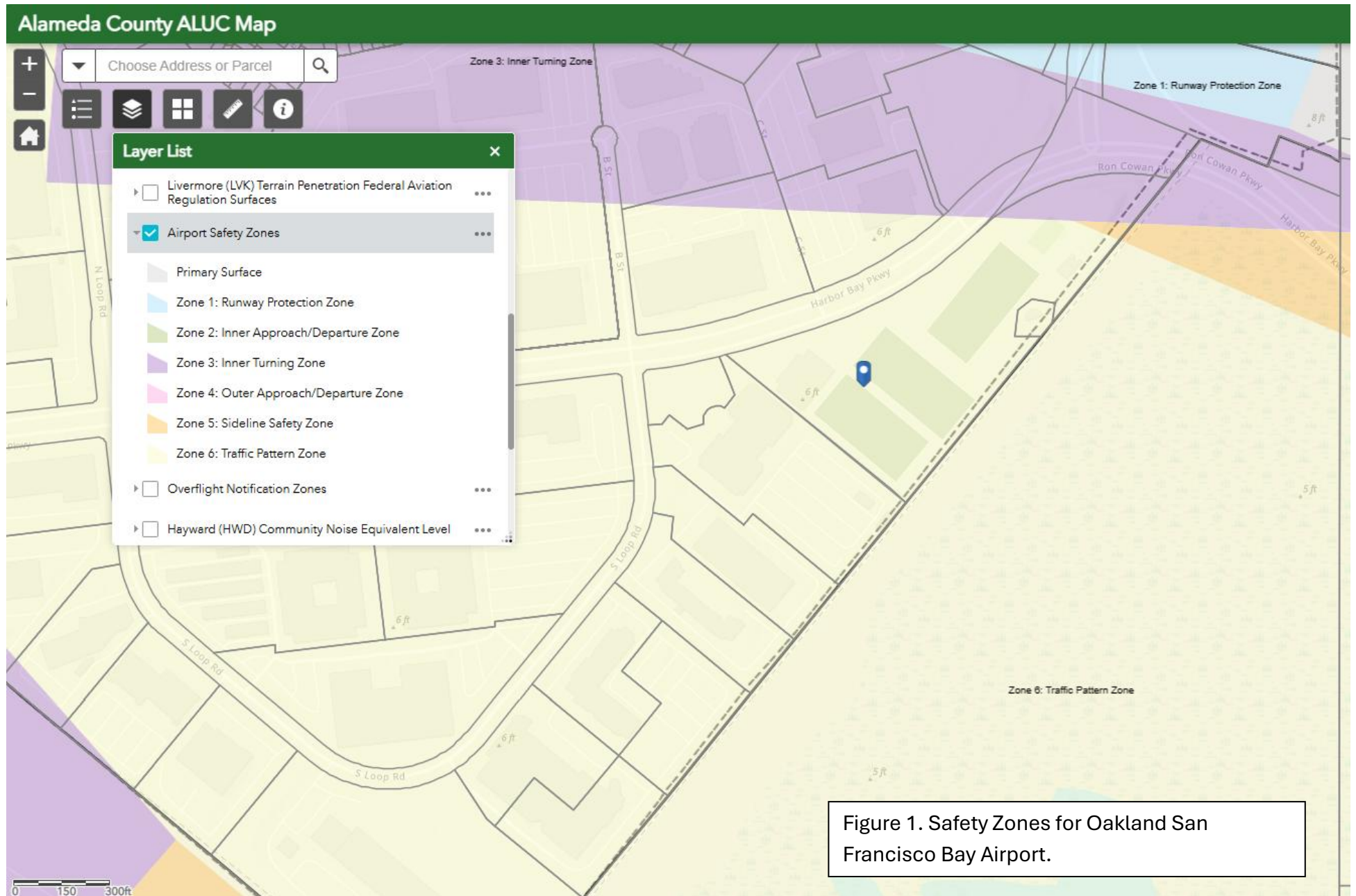
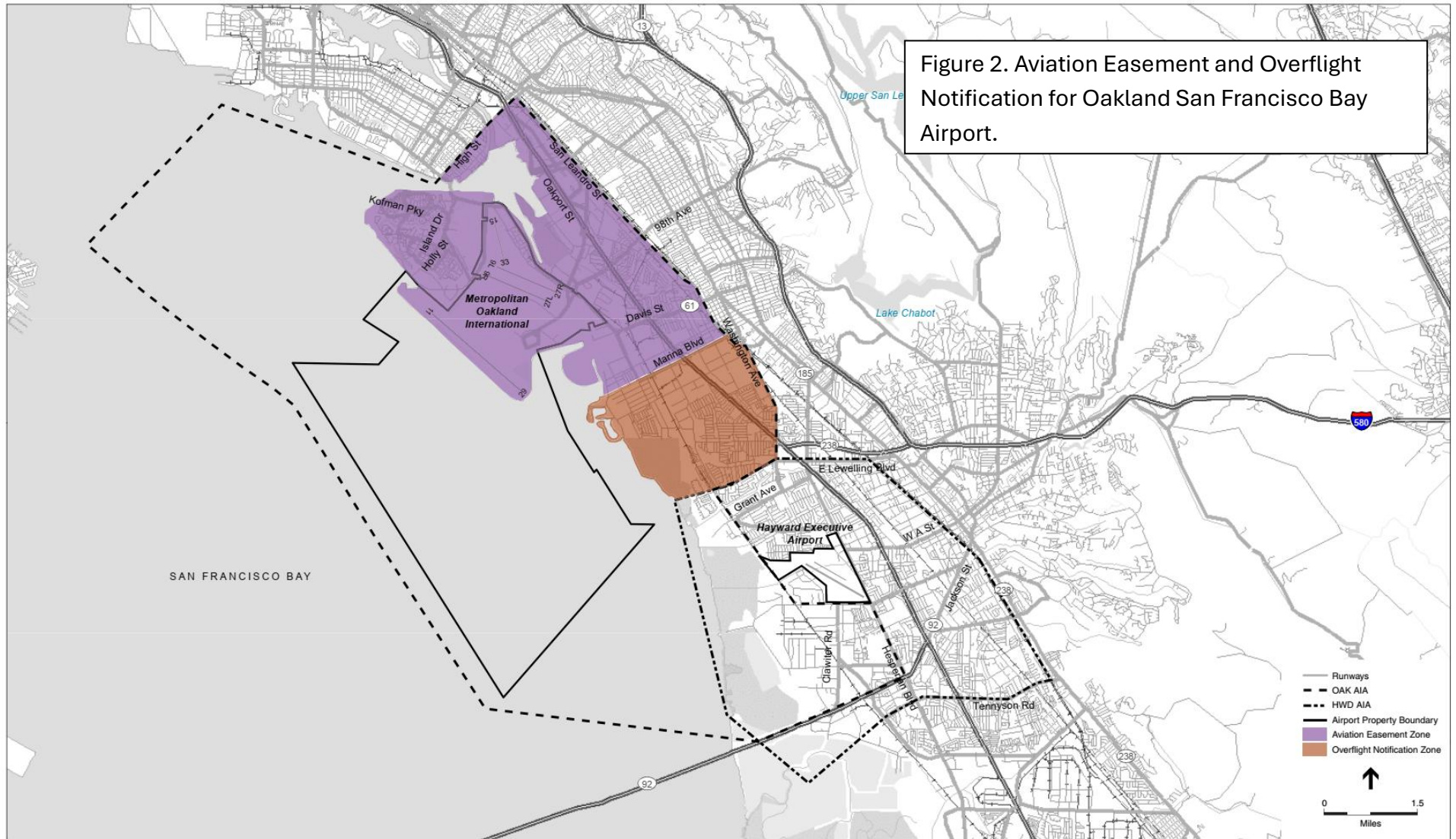


Figure 1. Safety Zones for Oakland San Francisco Bay Airport.



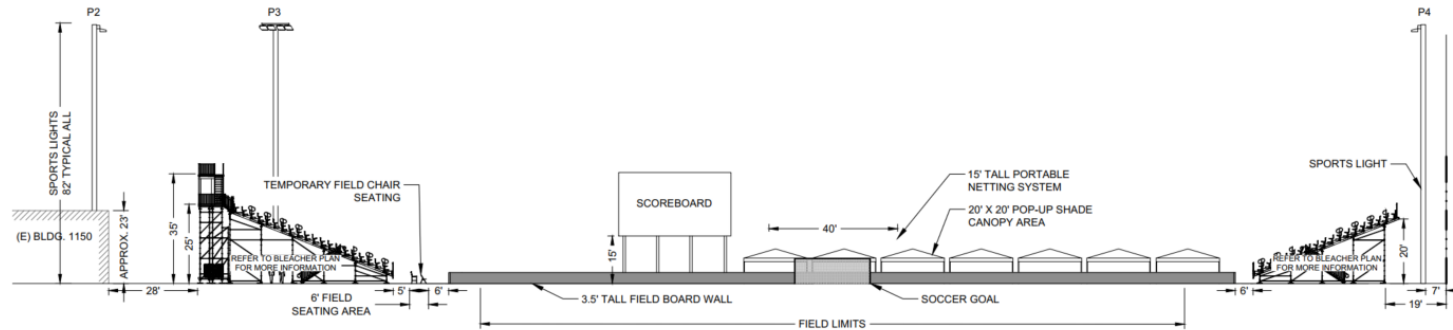
Attachment A: Diagrams and Maps



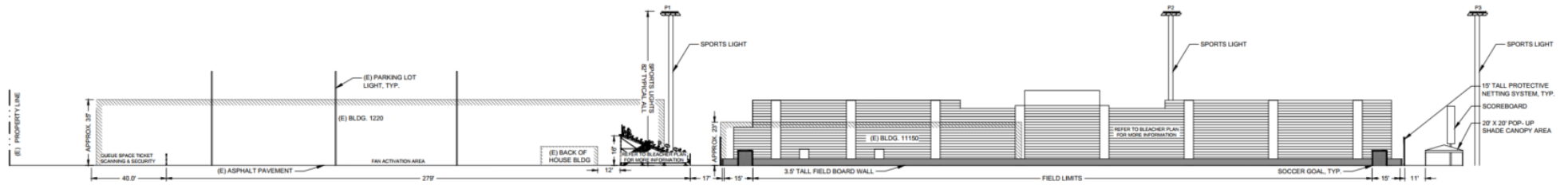
Figure 3. Proposed Improvements, courtesy of Applicant

Attachment A: Diagrams and Maps

Figure 4. Proposed Improvements with elevations, courtesy of Applicant



A EAST - WEST SITE ELEVATION
SCALE: 1/2" = 1'-0"



B NORTH - SOUTH SITE ELEVATION
SCALE: 1/2" = 1'-0"

Attachment A: Diagrams and Maps

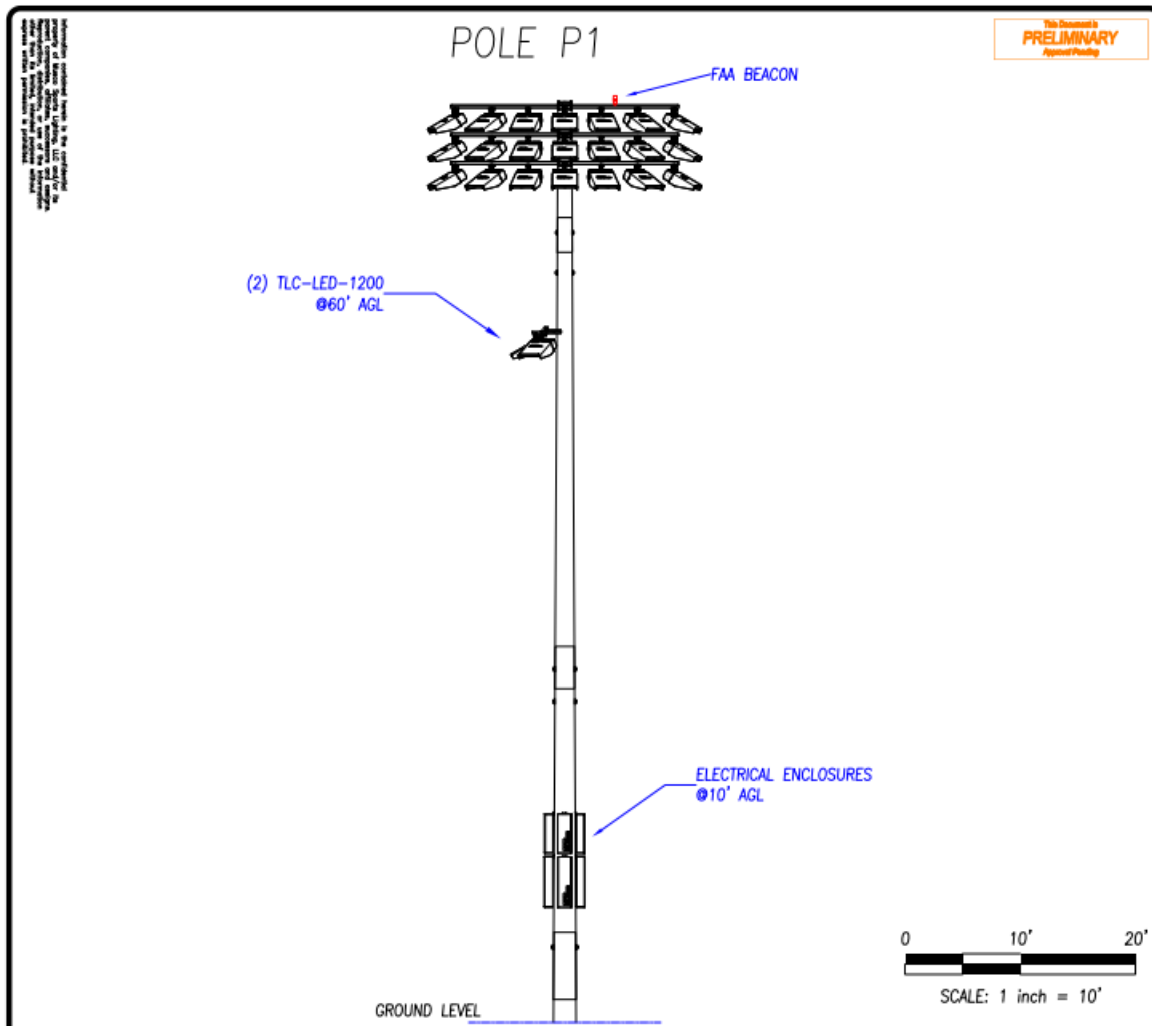


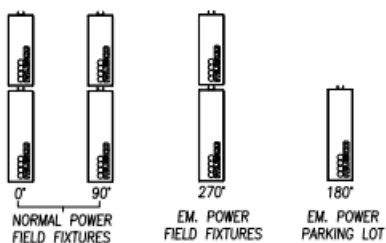
Figure 5.
Proposed
lighting
pole,
courtesy of
Applicant.

NOTES

1. NOMINAL HEIGHT OF POLE IS 79.863'
 - 1.1. TOTAL NOMINAL HEIGHT OF POLE IS AN ESTIMATE BASED ON IDEAL CONDITIONS. ESTIMATED TOLERANCE IS 4'
 - 1.2. TOTAL HEIGHT OF POLE COULD EXCEED NOMINAL HEIGHT + TOLERANCE BASED ON FINAL FOUNDATION DESIGN AND ON SITE CONDITIONS
 - 1.3. FAA BEACON NOT INCLUDED IN NOMINAL MOUNTING HEIGHT

ENCLOSURE LAYOUT

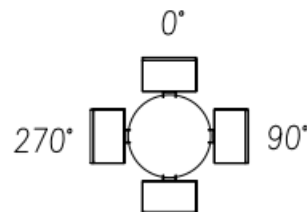
N.T.S



SECTION A-A

FIELD SIDE

N.T.S



255296P1
7/20/26
DALLMAN
A. BOERSMA
255296

DATE:	BY:	REVISIONS:
8/21/26	AB R1	REVISED FIXTURE CONFIG AND NOMINAL POLE HEIGHT

MUSCO
Lighting
CORPORATE OFFICE:
P.O. Box 808
100 1st Avenue West
Oakdale, Iowa 52377
+1-800-825-6020
+1-641-675-0411

OAKLAND ROOTS TEMP STADIUM
ALMEDA, CA
POLE CONFIGURATION

Attachment A: Diagrams and Maps



Figure 6. Proposed location of waste containers, courtesy of Applicant.

Location of ACI
Waste Containers

Attachment A: Diagrams and Maps



**THE AIRPORT LAND USE COMMISSION OF ALAMEDA COUNTY
HAYWARD, CA**

RESOLUTION 2026-03 – AT REGULAR MEETING SEPTEMBER 16, 2026

WHEREAS, Airport Land Use Commissions (ALUCs) were established pursuant to the State ALUC law (Public Utilities Code Article 3.5, State Aeronautics Act, Section 21661.5, Section 21670 et seq., and Government Code Section 65302.3 et seq.) to protect the public health, safety, and welfare by promoting orderly expansion of airports and adoption of land use measures by local public agencies to minimize exposure to excessive noise and safety hazards near airports; and

WHEREAS, state law authorizes ALUCs to coordinate planning at the state, regional and local levels; to prepare and adopt Airport Land Use Compatibility Plans (“ALUCP”); and to review and make recommendations concerning specified plans, regulations and other actions of local agencies and airport operators including General and Specific Plan amendments, adoption of a Zoning Ordinance or Rezoning, adoption of Building Regulations, revision of Airport Master Plans, and approval of plans to construct a new airport/heliport; and

WHEREAS, the Airport Land Use Compatibility Plan (ALUCP) for the Oakland San Francisco Bay Airport was adopted by the ALUC of Alameda County in December 2010; and

WHEREAS, Oakland Pro Soccer LLC (“Applicant”) is in a long-term lease for the existing facilities at 1150 and 1220 Harbor Bay Parkway (“site”) in the City of Alameda for the Roots and the Soul Sports Clubs (“Club”) soccer teams to use as practice facilities; and

WHEREAS, the Applicant submitted to the City of Alameda for a Use Permit & Design Review (“PLN26-0281” or “Project”) to improve the site with modular grandstands for approximately 7,600 people, six light poles and fixtures, a speaker system, a video scoreboard, and pedestrian paths to allow the Club to use the site as an interim sports facility to host professional soccer matches and other events for up to five years at the project site in addition to existing uses; and

WHEREAS, the Club expects to host 28 to 36 soccer matches, and various other sport events per year; and

WHEREAS, the City of Alameda Planning Board has held informational presentations on the project on June 22, 2026 and August 24, 2026; and

WHEREAS, the proposed interim sports facility is located within the Airport Influence Area (AIA) for the Oakland San Francisco Bay Airport and located in Safety Zone 6; and

WHEREAS, Table 3-1 of the ALUCP provides that outdoor spectator sports within the 60 dB CNEL contour are a permitted use; and

WHEREAS, table 3-2 *Safety Compatibility Criteria* of the ALUCP states that uses categorized as “Large outdoor assembly area (>1,000 people): amusement park area, amphitheaters, stadiums, etc.” are conditionally compatible in Safety Zone 6 if no other suitable site outside AIA is available; and

WHEREAS, the ALUCP does not provide a process to evaluate suitability of other sites, and no alternative suitable sites have been provided to the ALUC for the Project; and

WHEREAS, based on information provided by the Applicant and additional staff analysis, existing facilities including the Oakland Coliseum, the Laney College Football Stadium, the California State East Bay Pioneer Stadium, the University of California at Berkeley Edwards Stadium, the Kezar Stadium, the Merritt College soccer field, and the College of Alameda soccer field were analyzed with respect to facility conditions, fan experience, financial feasibility, adequate control of facility schedule, and capacity and were found not to be suitable for the Club's use; and

WHEREAS, because there is not an existing facility suitable for the Club, the Project meets the stated conditional requirement for safety compatibility; and

WHEREAS, creating additional points of egress could mitigate risk from limited mobility at the site; and

WHEREAS, the six light poles proposed by PLN26-0281 are planned to be 79.86 feet in height with a tolerance of up to four feet with a red obstruction light per Federal Aviation Administration ("FAA") recommendations; and

WHEREAS, the Applicant anticipates additional temporary mobile lighting throughout the site; and

WHEREAS, the Applicant submitted Form 7460-1 for FAA review of the proposed project construction, and the FAA responded with initial feedback indicating that six cranes as described exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities and provided alternative lowered heights for the six cranes both with and without a 1A Certified Survey; and

WHEREAS, Section 3.3.3.7 *Other Flight Hazards* in the ALUCP for the Oakland San Francisco Bay Airport states that uses are to be avoided anywhere in the Airport Influence Area (AIA) which could create sources of dust, heat, steam, smoke, or thermal plumes that could interfere with pilot vision or create turbulence within the flight path, as well as other interference that could affect aircraft communications or navigation; and

WHEREAS, fireworks are not an included use in PLN26-0281; and

WHEREAS, glare and bright lights from the proposed lighting improvements and video scoreboard could be mistaken for airport lights due to their proximity to the airport; and

WHEREAS, Section 3.3.3.7 *Other Flight Hazards* in the ALUCP for the Oakland San Francisco Bay Airport states that uses are to be avoided anywhere in the Airport Influence Area (AIA) which attract wildlife as birds and larger mammals can pose a danger to airplanes during take-off and landing; and

WHEREAS, the Applicant submitted a Waste Management Plan to the City of Alameda on August 24, 2026, that located 8- or 20-yard waste containers at the northeastern corner of the site, closest to the North Field and within Safety Zone 3, the Inner Turning Zone; and

WHEREAS, Section 3.3.3.8 *Avigation Easement Dedication* of the ALUCP provides that the ALUC may recommend dedication of an avigation easement as a condition for approval of development to restrict the heights or structures or trees; and

NOW, THEREFORE, BE IT RESOLVED that the Airport Land Use Commission of Alameda County finds as follows:

1. The facts in the recitals are true and correct and incorporated as if set forth fully herein.
2. The Project, as proposed, is compatible with the Oakland Airport ALUCP, subject to conditions herein:

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon the expanded uses described in Use Permit for PLN26-0281 ceasing upon the completion of a permanent location or the end of the City of Alameda Use Permit, whichever occurs first.

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon any renewals of the Use Permit for PLN26-0281 coming to the Airport Land Use Commission for considerations.

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon additional emergency exit routes being considered and added for visitors to leave the grandstands and visitor activation areas.

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon the applicant revising the Waste Management Plan to include how and when waste will be handled after events and where covered waste containers will be located to further mitigate potential wildlife hazards to the Oakland San Francisco Bay Airport.

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon the applicant ensuring all temporary and permanent outdoor lights installed at the site be shielded to aim below the horizon.

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon the Applicant working with the Oakland San Francisco Bay Airport to run a flight check at night to ensure the planned lighting does not blind pilots during landings and takeoffs should the Port of Oakland request one.

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon the Applicant executing an Avigation Easement with the Port of Oakland, in a form approved by the Port Attorney.

BE IT FURTHER RESOLVED that this finding of consistency is conditioned upon the heights of cranes needed for construction being limited to those needed to not create a substantial adverse effect, either with or without a 1A Certified Survey, per the FAA, and that the project receives a determination of no hazard for all submitted forms.

ADOPTED BY THE FOLLOWING ROLL CALL VOTE:

AYES:

NOES:

ABSENT:

ABSTAINED:

SIGNED:

ANDREW WILSON,
CHAIR, ALAMEDA COUNTY AIRPORT LAND USE COMMISSION

**ALBERT LOPEZ, ADMINISTRATIVE OFFICER
ALAMEDA COUNTY AIRPORT LAND USE COMMISSION**



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.

530 Water Street ■ P.O. Box 2064 ■ Oakland, California 94604-2064

www.portofoakland.com

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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