



BRIDGEHEAD INDUSTRIAL



PLANNED UNIT DEVELOPMENT

DECEMBER 4, 2023

City of Oakley
Planning Division

DEC 12, 2023

RECEIVED

PREPARED FOR:





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PLANNED UNIT DEVELOPMENT

DECEMBER 4, 2023

PREPARED BY:



DAVID BABCOCK + ASSOCIATES

BRIDGEHEAD INDUSTRIAL PLANNED UNIT DEVELOPMENT

1. PROJECT LOCATION

The property consists of approximately 164-acres located on the northwest portion of the City of Oakley, adjacent to State Route (SR) 160, and bordered by Bridgehead Road to the west, Big Break Road to the east, open space to the north, and Main Street to the south. The BNSF railroad corridor bisects the site, creating two distinct development areas, 87.6-acres to the north, and 76.4 to the south, see Figure 1.

2. PURPOSE AND SCOPE

The purpose of the Bridgehead Industrial Planned Unit Development (PUD) is to provide development standards, design guidelines, and implementation details for the development of the project. The PUD allows for flexibility to respond to both the current and future real estate market and development trends. The PUD includes descriptions and exhibits to define and illustrate the following components:

- Conceptual Site/Building Architecture
- Preliminary Landscape Concept
- Lighting
- Fencing
- Signage
- Street Circulation
- Pedestrian Circulation
- Public Transportation
- Utilities
- PUD Administration



Figure 1, Project Location

3. EXISTING CONDITIONS

Both the North Development Area and South Development Area are actively used for agriculture as vineyards with aging vines and declining production. An existing home and out-buildings are located in the middle of the site with access off Big Break Road, see Figure 1. The site is relatively flat and slopes from the southwest at approximately elevation 35 at Main Street and Bridgehead Road to the northeast at Big Break Road near the marina at approximately elevation 14. A storm drainage easement bisects the property from the south and extends to the northern mid-portion of the site, see Figure 2.

Trees are scattered throughout the site, with higher concentrations located along the street frontages of Main Street and Big Break Road. Most of the existing on-site trees will need to be removed. Additional information related to the health and condition of the on-site trees is provided in the EIR and arborist report.

Surrounding land uses include the Contra Costa Logistics Center to the west, open space and the Big Break Marina to the north, existing California Beacon single family residential neighborhood to the east, and existing commercial, residential and industrial south of Main Street, see Figure 3.

Access to Bridgehead Industrial would be from Highway 4 to Highway 160 which includes two on/off ramps, one at Main Street and the other at Wilbur Avenue. Access from the Main Street freeway interchange will provide vehicle and truck traffic access to the South Development Area from Main Street and Bridgehead Road. Passenger vehicles would be allowed to access the North Development Area from Main Street via Big Break Road where no truck and trailer access is allowed, and at any other access point. From Highway 160 at the Wilbur Avenue exit, both vehicles and truck and trailers would access the North Development Area through the recently constructed Contra Costa Logistics Center to D Street. D Street will be extended east through the North Development Area to provide both vehicle and truck access to the buildings.



View of North Development Area looking South on Big Break Road



View of North Development Area looking North on Big Break Road



View of South Development Area at Bridgehead



View of South Development Area looking North

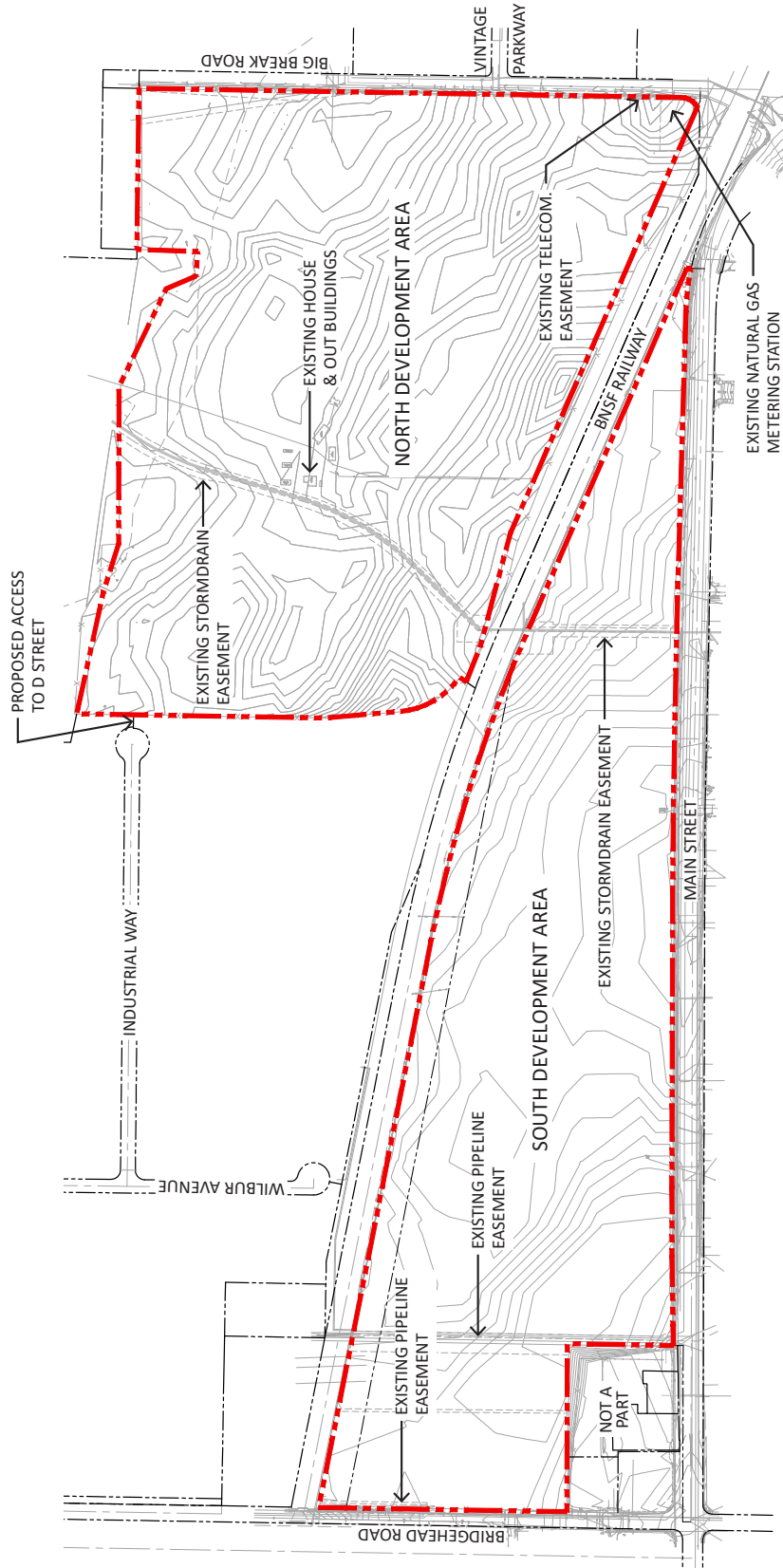


Figure 2, Existing Conditions



Figure 3, Vicinity Map

4. PROJECT DESCRIPTION

The Project site is divided into two distinct development areas, the North Development Area and the South Development Area, as described above with a total acreage of 164-acres. Conceptual development envisions ten (10) industrial buildings ranging from 117,000 SF to 936,000 SF, totaling approximately 3.2 million square feet (herein referred to as Project), see Figure 4. The overall Project Floor Area Ratio (FAR) is approximately 45%.

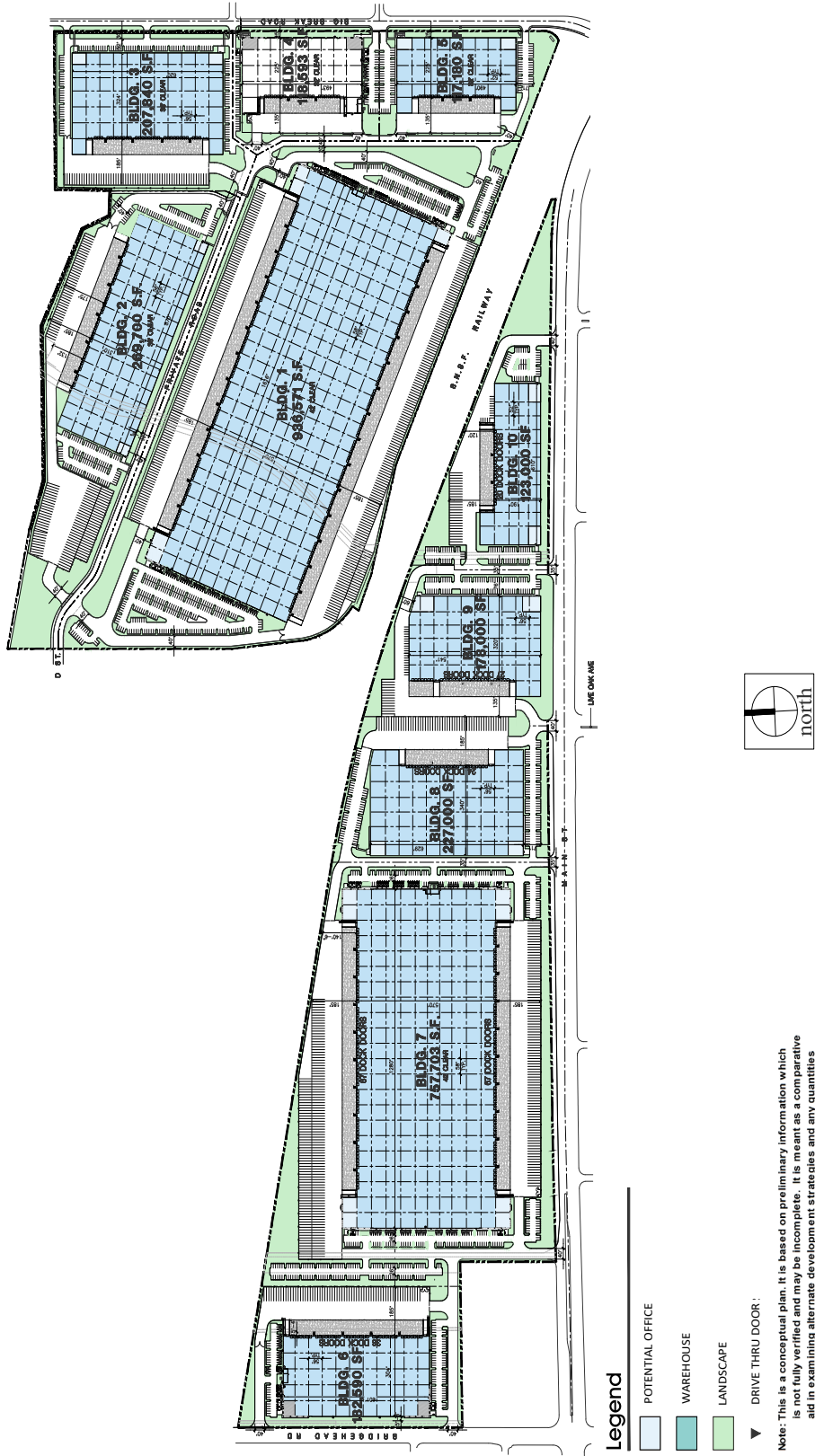
The conceptual development pattern envisions a variety of large and small-scale industrial buildings generally fronting the streets in the North Development Area and the South Development Area. Employee parking would be located adjacent to the offices and would also front onto the main perimeter streets. Project construction will be completed in multiple phases, with project construction for the entire development anticipated to be completed within 6 to 10 years. Each future phase of site construction will include on-site improvements including the associated parking areas, circulation, utilities, landscaping, and off-site street improvements as required by the City for development.

5. GENERAL PLAN DESIGNATION

The PUD consists of a General Plan designation of Light Industrial (LI). The Light Industrial (LI) designation provides for limited fabrication, manufacturing, processing, packaging and assembling uses; wholesale, distribution, warehousing and storage uses; vehicle and machinery repair; research and development; industrial parks; public/semi-public uses and similar and compatible uses. Heavy industrial uses that emit significant amounts of smoke, noise, light and/or pollutants are not allowed.

Projected Buildout Land Use Summary				
Gross Acres				
Zoning Districts & Utilities	Gross Acreage			
Planned Unit Development (P-1)	164.0			
Total Acres	164.0			
Net Acres				
Zoning Districts & Utilities	Net Acreage	%	PUD(P-1) Sq Ft	Project FAR
Planned Unit Development (P-1)	138.7	85%	3,200,000	45%
Landscape Area	22.5	14%		
Private Roads	2.8	1%		
Total Net Acres	164.0	100%		

Table 1, Land Use Summary



Source: HPA

Figure 4, Conceptual Site Plan

6. ZONING DISTRICT DESIGNATION

The Project also consists of a single zoning district of Planned Unit Development (P-1). The purpose of the Planned Unit Development (P-1) is to provide designated areas for limited manufacturing and other light industrial uses within the City of Oakley, which are compatible with business parks and adjacent residential areas. Table 1 presents the approximate acres of the zoning district and building square footage that will be envisioned for total project build-out.

7. PHASING

The Proposed Plan will be developed in phases based on market demand. This demand will guide building size and site configuration at the time of development. In addition, each subsequent phase will expand upon the Initial Phase development of street network and utility systems to provide the necessary vehicle access and utility infrastructure systems needed to develop each individual area, see Figure 5.

The Initial Phase of the development will include construction of warehouse and distribution Building 6 located adjacent to Bridgehead Road. The Initial Phase will also include the necessary roadways, water, wastewater, recycled water, storm drainage and detention basin improvements needed to support development.

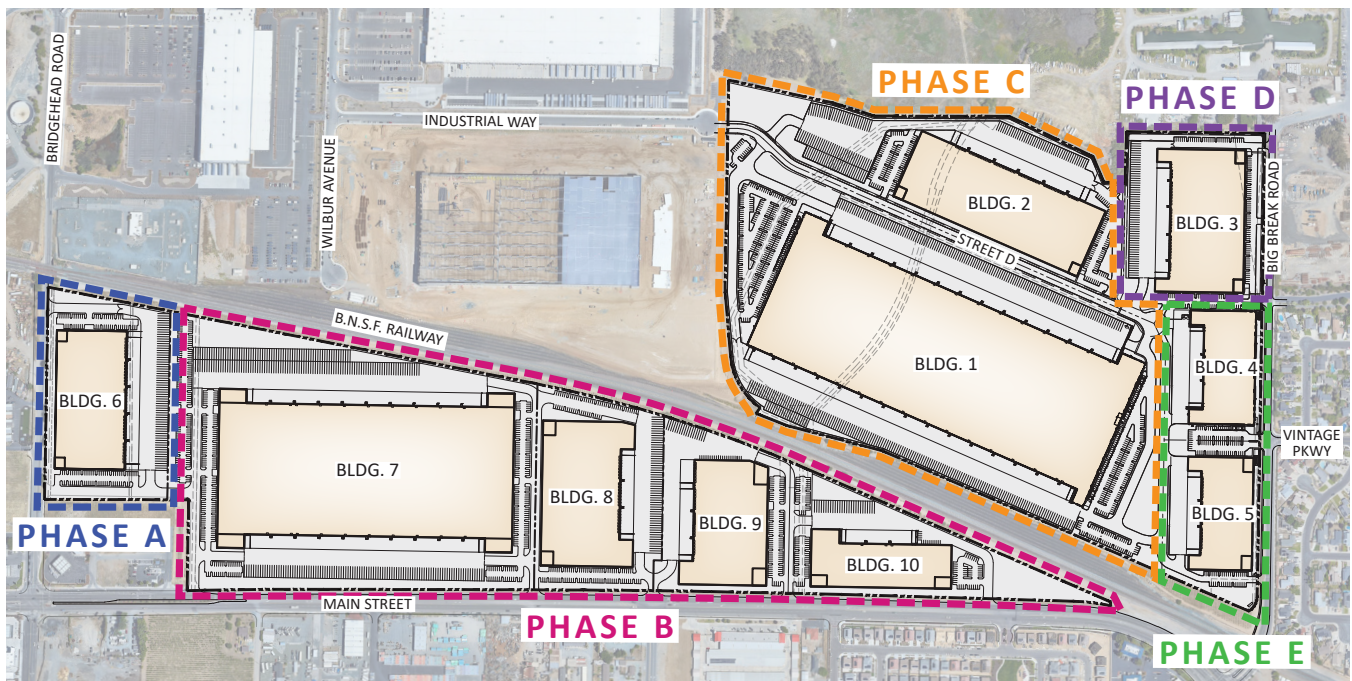


Figure 5, Phasing Plan

8. CONCEPTUAL SITE/ BUILDING ARCHITECTURE

The site design places the office functions of the buildings along Bridgehead Road, Main Street, and Big Break Road. The building elevations along these street frontages feature additional architectural detailing to create a more visually interesting appearance. This includes office area offsets, added variation in articulation and colors, and a higher glass to wall ratio at the corners where there are typically

building entrances. Generally, the entries to buildings are more architecturally detailed using recessed panel surfaces, material changes and design elements. Building corners will be extended at the office function of the buildings. Enhanced landscaping and planting islands at truck court entrances will also soften the view of the truck courts.



Figure 6, Conceptual Rendering Building 1



Figure 7, Conceptual Rendering Buildings 4 and 5

The functional aspects of the warehouse such as large-scale dock doors, and simple (rectangular) shapes rely more on changes in parapet wall height, score lines, and change in paint color and similar design detailing. Figure 6 presents a view of the North Development Area looking west from Main Street, and Figure 7 shows the conceptual building design and view of the streetscape along Big Break Road at Buildings 4 and 5. Figures 8 and 9 show the conceptual design of Buildings 7 and 10 as well as the preliminary streetscape landscape.

Conceptual architecture and building elevations have been provided to show an example of tilt-up concrete building architecture and design elements. Building architectural

design and detailing will vary from building to building and from the North Development Area to the South Development Area. However, each building will be designed to complement the adjacent buildings with similar design elements, detailing, colors, and materials. These include metal window mullions and entry canopies, glass, and tilt-up concrete panels to create visual continuity. The similarity in design elements and detailing will also complement the adjacent Contra Costa Logistics Center located just to the west of this project.

The PUD provides a framework for design and development to allow City staff to evaluate and approve future entitlement applications. These elements include the following:



Figure 8, Conceptual Rendering Building 7



Figure 9, Conceptual Rendering Building 10



Design Office Areas to Face Street Frontage



Utilize Enhanced Landscaping at Entries



Orient Buildings so that Dock Doors Oppose Each Other Where Feasible

A. SITE LAYOUT

Site design will be a key evaluation element in combination with the building architecture and landscape design that will create design consistency. Views of loading docks and service doors shall be minimized from view from public street corridors where feasible with either landscaping and/or berming. Building architecture and orienting the office function to face the street and corners will be important to create a strong streetscape presence.

I. Site Layout

- Office areas of industrial buildings should face and be accessible from the primary street frontage.
- Provide pedestrian connections between the street and the office function of the warehouse buildings.
- Site planning and parking lot design should consider view corridors from the public streets to businesses for the placement of signage, and scale and location of architectural features.
- Main vehicle access drives shall be oriented to provide visitors with a clear view of building entrances.
- Landscaping at project entries and driveway access should be distinctive to include accent and color planting to enhance the sense of entry.
- Signage and landscape should enhance the entries that serve the main building points of entry for the general public and differentiate from truck and service entries.
- Service vehicle traffic should be separated from employee and visitor circulation when feasible. A clear travel route should be provided between the street and the building's entrance.
- Provide for efficient vehicular circulation by creating landscaped drive aisles that divide employee and visitor parking fields from truck circulation routes.
- Provide vehicular parking in front of buildings and along street frontages that will assist with increased street presence.
- It is encouraged or desirable that multiple buildings are designed so that grade level doors and loading docks oppose each other to minimize views of the dock doors from the public streets where feasible.
- Automobile vehicle parking areas shall include planting islands within the parking field to achieve the 50% shading as required by Cal Green.
- Include ample landscaping at entrances to truck courts to soften views of the loading docks, truck trailer parking, and service dock doors from public streets. Please see Figure 16, Conceptual Landscape Plan.



Soften Views of Trucking Parking with Landscaping



Create Clearly Delineated Pedestrian Pathways



Design Trash Enclosure to be Compatible with Building Design

- Parking, when in front of buildings, shall include enhanced landscaping, berming, or a combination of both.
- Where possible, provide separate entrances for automobiles and trucks that are clearly marked to promote safe site circulation.
- Parking areas for trucks and trailers shall be allowed to face public streets but should be softened from public view by landscaping and/or berming.
- Sites that incorporate security guard shacks to control access shall also incorporate driveways/lanes with adequate truck staging.

II. Bicycle/Pedestrian Circulation

- Provide clear, convenient pedestrian connections from the public streets, sidewalks, transit stops and trails to the business entries.
- Provide bike parking areas adjacent to building entries.
- Provide clearly delineated crosswalks and pedestrian pathways to distinguish them from vehicular drives.
- Provide ample lighting at bike and pedestrian pathways to improve safety.

III. Screening of Utilities and Trash Enclosures

- Where feasible, soften views of utilities with landscaping. This includes but is not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, water tanks, irrigation controllers and other above ground on-site utilities.
- Trash enclosures shall be designed with solid doors, interior concrete curbs, and exterior materials and colors compatible with the adjacent building design.
- All trash enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site.
- Trash enclosures shall be softened from view from all public rights-of-way by buildings or landscaping, with openings oriented away from public view, but still be accessible by the trash/recycling vehicles.
- Trash compactors located within truck courts may be placed to grade-level ramps.



Include Landscaped Drive Aisles to Divide Parking Areas Where Possible



Include Trees in Parking Areas to Meet CalGreen Shading Requirements

IV. Parking and Landscape

- Create a clear visual entry to the project using well-designed signage, entry walls, hardscape, paving or accent landscape elements.
- Large parking areas should include landscaped drive aisles that divide parking fields to improve circulation and access to parking adjacent to buildings.
- Tree planting in parking areas should create shading and soften the appearance of the parking lot. At least 50% of the paved area shall be shaded at tree maturity per Cal Green.
- Provide a 12-inch-wide concrete curb step-out adjacent to landscape planter islands in the employee parking area to limit damage to the landscape.

V. Walls and Fences

- Loading dock and truck court views will be softened by landscape planting and/or landscape berms of no less than 3' in height.
- Security gates should be constructed of the same materials and detailing as the fencing for the project.
- Fencing shall be limited to a maximum height of 8' adjacent to the side setback area, it should be constructed of chain link or similar materials.
- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of chain link or similar materials.

B. BUILDING ARCHITECTURE AND DESIGN DETAILING

Consistent use of architectural detailing will establish the project's contemporary design theme through the use of complementary architectural elements and use of similar materials and colors. The building construction will likely consist of concrete tilt-up for the warehouse and logistics buildings. Insulated Metal Panel or Non-Insulated Metal Panel (IMP/NIMP) construction maybe also be utilized in whole, or in conjunction with concrete tilt-up, see Figures 10-15.

Industrial building design guidelines are intended to provide direction for the development of well-designed warehouse structures that will meet the building design envisioned for the project. These guidelines are as follows:



Use Concrete Tilt-Up Panels as Base Material



Select a Variety of Colors and Materials for Visual Interest



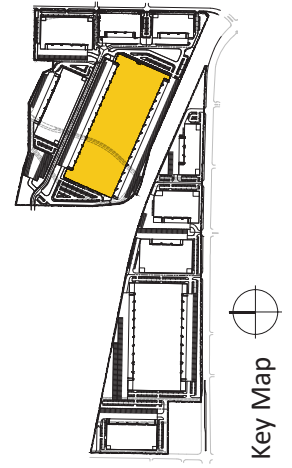
Concentrate Windows and Color Changes at Office Entries

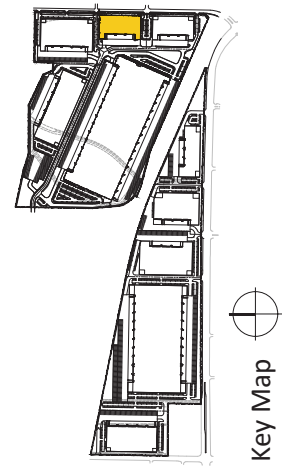
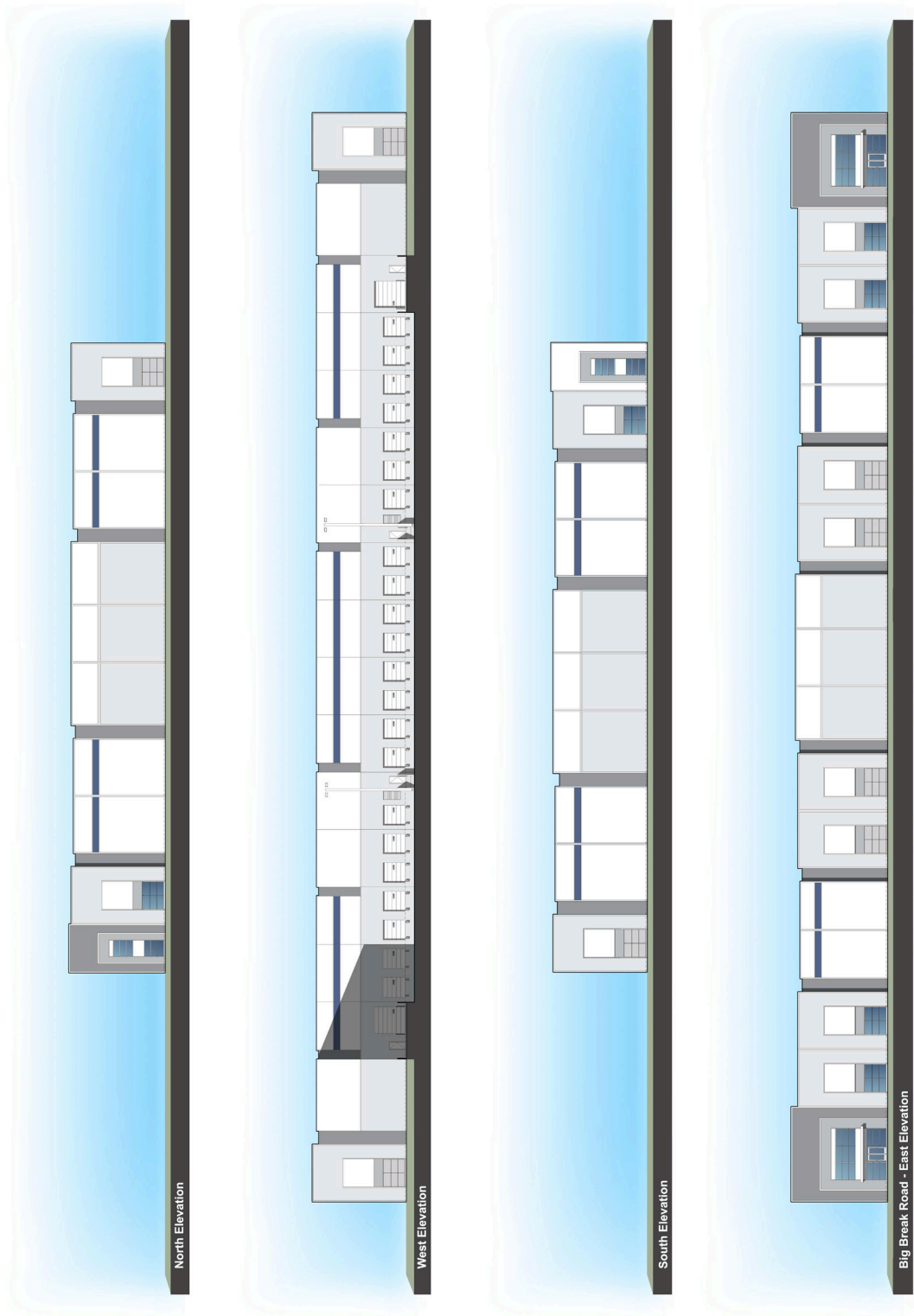
I. Building Architecture

- Building base materials should generally consist of concrete tilt-up panels. Accent materials may consist of, but not be limited to, tile, glass, stone, and metal.
- All buildings should utilize a variety of colors and materials that align with the general palette of the project, or styles so that there is an aesthetic connection between all buildings on the site.
- Create visual interest on buildings with simple shapes through use of vertical and horizontal façade elements.
- Include varying roof heights, stepped panels, awnings, windows, recessed entries, score lines, and a mix of colors and materials.
- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface.
- Warehouse buildings over 150,000 square feet shall articulate the long building elevations every 150' to add visual variety. Examples include adding score lines, varying parapet roof heights, adding color changes, and changes in materials.
- Building entries shall be designed with the human scale in mind by concentrating windows and enhanced colors and materials at the office and visitor entries.
- Metal is discouraged as a building's primary exterior material and if used should include additional detailing, decorative features, textural changes, or relief techniques to break up large building faces and glass.
- Materials should include but are not limited to concrete block, tilt concrete panels, or other surface treatments to the office portions of structures from view at public streets shall be required.



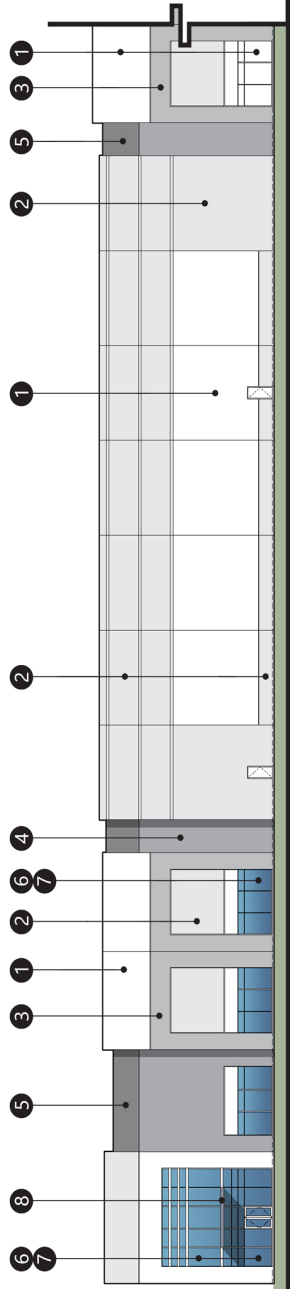
Figure 10, Conceptual North Development Area - Building 1 Architecture
Source: HPA





Big Break Road - East Elevation
Figure 11, Conceptual North Development Area - Building 4 Architecture
Source: HPA

- 1 SHERWIN-WILLIAMS SW 7005 PURE WHITE (255-C1)
- 2 SHERWIN-WILLIAMS SW 7064 PASSIVE (236-C1)
- 3 SHERWIN-WILLIAMS SW 7065 ARGOS (236-C2)
- 4 SHERWIN-WILLIAMS SW 7066 GRAY MATTERS (236-C3)
- 5 SHERWIN-WILLIAMS SW 9163 TIN LIZZIE (236-C4)
- 6 BLUE GLAZING
- 7 CLEAR ANODIZED ALUMINUM MULLIONS
- 8 METALLIC PAINT COOL TONER PRIMER @METAL CANOPY



Enlarged View of West Elevation

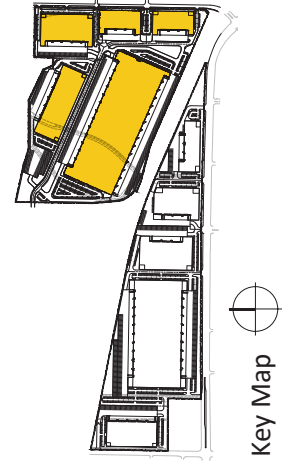


Figure 12, Conceptual North Development Area - Materials Board, Buildings 1-5
Source: HPA

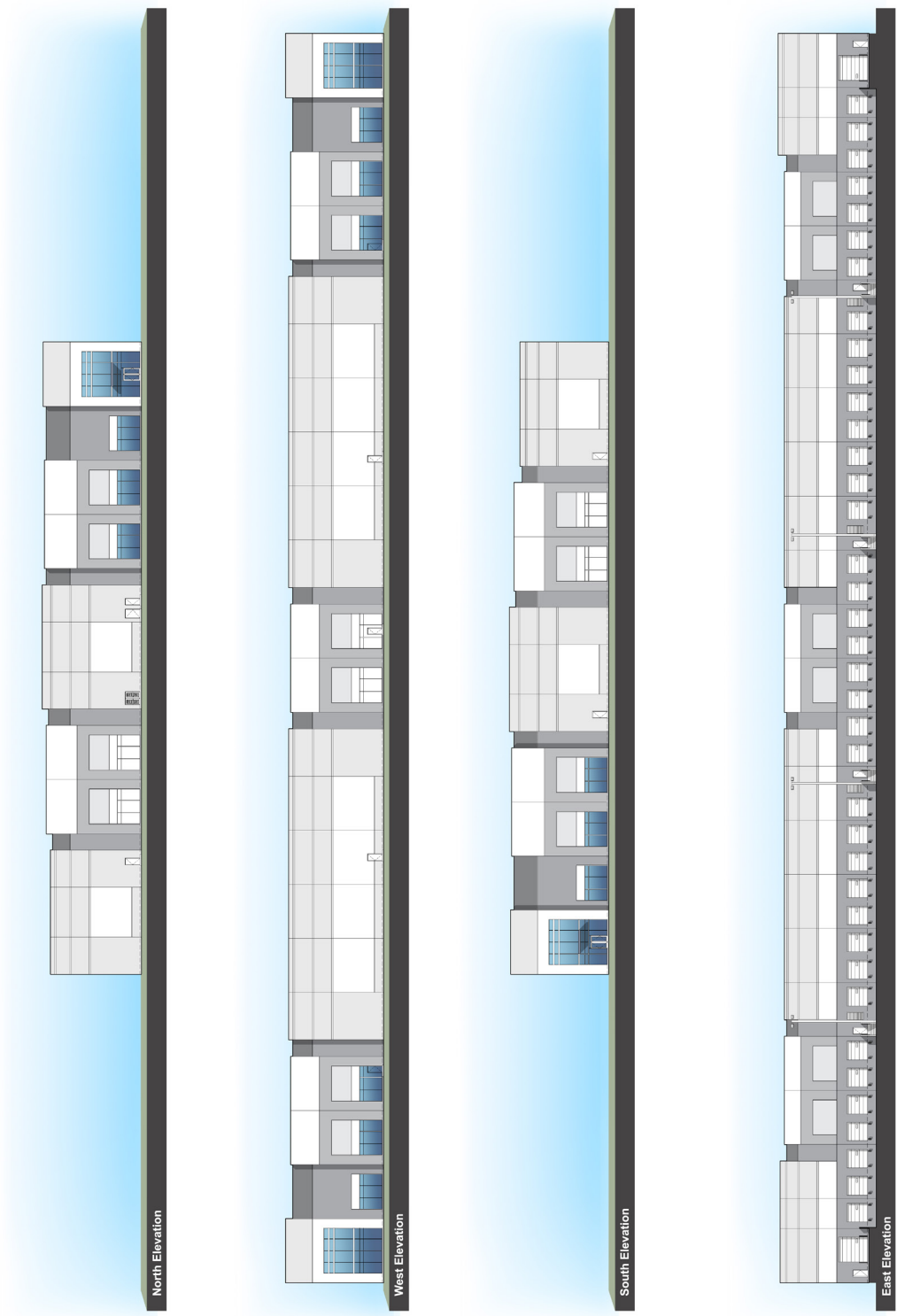
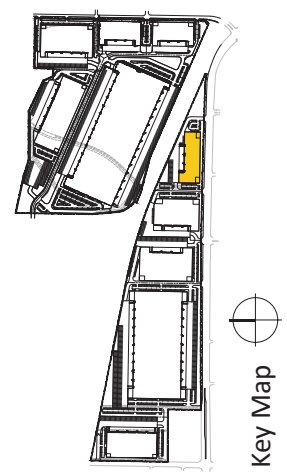


Figure 13, Conceptual South Development Area - Building 10 Architecture
Source: HPA



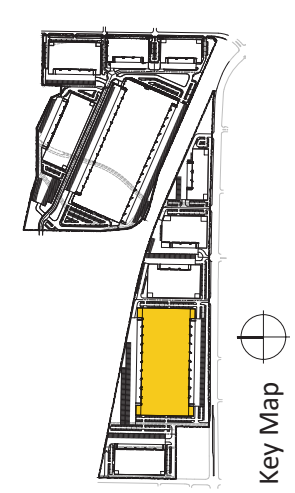
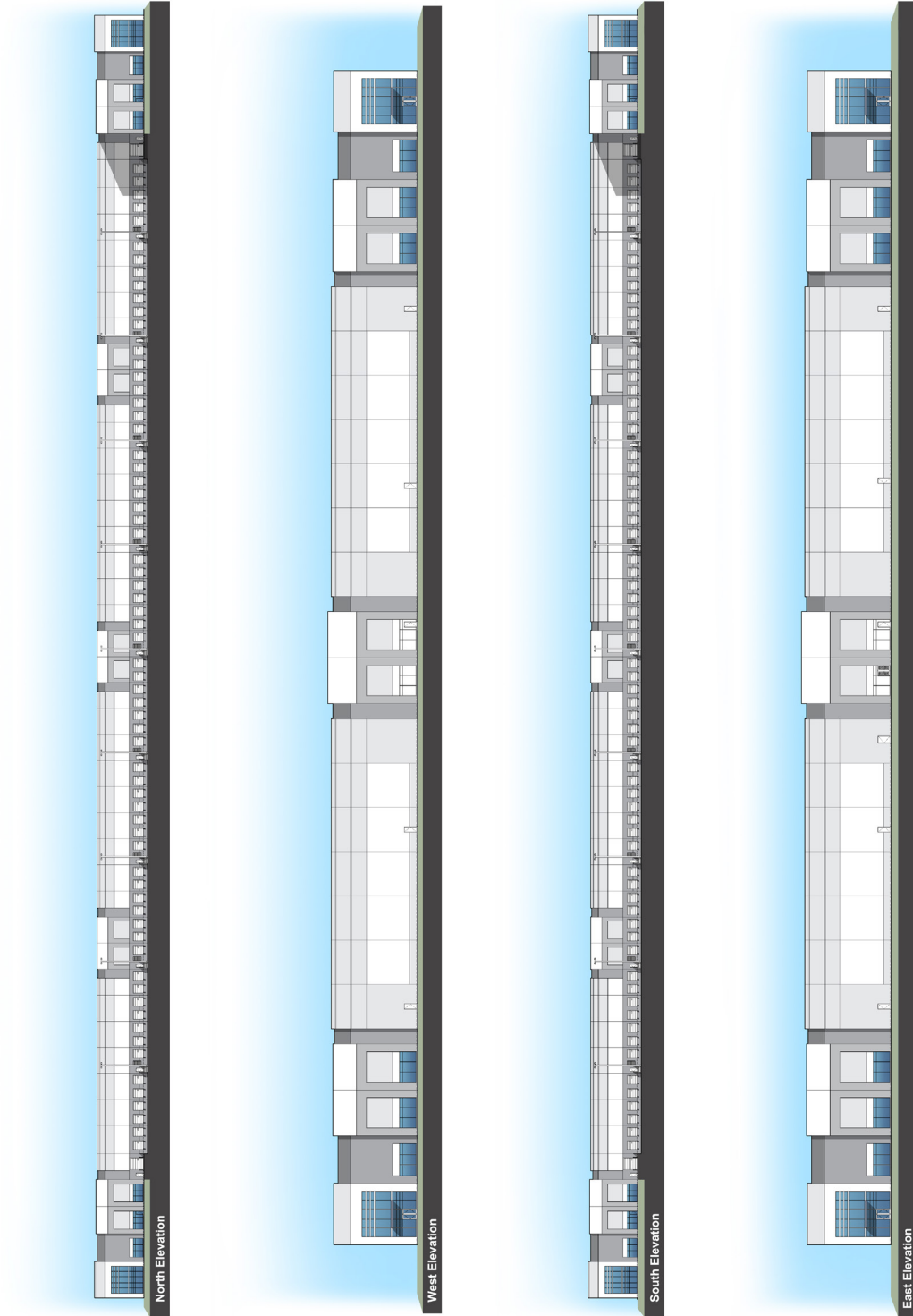
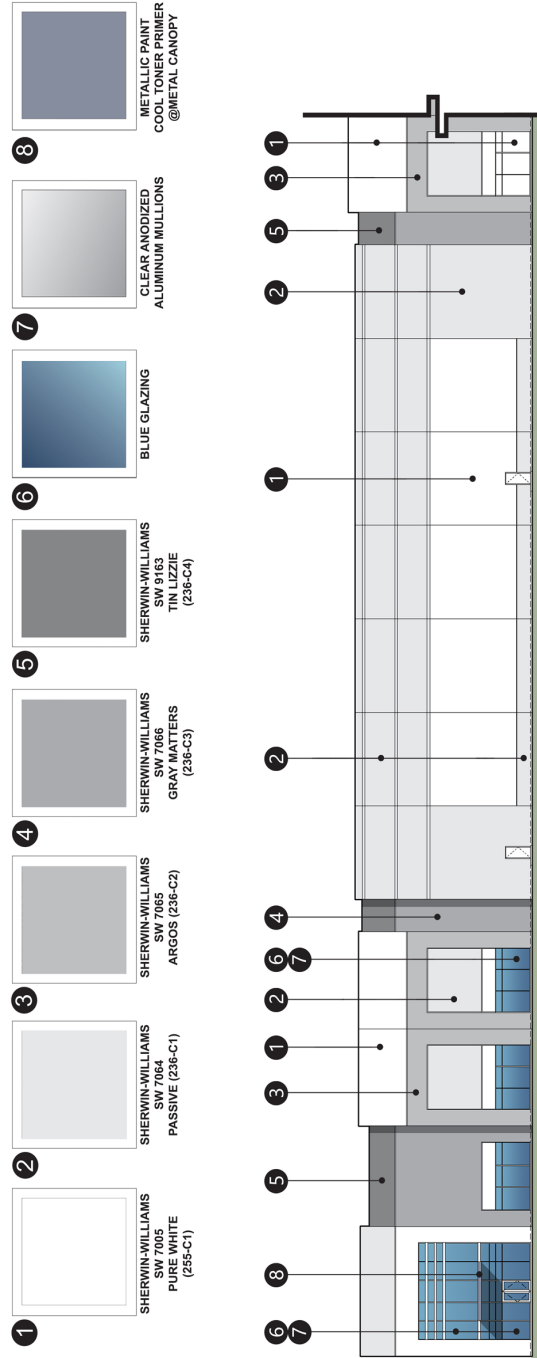
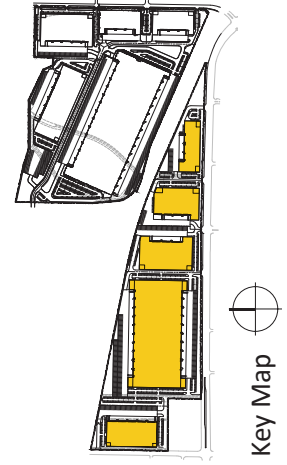


Figure 14, Conceptual South Development Area - Building 7 Architecture
Source: HPA



Enlarged View of West Elevation

Figure 15, Conceptual South Development Area - Materials Board, Buildings 7-10
Source: HPA





Use Large Trees and Shrubs to Complement Building Scale



Landscape All Areas of a Site Not Devoted to Structures



Provide Landscape Setbacks for Visual Continuity

C. LANDSCAPE

The design of the landscape will include the use of native and climate adapted plant species, high-efficiency weather-based irrigation systems, locally sourced and recycled materials where available, and the treatment of stormwater utilizing best management practices. Water use for landscape irrigation is also in the forefront of current design practices and guidelines have been included to address water conservation. This approach to the design will create a contemporary landscape that is attractive, yet resource-efficient and relatively low-maintenance.

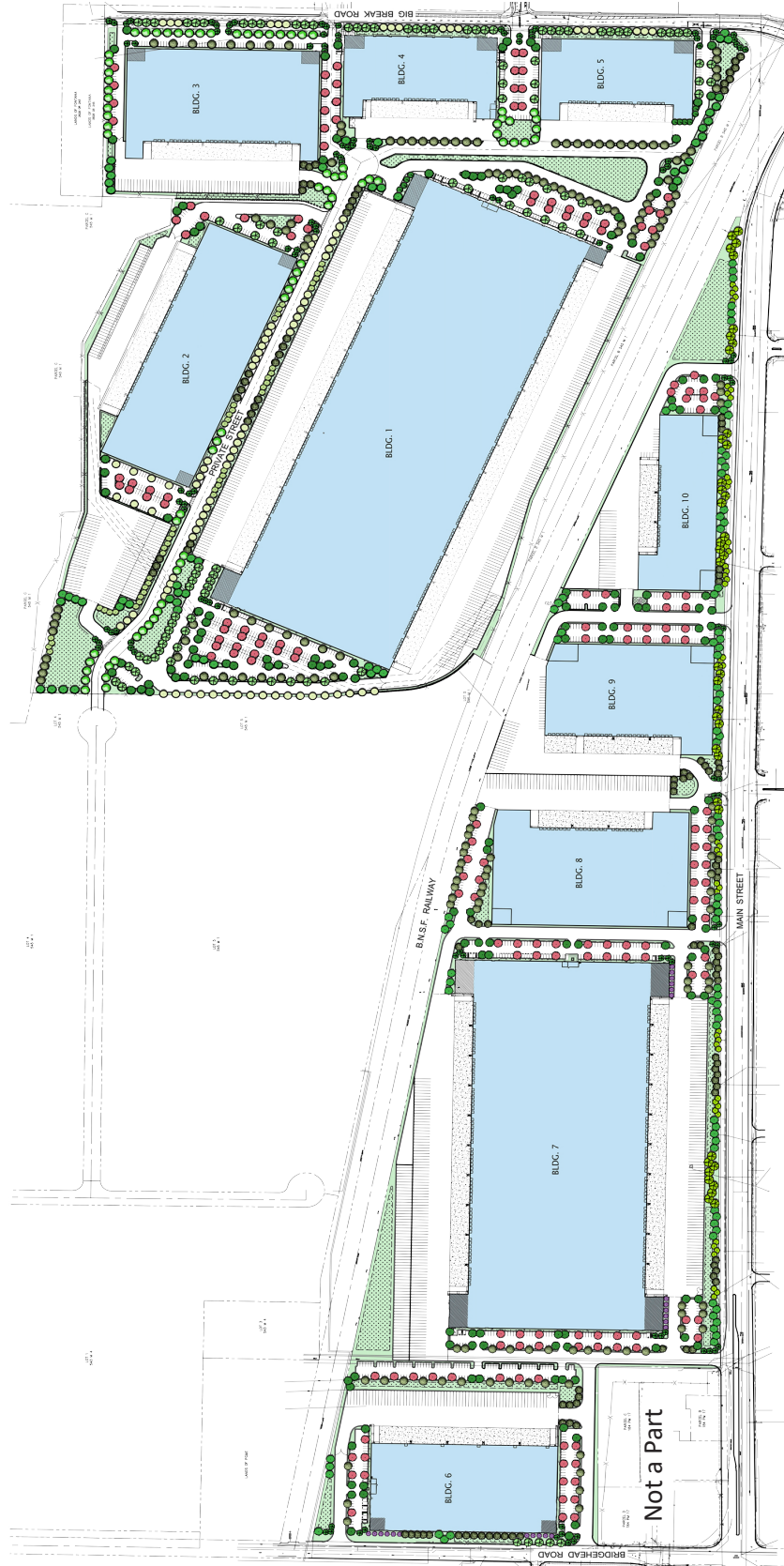
The Preliminary Landscape Plan consists of a variety of trees, shrubs, and understory planting that will soften views of the truck parking and truck courts. A formal row of trees will be planted along the street frontages. Flowering ornamental trees at the driveway entries will denote access points to the Project and buildings. Behind the street right of way, informal groupings of trees and shrubs will be planted adjacent to the parking lots.

Landscaping within the development of both the North Development Area and South Development Area will consist of planting areas at the ends of the buildings and at the perimeter of the parking areas. Planting islands at the office entries to each building will be planted with groupings of trees and large shrubs. Due to the use and space needed to maneuver trucks and trailers, trees and landscaping is not proposed within the truck courts, see Figure 16.

Landscape Guidelines provide a framework for achieving the high-quality character envisioned for the project. The guidelines are not intended to limit design solutions, but rather to provide direction on design elements that achieve the desired aesthetic for the project. The landscape guidelines shall be as follows:

I. General Landscaping Guidelines

- Sites should be landscaped to optimize the aesthetic appeal and comfort for employees and visitors.
- Large trees and shrubs should be used to minimize visual dominance of the large architectural structures.
- All portions of a site not devoted to buildings, structures, and parking should be landscaped, to the most extent feasible.
- Landscapes should be designed to reach a reasonable level of maturity within five years.
- Fast-growing trees spaced in groupings to create visual mass are encouraged.



Source: Yamasaki

See Figure 16 for Plant Palette

Figure 16, Conceptual Landscape Plan

PLANT SCHEDULE


<u>SYMBOL</u>	<u>BOTANICAL / COMMON NAME</u>
<u>TREES</u>	
	<i>Acer rubrum</i> 'October Glory' / October Glory Red Maple
	<i>Cedrus deodara</i> / Deodar Cedar
	<i>Cercis canadensis</i> 'Forest Pansy' / Forest Pansy Eastern Redbud
	<i>Cornus florida</i> 'Cherokee Chief' / Cherokee Chief Dogwood
	<i>Eucalyptus nicholii</i> / Nichol's Willow-leaved Peppermint
	<i>Lagerstroemia indica</i> x <i>fauriei</i> 'Natchez' / Natchez Crape Myrtle
	<i>Laurus</i> x 'Saratoga' / Saratoga Hybrid Laurel
	<i>Pinus canariensis</i> / Canary Island Pine
	<i>Pinus eldarica</i> / Afghan Pine
	<i>Pistacia</i> x 'Red Push' / Red Push Pistache
	<i>Platanus</i> x <i>acerifolia</i> 'Columbia' / Columbia London Plane Tree
	<i>Quercus wislizenii</i> / Interior Live Oak
	<i>Ulmus parvifolia</i> 'Drake' / Drake Lacebark Elm
	<i>Zelkova serrata</i> 'Village Green' / Village Green Sawleaf Zelkova

Figure 17, Preliminary Plant Palette

Source: Yamasaki



Plant in Rows and Massings for an Organized Design



Enhance Building Entries with Accent Planting



Use Large, High Branching Shade Trees in Parking Areas

- Landscape setbacks are required to be provided between parking and road and property line setbacks to provide visual relief from large expanses of hardscape.
- Each owner is responsible for installing and maintaining the landscape within their properties, in accordance with the City requirements.
- Simple plant palettes, such as rows and massings of native and climate-adapted grasses and tree plantings are encouraged.
- Building entries should feature accent landscaping, shade trees, bold foliage accent planting in planters, seating areas, and accent lighting.
- Landscape design elements will be organized and purposeful throughout the project. Random placement of shrub and tree locations should be avoided.
- Trees shall be installed at a minimum size of 24" box.
- Parking lot planters with trees should be provided to achieve the 50% shading requirement per Cal Green within 15 years.
- Trees may be clustered to define circulation routes, frame site views, and reinforce edge planting. Large scale, high branching shade trees should be used in all employee parking areas.
- Vegetated bioswales as required in parking lot areas to treat on-site stormwater and provide visual relief within the hardscape.
- No large landscape areas are to be landscaped with a single species in order to promote biodiversity and create visual texture.

II. Materials

- Refer to the Plant Palette provided on the suggested plant materials, see Figure 17.
- Locally sourced, salvaged, and recycled content materials in the landscape are encouraged.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- The use of turf is not allowed.



Utilize Trees to Provide Shade on Buildings and Parking Areas



Incorporate Bioswales to Maximize Stormwater Infiltration

III. Sustainability

- The use of renewable energy in the landscape is encouraged.
- Sustainable landscape practices employing the most current technologies will be strongly encouraged.
- High-efficiency, weather-based irrigation systems should be used.
- Landscape design and placement of trees should be used to help provide summer shade on buildings, parking spaces, drives and paths.
- Stormwater Best Management Practices, such as rain gardens, bioswales and rainwater harvesting, should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.

IV. Site Furnishings

- Site furnishings should be high quality, durable and vandalism resistant, and contemporary in design and compatible with the overall building and landscape design.

V. Landscape Irrigation

All landscaped areas will be permanently irrigated using an automatic underground irrigation system or bubbler low flow systems to meet Model Water Efficient Landscape Ordinance (MWELO) and Maximum Allowed Water Allowance (MAWA) requirements.

9. STREET LANDSCAPE

The Project also includes a generous street landscape planting design within and along the public and private street frontages. This consists of a continuous tree and shrub planting from the back of sidewalk. The streetscape planting will consist of low to medium shrubs, perennials and grasses and tree plantings that will soften views of the parking lots and will also help to reduce the massing and scale of the building fronting the streets.

The plant list for the Project has been developed to complement the theme for the Project while also responding to the landscape requirements for industrial development. The landscape has been designed to include some seasonal change in both the tree and shrub planting palette and includes both deciduous and evergreen plants to create a visually interesting appearance on a year-round basis. The following guidelines should be considered in the landscape design process:



Streetscape Example

- Use a consistent street tree theme for Main Street, Bridgehead Road, Big Break Road, and “D” Street.
- Incorporate formal, structured landscape planting along the streetscape and create a more pedestrian-scale, relaxed appearance to the interior of the Project.
- Provide large groupings of shrub massing’s and understory planting to create a more visually interesting and cohesive landscape.
- Include drought tolerate species to provide for water conservation and reduce irrigation needs.
- Turf is not allowed as part of the landscape design.
- Interior lighting design should avoid conflicts with tree planting and should be located to provide proper illumination for safety purposes.
- Irrigation design should incorporate water efficient equipment and hydro zoning of similar water use plantings to conserve water.



Space Trees to Accomodate Street Lighting



Typical Single-Head Parking Lot Lighting

10. LIGHTING

The lighting for the Project will consist of an LED light fixture mounted on a 30-foot pole with a concrete base consistent with typical industrial development. A matching building mounted fixture will also be used within the truck courts and around the building to provide the necessary illumination for the site and improve overall security and safety for employees.

11. FENCING

Fencing for the project will consist of an open view black vinyl chain link fencing and gates where needed to provide security for the buildings and truck courts. The chain link fencing and gates will be 8 feet in height and will be installed flush with finish grade. Barbed and razor wire are not allowed without prior approval by Planning Director.



Typical Black Vinyl Chain Link Fencing

12. DEVELOPMENT STANDARDS

The following presents the development standards for the project which sets forth the building heights, building setbacks, parking setbacks, required parking ratio, and building FAR, see Table 2.

13. OFF-STREET PARKING

The off-street parking requirements as outlined in Table 2 shall apply to Bridgehead Industrial PUD. Land uses not identified in the table will default to the City Oakley Zoning Ordinance for parking requirements.

Development Standards

	PUD (P-1)
Building Coverage & Height	
Maximum Floor Area Ratio (FAR)	67%
Maximum Site Coverage	50%
Minimum Landscape Area of Individual Parcel	10%
Minimum Lot Area (square feet)	7,500
Lot Width	N/A
Lot Depth	N/A
Building Height	60'
Maximum Freestanding Light Pole Height	30'
Building & Parking Setbacks	
Front Setbacks	
Building	10'
Parking	10'
Side Yard Setbacks	
Building & Parking Street Frontage	10'
Building & Parking Non Street Frontage	10'
Building to Parking	5'
Parking to Interior Property Line	0'
Rear Yard Setbacks	
Building	0'
Parking/Landscape	10'
Parking Requirements	
Office Uses	1:250 sf
Warehouse Uses	1:2,500 sf

Table 2, Development Standards

14. SIGNAGE

Signage for the Project will build upon the character and design intent established by the building architecture. The signage design standards contained in this PUD have been developed to create project branding, a sense of entry to the project, and identify individual building tenants, see Figure 18. Monument signage at the vehicle driveway entries provides individual building signage to tenants and assist with wayfinding and on-site circulation. Signage for the Project will consist of four types:

- Project entry signage
- Monument signage
- On-site directional and wayfinding signage
- Building mounted and address signage

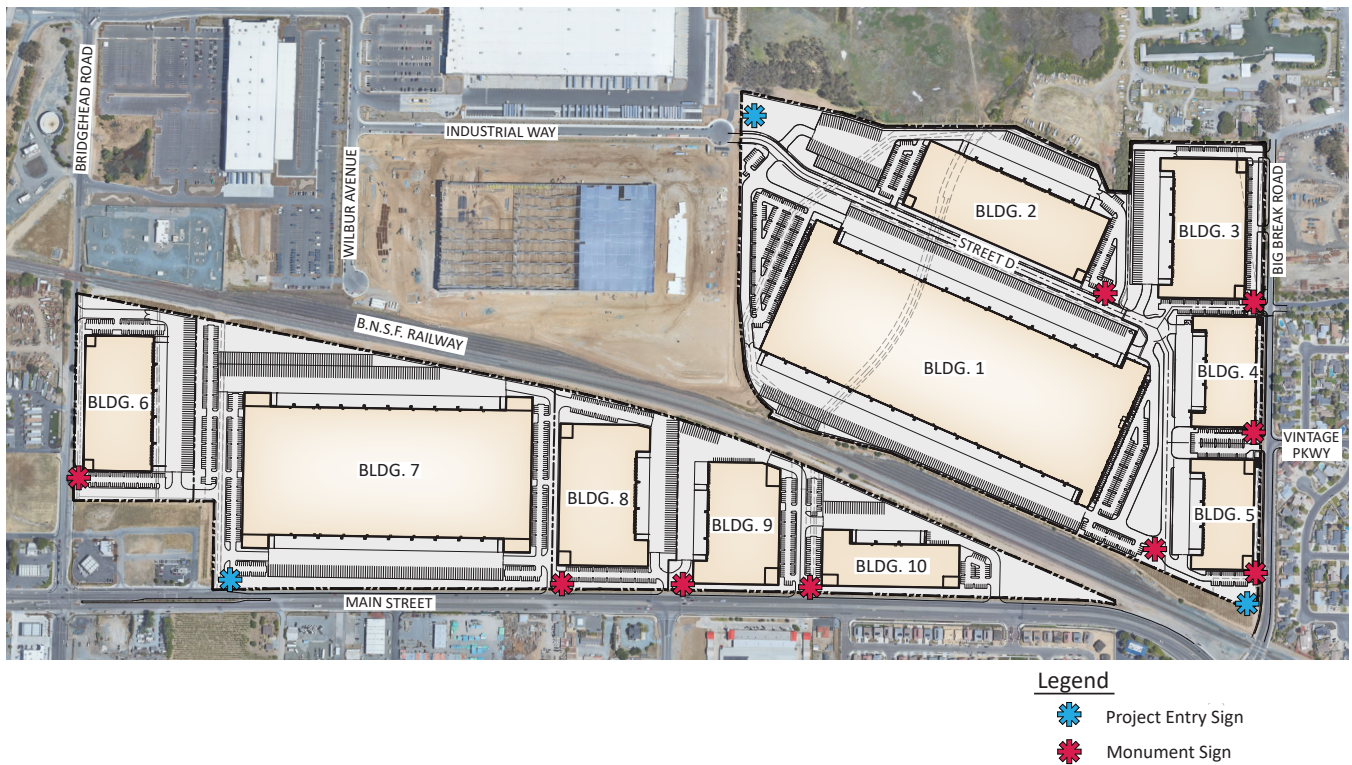


Figure 18, Conceptual Signage Location Plan

A. PROJECT ENTRY SIGNAGE

Project entry signage inspired by the Antioch Bridge will delineate the main project boundary from Main Street and Big Break Road, see Figure 19. The entry signage corners will feature a more horizontal appearance with a 11' high vertical element located adjacent to the street right of way, a white aluminum composite metal panel (ACM) as the background and may include illuminated lettering and/or external illumination. The project entry signage will utilize similar materials and colors as the building architecture design.

The signage will be highlighted with landscaping consisting of colored accent planting with varying textures and heights to create a visual layering appearance. A backdrop of trees will anchor the signage and provide another layer of color and texture. A majority of the plant palette will be evergreen species to provide a year-round landscape appearance for the signage feature.

Project Entry Signage Standards

- Height: 11'
- Wall length: 21'
- Signage area: 90 sf single sign face only
- Number of signs: 3 as noted, see Figure 18 .
- No tenant information allowed.
- Monument signs shall not obstruct vehicular sight lines, as set forth in the Oakley Standard Plan Detail X-04.

Note: Signage area consists of the area depicted as the white background only and does not include the surrounding sign design elements.

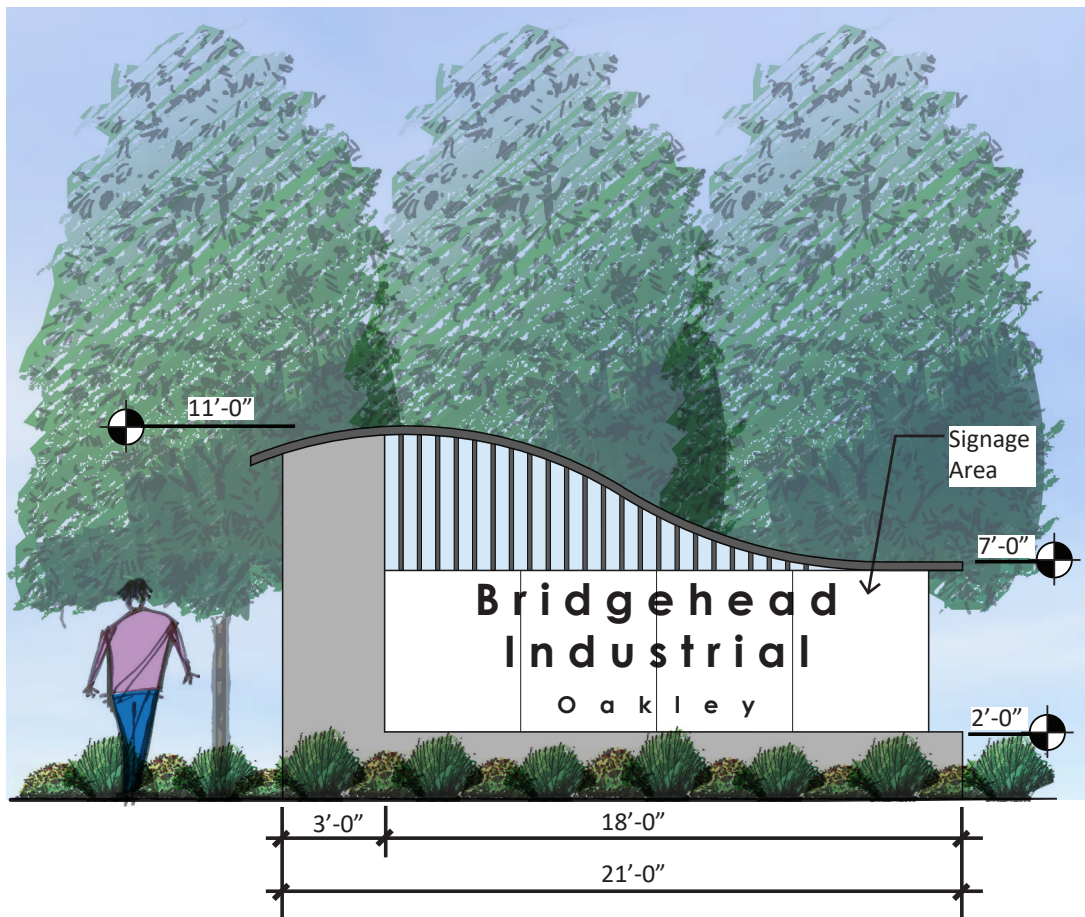


Figure 19, Project Entry Signage

B. MONUMENT SIGNAGE

Monument signage will signify entries to individual buildings from Main Street, Bridgehead Road, Big Break Road, and Road "D". Monument signs will assist with wayfinding and will denote the vehicle entry points to individual businesses. The signage will consist of a 7' high vertical element located perpendicular towards the building, a white aluminum composite panel (ACM) as the background, and a vertical wall which will include the street address. The monument signage will utilize similar materials and colors as in the project entry signage, see Figure 20. Monument signage placement shall not obstruct vehicular sight line triangle, as set forth in the City of Oakley Standard Plan X-04.

Monument signage will be enhanced with accent planting including columnar trees as a backdrop and low accent color accent evergreen and ornamental grasses in the foreground.

Monument Signage Standards

- Height: 7'
- Wall length: 11'
- Signage area: 24 sf for each sign face, signage is double sided.
- Number of signs: 9 as depicted and conceptual located, see Figure 18.
- Monument signs shall not obstruct vehicular sight lines, as set forth in the Oakley Standard Plan Detail X-04.
- Single building tenants will be allowed to use the entire monument signage area.
- Multi-tenant building's signage shall be divided by the total number of businesses in the building.
- Logo elements are allowed on signage panels when the height of the signage panel is 1'-6" or greater only.

Note: Signage area consists of the area depicted as the white background only and does not include the surrounding sign design elements.

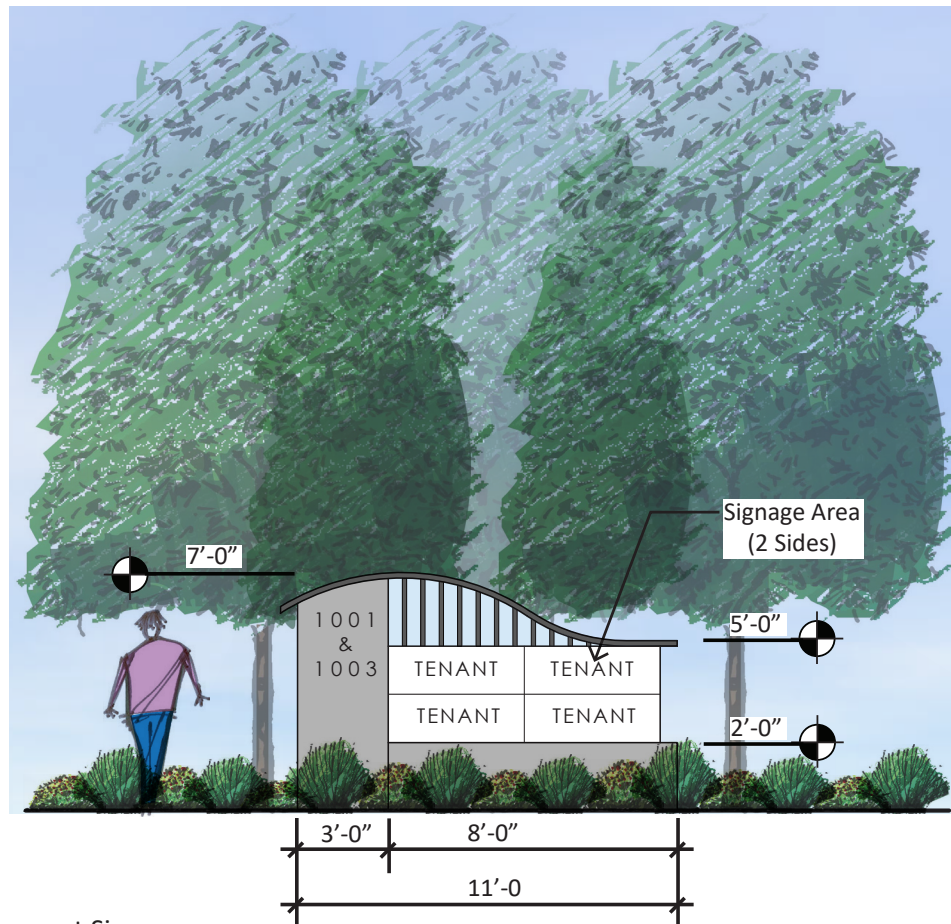


Figure 20, Monument Signage

C. WAYFINDING/DIRECTIONAL SIGNAGE

Wayfinding/directional signs will assist visitors with on-site wayfinding, denote the location of business entries, assist with on-site truck and vehicle circulation, and are to be located throughout the project, see Figure 21.

Wayfinding/Directional Signage Standards

- Height: 6'
- Length: 3'
- Signage area: 9 sf for each sign face
- Signs may be single or double faced depending on the sign's location.
- Directional signs will be located at a minimum of 10 feet from the public right of way or property line within the landscape planting areas or hardscape areas.
- Directional signs will generally be located at interior driveways and intersections to assist customers with wayfinding to each business within the Project.

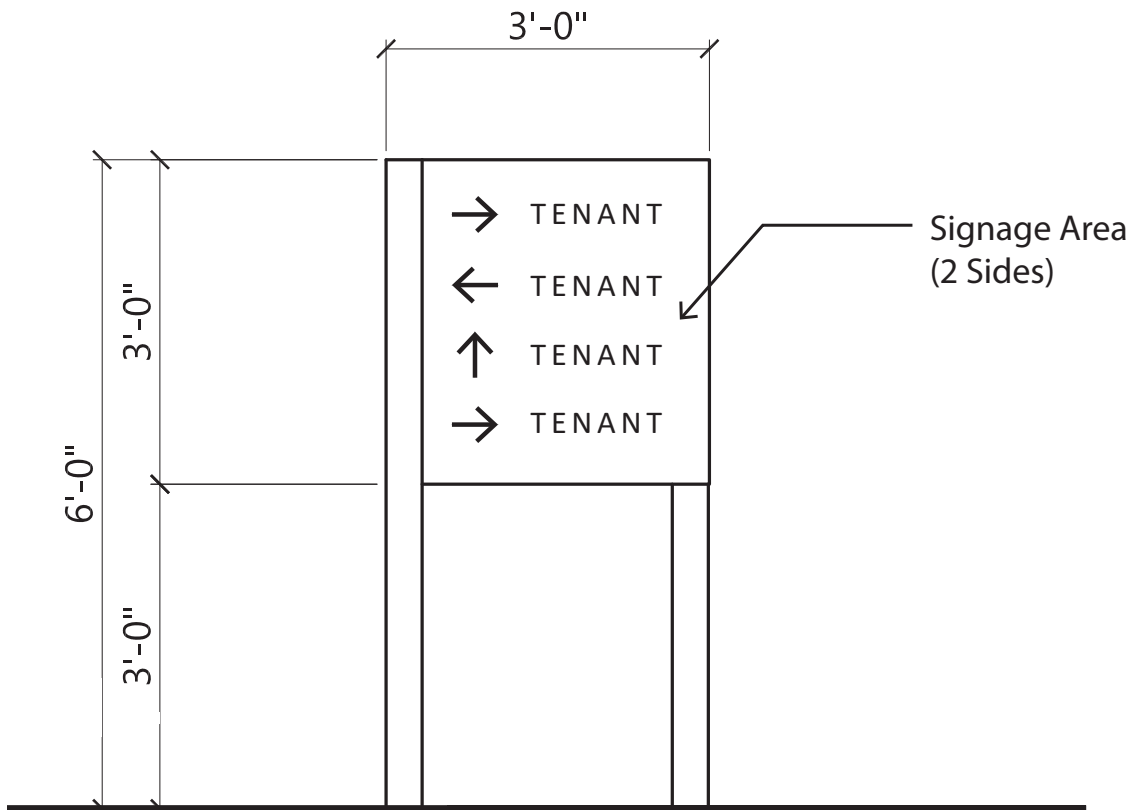


Figure 21, Directional Signage

D. BUILDING SIGNAGE

Building signage will be designed and permitted in accordance with the requirements of the Oakley Municipal Code, see Figures 22 and 23.

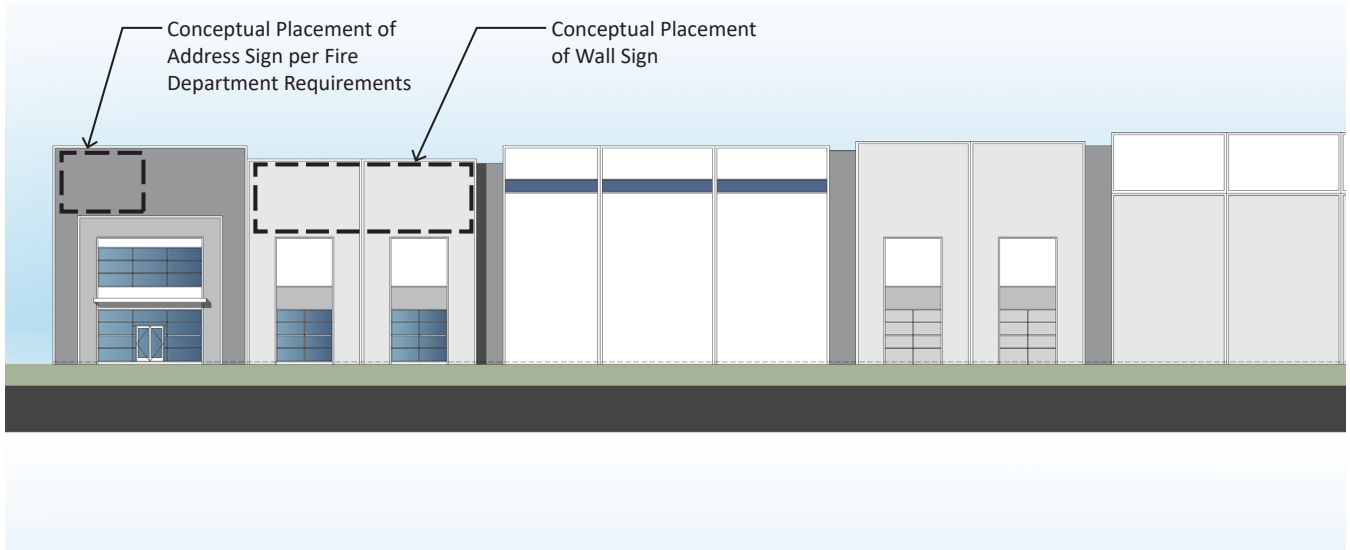
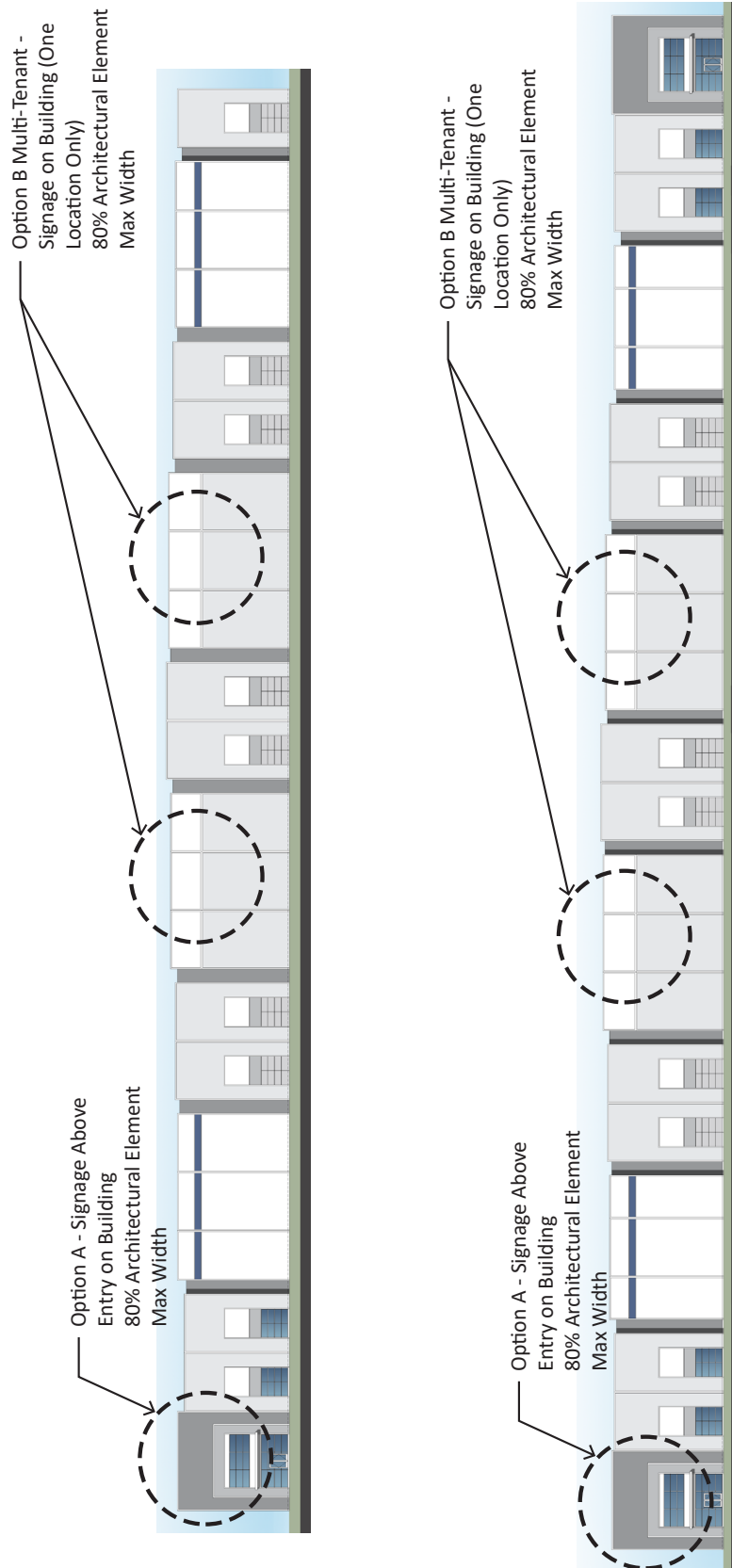


Figure 22, Building Tenant Wall Signage

Source: HPA



Source: HPA

Figure 23, Building Wall Signage Locations

15. TRAFFIC CIRCULATION

The main access to the project will be from Highway 160 at both the Main Street and Wilbur Avenue on and off-ramps. Access to the North Development Area will be from Big Break Road and D Street. The South Development Area will have access from Main Street and Bridgehead Road, see Figure 24. Below is a description of the vehicle access routes and a description of the proposed street improvements for development, see Figure 25.

North Development Area

The North Development Area will include access from both Big Break Road and D Street. Access from Big Break Road will be limited to autos and small delivery vans and box trucks only. Large trucks (i.e. trucks with 53' trailer) would only access the North Development Area from Wilbur Avenue through the Contra Costa Logistics development on Industrial Way and "D" street. Driveway entries from D Street will provide access to the warehouse buildings and parking areas.

South Development Area

The South Development Area will allow both vehicle and large trucks (i.e. trucks with 53' trailers) access from both Main Street and Bridgehead Road at driveway entries to access warehouse development.

D Street

D Street will provide internal circulation to the project and will extend from Contra Costa Logistics to provide vehicle and truck access to buildings 1 through 5. The private street (continuation of D Street) will include two travel lanes and a center dual turning lane with a width of 40 feet curb to curb, see Figure 26.

Big Break Road

The eastern boundary of the Project south of Vintage Parkway will be improved to include adding curb and gutter, a 5-foot sidewalk, and landscaping, see Figures 27 and 28. North of Vintage Parkway will be improved to include 19.5-feet of landscaping adjacent to the right of way and will include the extension of the Class 1 Big Break Regional Trail. Only autos, delivery vans, and small box truck access will be allowed. Signage will be posted to restrict large trucks from Main Street.

Main Street

The eastern portion of Main Street will maintain the existing 4-lane configuration with a stripped middle lane for right/left turning movements. A 8' paved shoulder, a 6' sidewalk, and 7' of landscaping will be improved on the north side of the street fronting the project, see Figures 29 and 30. Both autos and large trucks will be allowed to access the South Development Area from Main Street.

Bridgehead Road

Bridgehead Road will maintain the existing 2-lane configuration along the project frontage. A 16' gravel shoulder, a 6' sidewalk and approximately 35' of landscape will be improved along the eastern side of the street fronting the project to align with existing street improvements to the south, see Figure 31. Two easements exist on eastern street frontage which may limit the planting of trees within the proposed landscape area.

Private Internal Circulation

Internal circulation to the project will extend from the various public streets as described above and will provide vehicle and truck access to the various warehouse buildings. Private internal circulation and associated cross access easements will include two travel lanes with a width of 40 feet curb to curb.

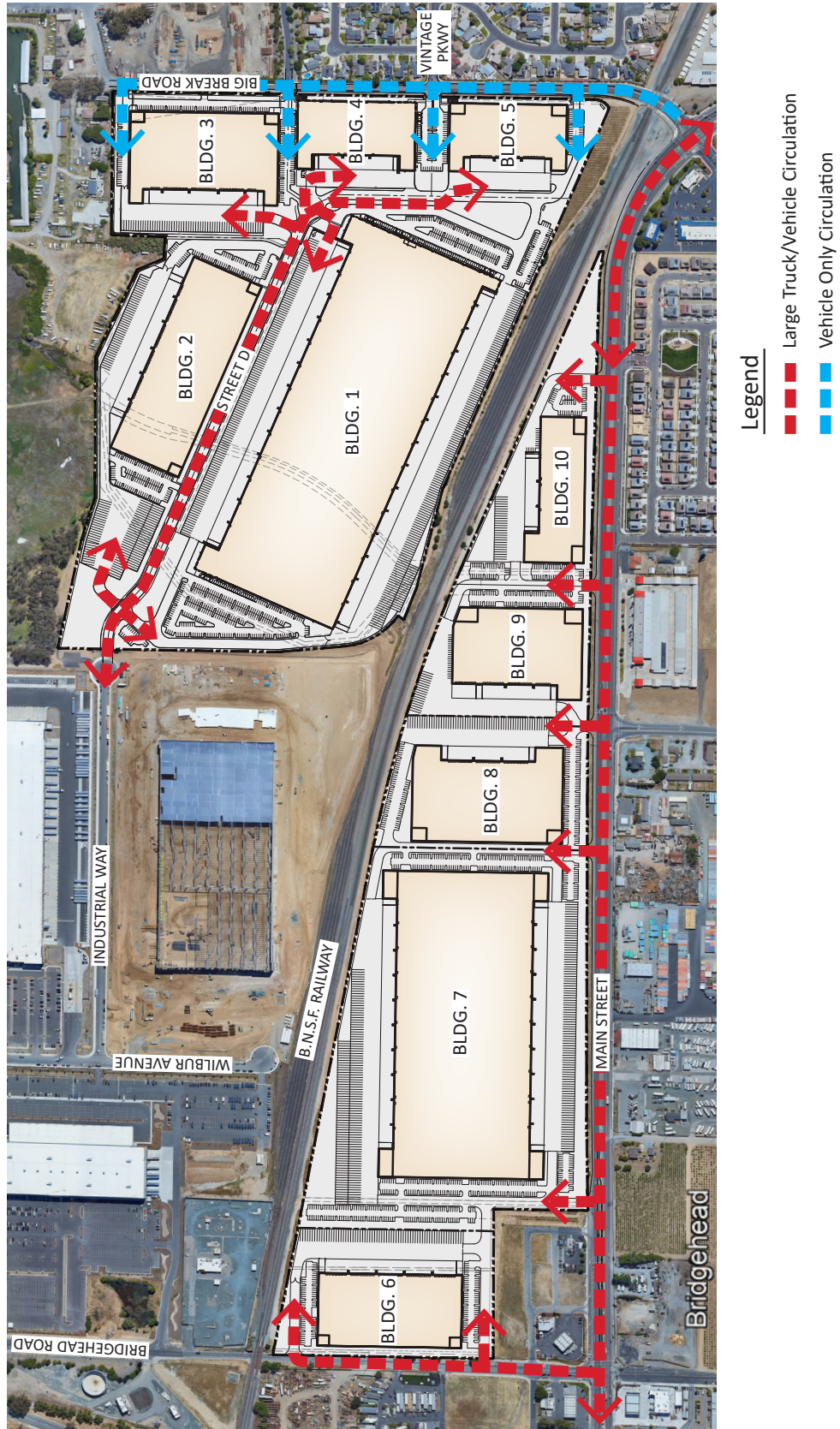


Figure 24, Traffic Circulation Plan

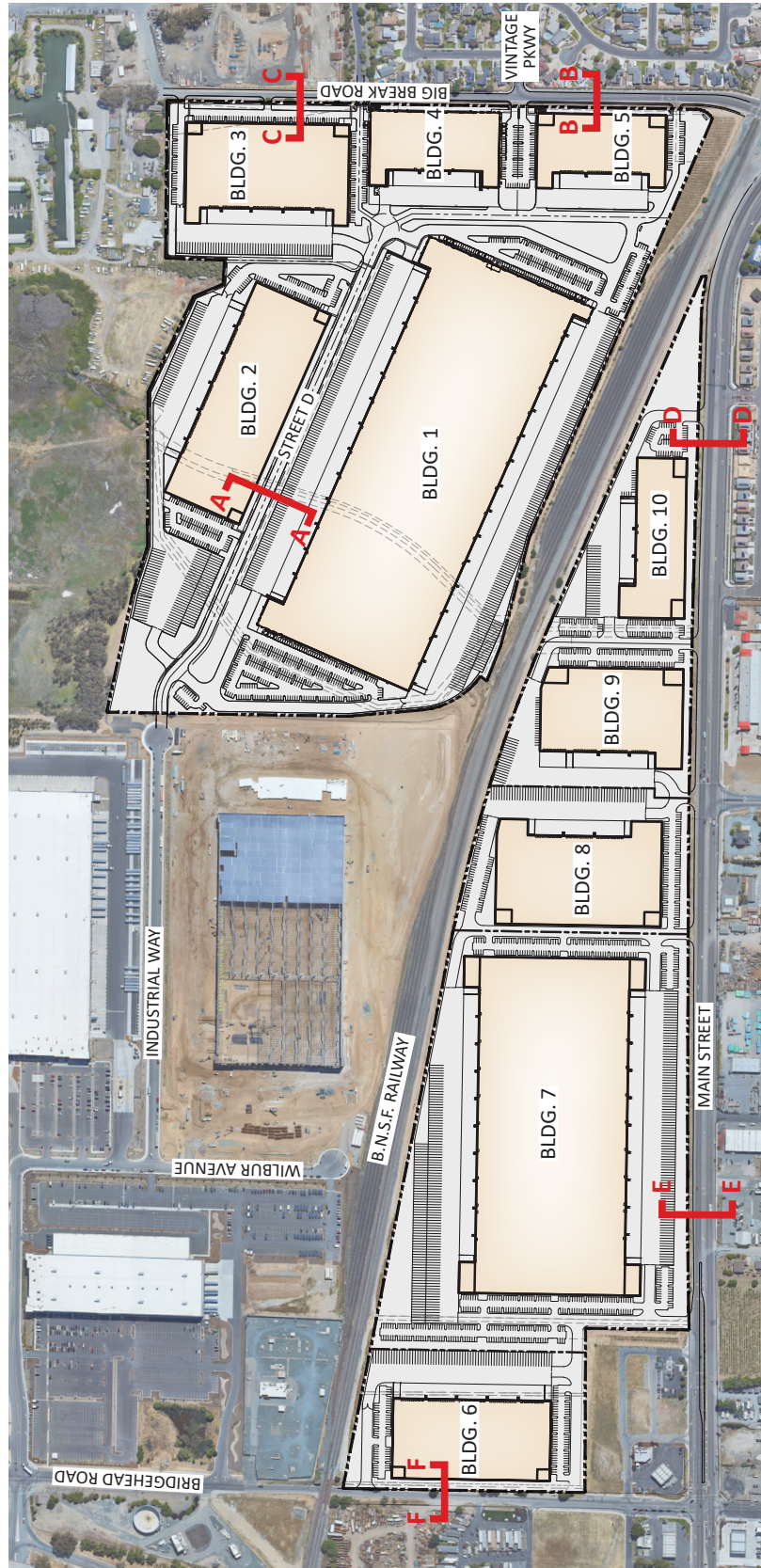


Figure 25, Street Section Locations

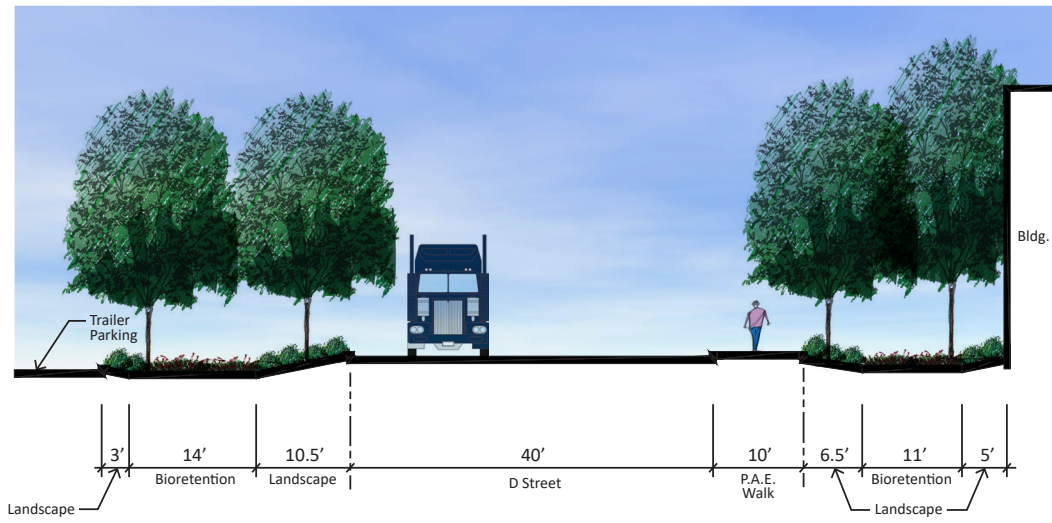


Figure 26, Section A-A Street D

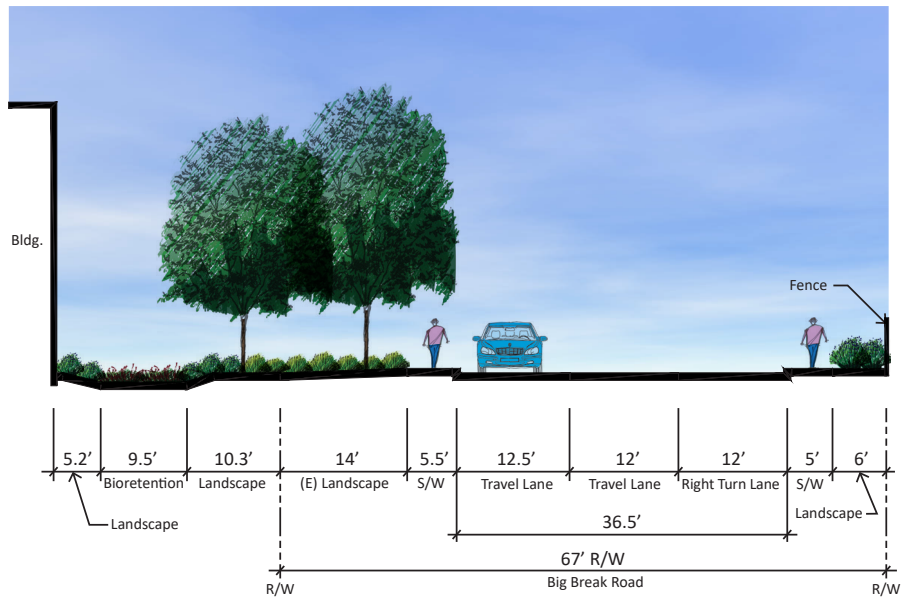


Figure 27, Section B-B Big Break Road

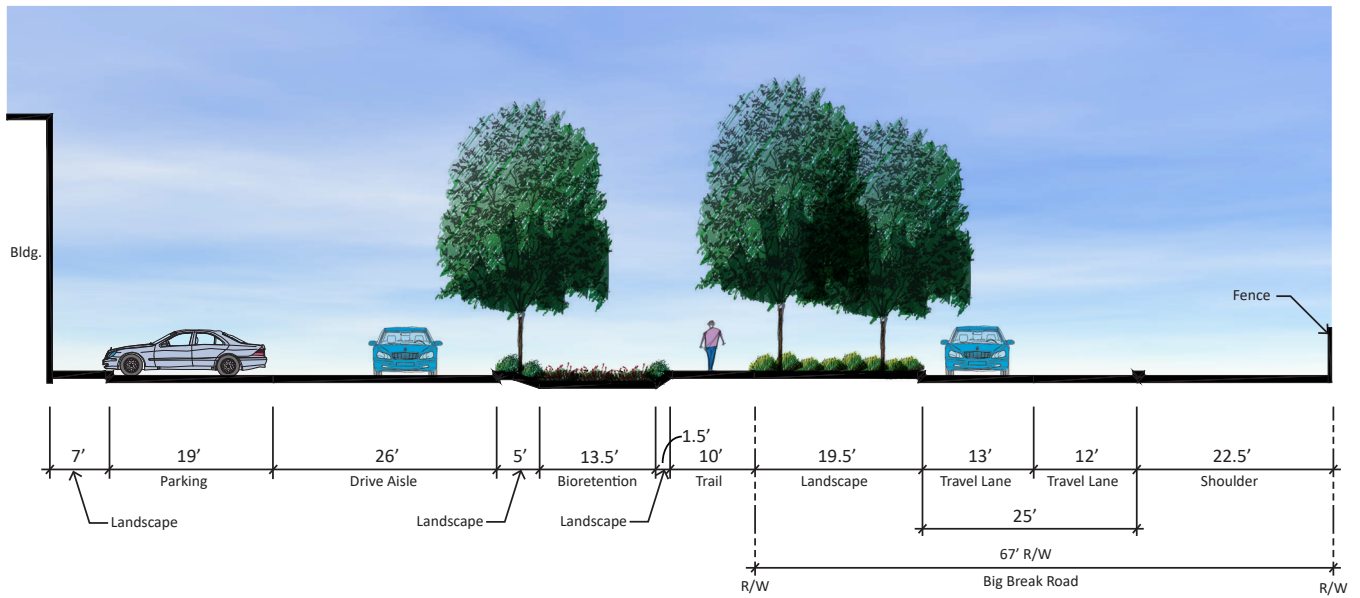


Figure 28, Section C-C Big Break Road

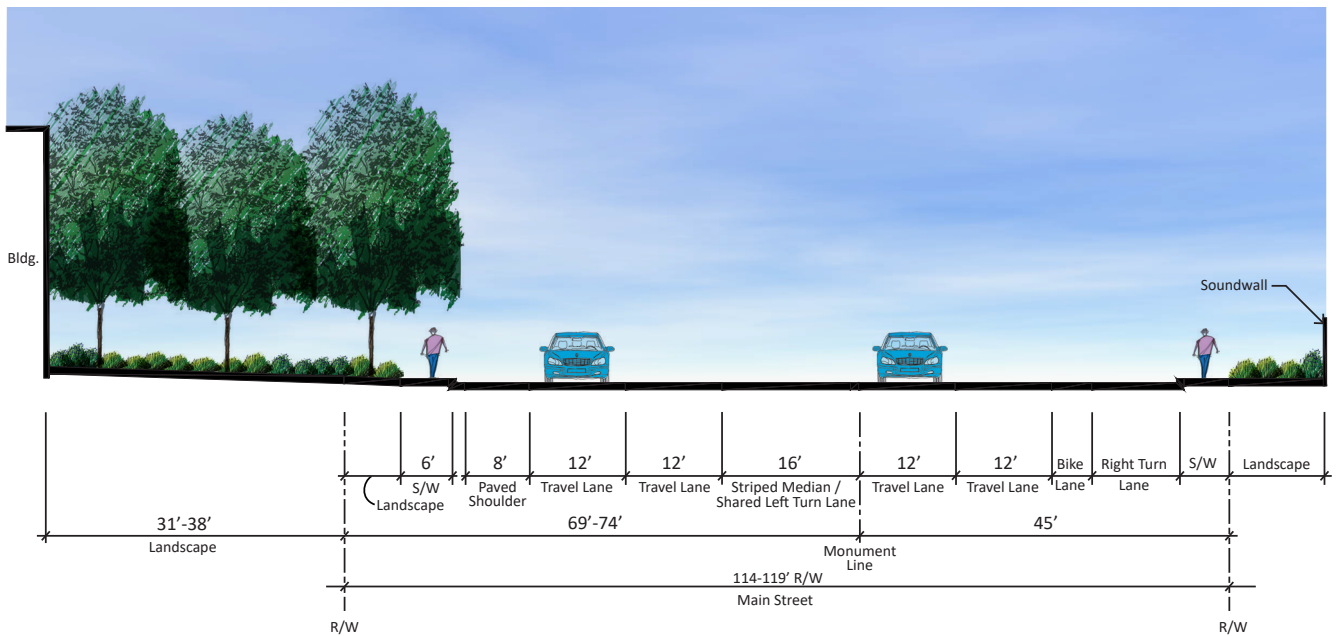


Figure 29, Section D-D Main Street

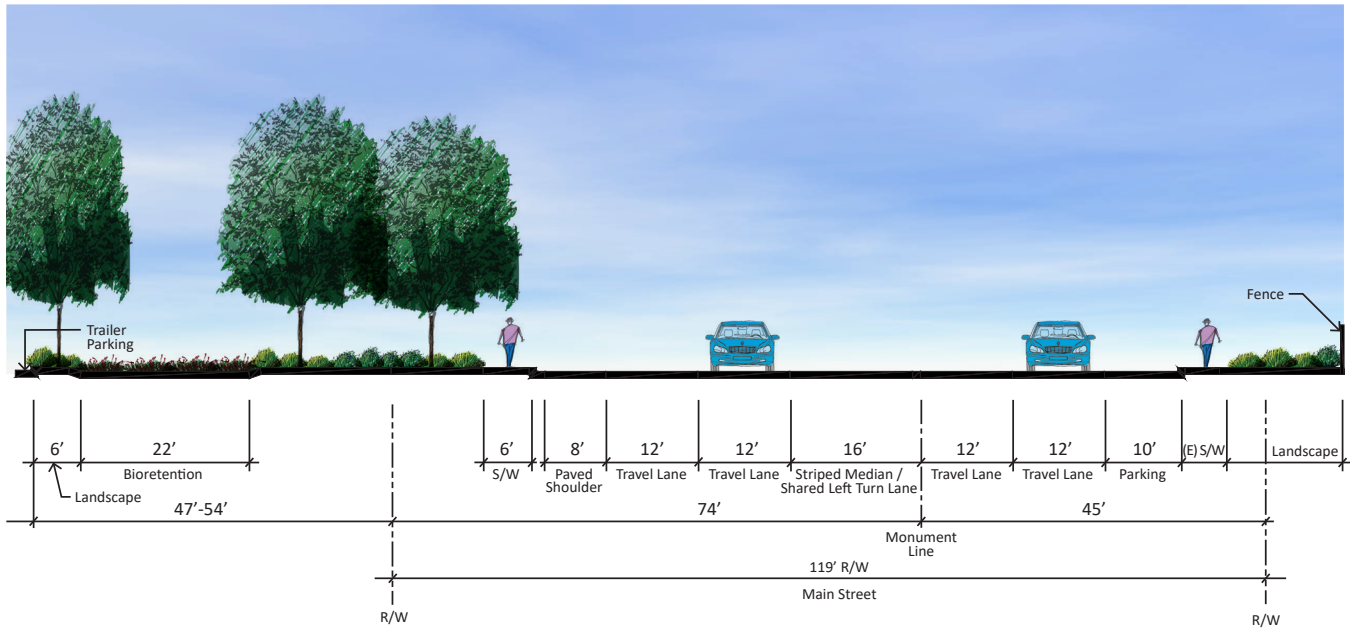


Figure 30, Section E-E Main Street

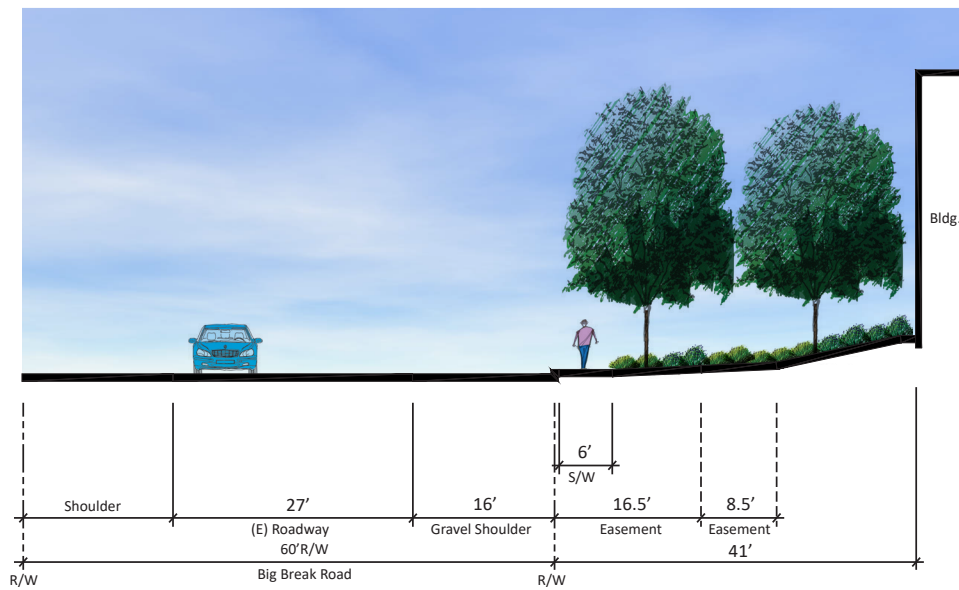


Figure 31, Section F-F Bridgehead Road

16. PEDESTRIAN CIRCULATION

The project will include a pedestrian network of separated sidewalks along Main Street, Bridgehead Road, Big Break Road, and D Street, see Figure 31. Pedestrian pathways from each building will connect with the street sidewalks and will provide connectivity with the adjacent buildings, commercial retail south of Main Street, and residential neighborhoods to the south and east, as well as the Contra Costa Logistics project to the west.

The northern edge of the project abutting the open space will include a multi-use trail that will connect to the trail improved as part of the Contra Costa Logistics Center to the west and extend along the northern property line, see Figure 32. The regional trail will connect to the existing Big Bend Regional trail located just north of the existing residential area to the east of the project.

17. PUBLIC TRANSPORTATION

Tri Delta Transit provides transit services within Oakley, Antioch, Pittsburg, and Brentwood. The main bus routes utilize the Main Street corridor and provide bus services to the site and within the City and also connect with the Antioch BART station. Two bus stops are located along the Main Street project frontage, one on the north side near Big Break Road, and a second on the south side of Main Street near Bridgehead Road.

18. UTILITIES

The proposed Project would connect to existing City infrastructure to provide water, sewer, and storm drainage utilities.

The Project would be served by the following existing utility service providers:

1. Water: Diablo Water District (DWD)
2. Wastewater collection and treatment: Ironhouse Sanitary District (ISD)
3. Stormwater collection: City of Oakley
4. Gas and electricity: Pacific Gas and Electric Company (PG & E)

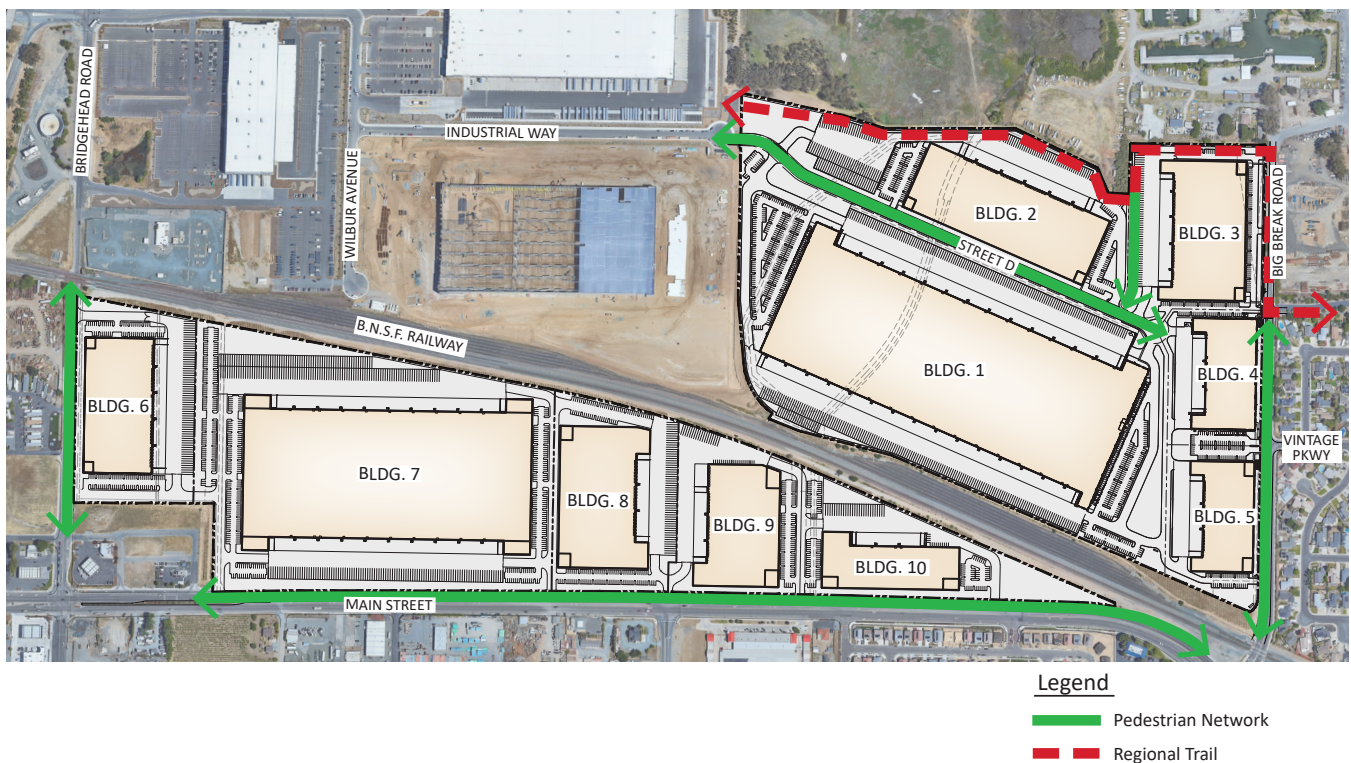


Figure 32, Pedestrian Plan

Water**North Development Area**

The Diablo Water District (DWD) provides potable water, fire service and irrigation services to the project area. The Diablo Water District has an existing 12" water main along Big Break Road. Additionally, the B.N.S.F Railway property to the south includes a 24" water main.

DWD will require separate connections for fire, domestic water, and irrigation. A new water meter and boxes should be anticipated for each building. As such, there are five (5) proposed buildings on-site, there will be five (5) meters and associated backflow preventors (BFP). The on-site fire service will be a multiple loop, private fire system. The on-site fire service line is expected to be 12", with three (3) distinct connections to Big Break Road, each connection with a 12" double detector check. Additionally, three (3) irrigation connections and meters with back flow preventors are expected to serve the site. A storage tank is not expected for the North Development Area, however fire pumps for each building may be required, see Figure 33

South Development Area

The DWD has water service running adjacent to the south and west side of the project site within Main Street and Bridgehead Road. Bridgehead Road includes a 12" water main. It is possible the existing 12" may need to be upgraded once the design is finalized. Main Street includes a 10" water main.

Similar to the North Development Area, DWD will require separate connections for fire, domestic water, and irrigation. New water services and meters should be anticipated for each building. As such, there are five (5) proposed buildings on-site, there will be five (5) meters and BFPs, with four (4) of the connections branching off the water line in Main Street, and one (1) service line branching off the water line in Bridgehead. The on-site fire service will be a separate, private loop system. The on-site fire service is expected to be 12" water main. The site will also require irrigation meters subject to the same constraints as the North Development Area, see Figure 33.

Sewer**North Development Area**

The sanitary sewer service provider for the project site is Ironhouse Sanitary District (ISD). There is an existing 10" sanitary sewer line located along Vintage Parkway. The site would connect into this sanitary sewer main at an existing manhole within the intersection of Vintage Parkway and Almaden Circle, streets that connect to Big Break Road, see Figure 34.

The project will release sewer flows to the collection system in Big Break Road on the east side of the project. The two (2) buildings in the southeast corner of the project can flow by gravity into the existing sewer system. The other three (3) buildings will require pumps, a separate one for each building. Wastewater generation for the North Development Area alone would most likely not require upgrades to the existing Bridgehead lift station. The combined (North Development Area and South Development Area) wastewater generation analysis would most likely impact the existing sewer lift station and modifications will be necessary to increase capacity to manage the flows from the project site. Another consideration for the sanitary sewer in the North Development Area is if the sewer collection system on site is located within contaminated soils, the design will require special protections for the pipes and more analysis.

South Development Area

The sanitary sewer service provider for the project site is Ironhouse Sanitary District (ISD). There is an existing 18" sewer main along Main Street. As the 18" sewer main approaches the intersection of Neroly Road and Bridgehead Road, the existing gravity line turns into a force main. A portion of the sewer along Bridgehead Road fronting the South Development Area turn into gravity will require a force main to pump the affluent to the Lauritzen Lane lift station. It's envisioned that the South Development Area sewer will be similar to the North Development Area, where each of the five (5) buildings will have a separate sewer connection to the public system. It is likely that the South Development Area will require four (4) sewer pumps for four (4) of the buildings, and one (1) gravity sewer lateral. However, further studies will be required.

Storm Drainage**North Development Area**

Municipal storm utility to the project site is operated and maintained by Contra Costa County. The property does not include any existing on-site basins or treatment. There is an existing 54" storm main south of the property connecting to an existing 84" storm drain, which bisects the North Development Area going north-south on the property. The existing 84" storm drain connects near the railroad and outfalls just outside the property boundary to the north near the marina. There is an existing 35' drainage easement centered in the middle of the existing pipe, and an overlapping 45' temporary construction easement. The project site plan will require re-routing the existing 84" storm drain and easement around the proposed buildings. The site will meet the City requirements for stormwater quality treatment by providing a series of above ground bio-filtration basins. The outfalls outside the project limits will be protected in place, see Figure 35.

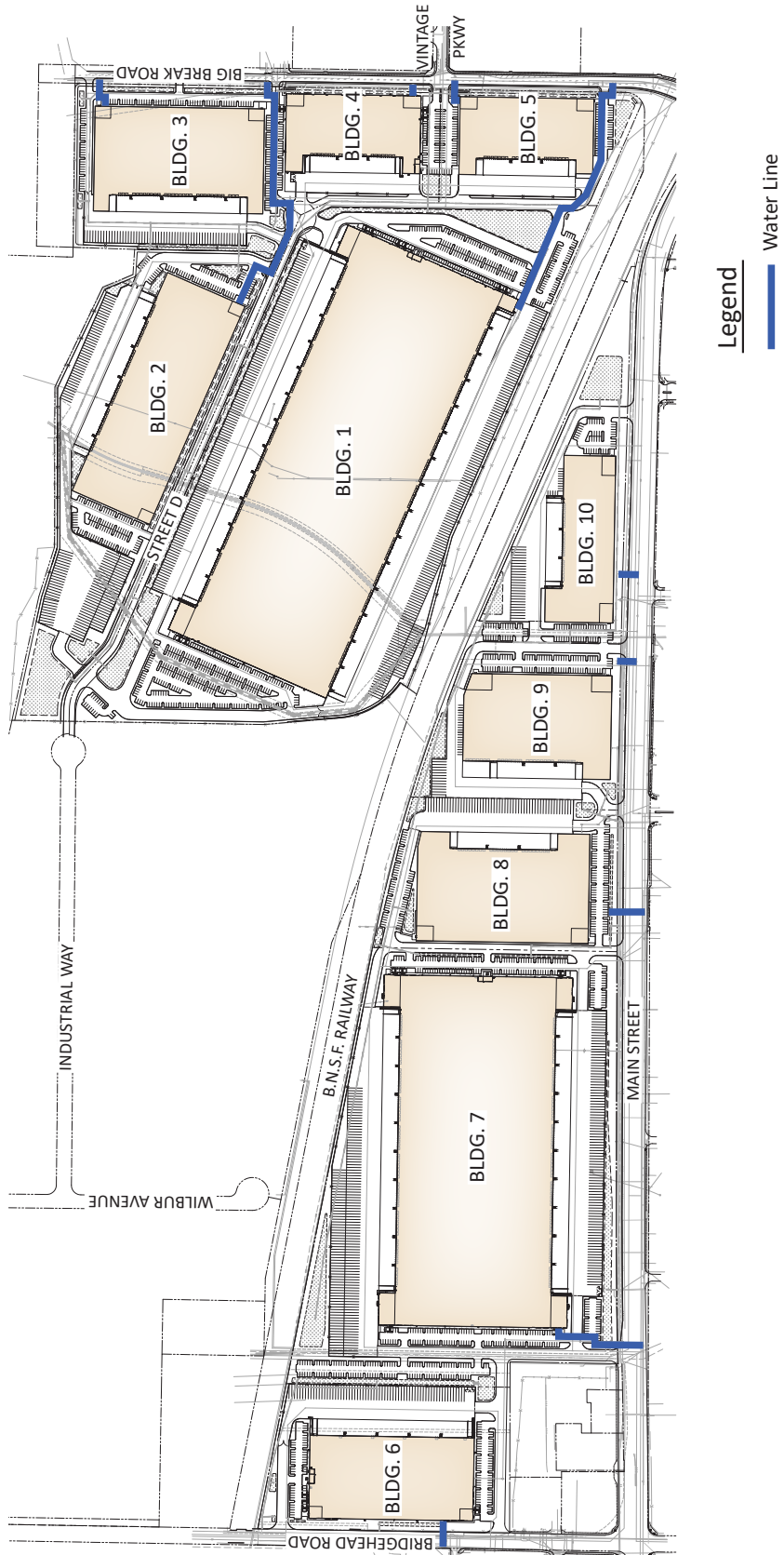


Figure 33, Conceptual Water Facilities

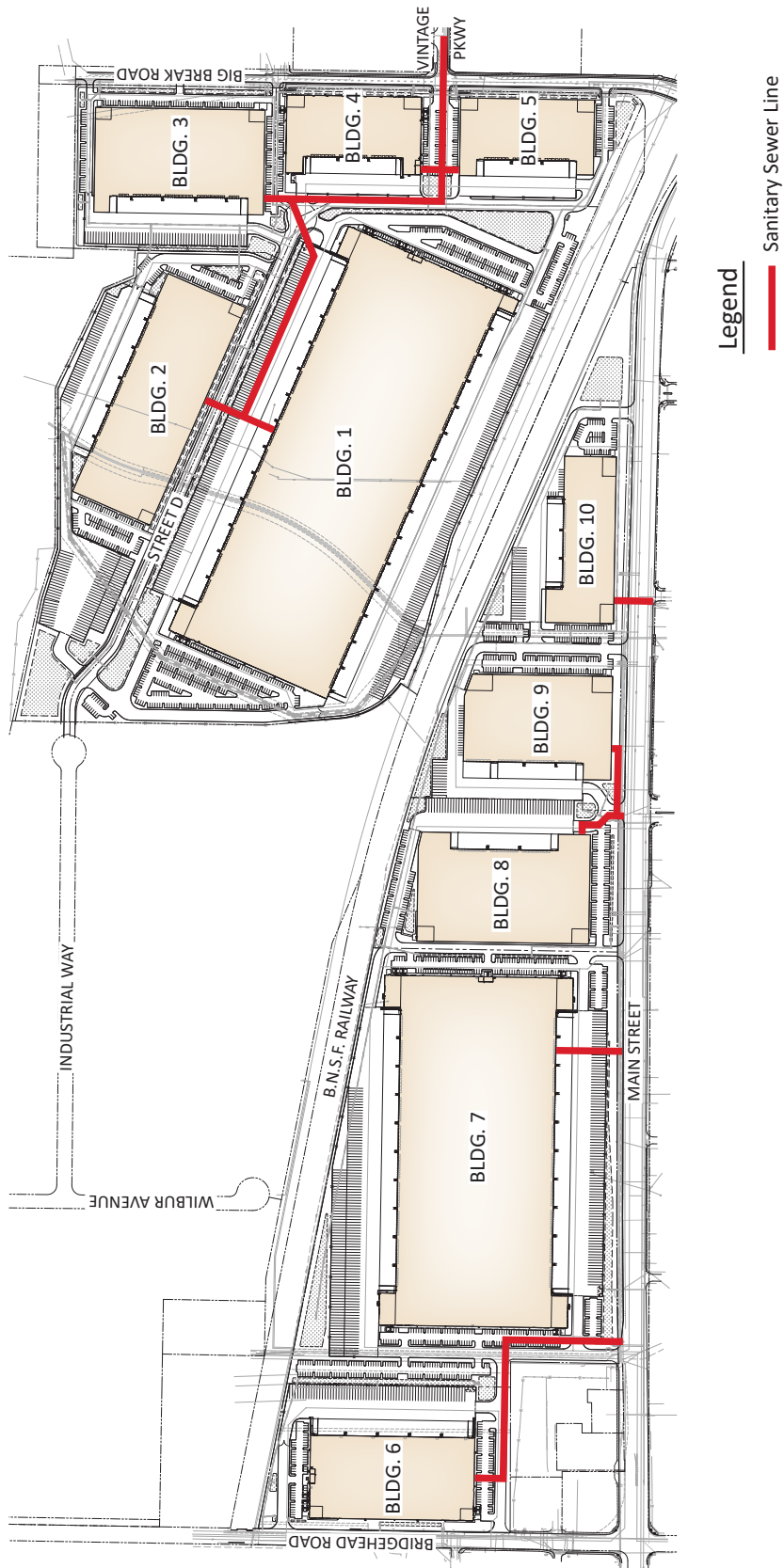


Figure 34, Conceptual Sewer Facilities

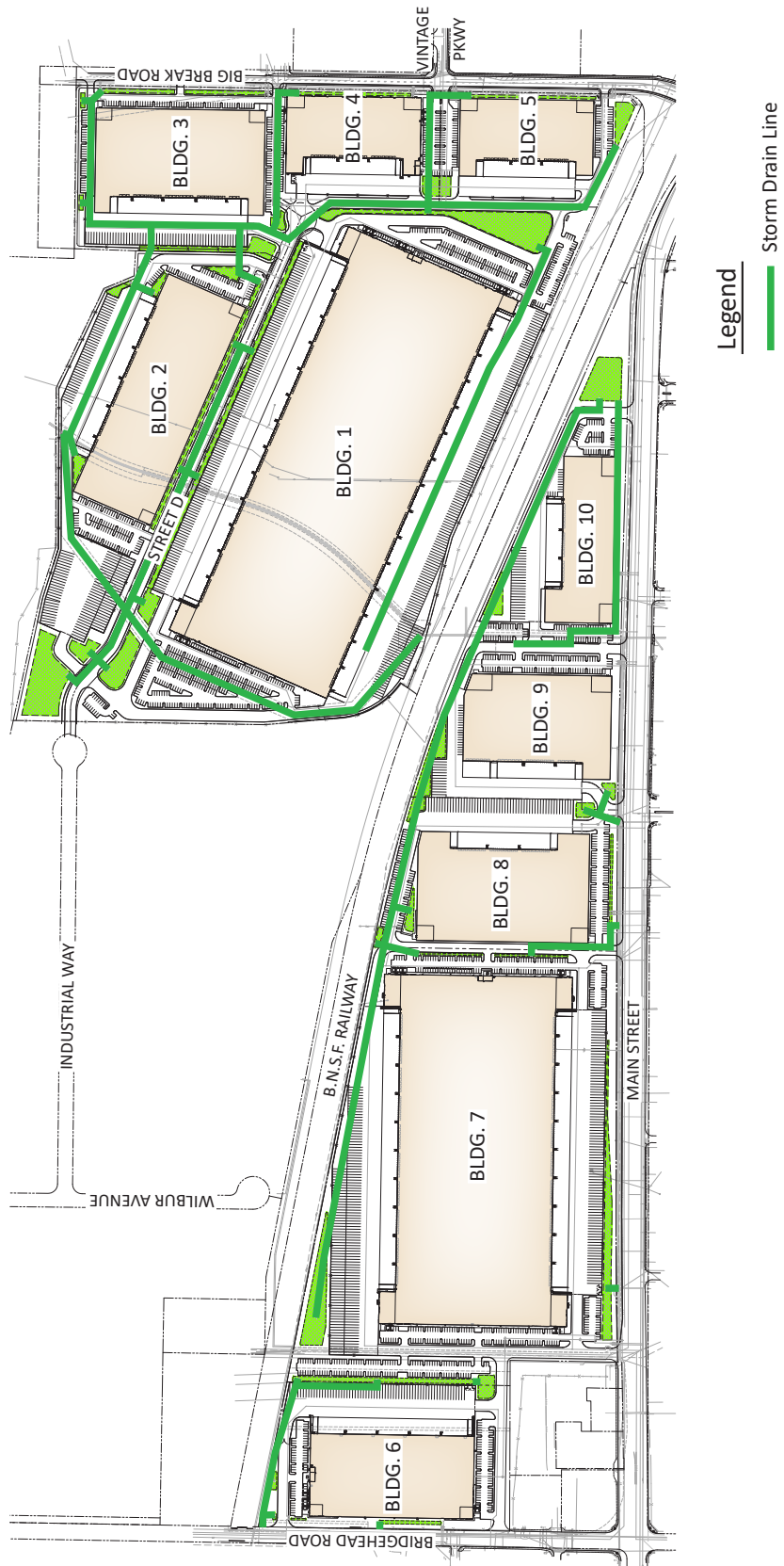


Figure 35, Conceptual Storm Drain Facilities

South Development Area

Municipal storm utility to the project site is operated and maintained by Contra Costa County. There is an existing 54" storm main that crosses the South Development Area from Main Street and continuing north through B.N.S.F Railway right-of-way. Before the 54" main crosses under the railroad tracks, the line becomes a 72" and continues routing north. There is an existing 15' easement for the existing pipe and 45' temporary construction easement. The existing 54" may be relocated or remain in place, it is unknown at this stage of design, see Figure 35. The site will be designed to meet the City requirements for stormwater quality treatment by providing a series of above ground bio-filtration basins. The outfall that is outside the project limits will be protected in place.

19. PUD ADMINISTRATION

During the project build out process, amendments may be necessary to respond to changing circumstances, including building footprint size, number of buildings, revisions to the design guidelines, and revisions to the development standards, or to allow for uses or conditional uses not contemplated at the time of adoption. An amendment to the PUD will be typically at the request of the property owners.

This PUD provides the principal framework for the orderly development of the Project Area. This PUD adopted by the City serves as the zoning for all properties within the Project Area. The City of Oakley will administer the PUD and related documents consistent with the provisions of the City of Oakley Municipal Code Title 9- Zoning Code Chapter 9.1.1612 which establishes the authorities and composition of the Planning Agency except as modified herein.

PUD Amendment Process

The PUD allows for flexibility to respond to both the current and future real estate market and development standards. During project build out amendments to the adopted PUD may be necessary to respond to changing circumstances, including building footprint size, revisions to the design guidelines, and revisions to the development standards, or to allow for uses or conditional uses not contemplated at the time of adoption. An amendment to the PUD will be typically at the request of the property owners.

PUD Amendments

Based on the criteria outlined herein, the Community Development Director ("Director") shall make the determination whether the revision is either a Major Amendment requiring City Council approval and adoption (following the recommendation by the Planning Commission), or an Administrative Amendment modification subject to the review and approval of the Director. Applicants may appeal the determination and actions of the Director to the City Council.

Administrative Amendment

The purpose of the Administrative Amendment is to facilitate the efficient processing necessary to develop the project that is consistent and meets the intent set forth in this Specific Plan. If the Director determines that the modifications meet the criteria for an Administrative Amendment, the applicant shall submit application materials which contain the necessary information as determined by the City to assist in making the findings required to support approval of the amendment. An Administrative Amendment shall be processed if determined by the Director to be in substantial conformance with the following:

1. The overall intent of the PUD
2. The City of Oakley General Plan
3. The PUD's Environmental Impact Report (EIR)

An amendment shall be considered in substantial conformance with intent of the PUD, City's General Plan, and the PUD's EIR, and therefore shall be processed as an Administrative Amendment, if the amendment proposes uses permitted in the PUD at an equal to or lesser square footage than contemplated in the PUD and PUD's EIR. Specific examples of Administrative Amendments include, but are not limited to:

- a. The addition of new or updated information that does not substantively change the PUD or the finding of the EIR.
- b. Adjustments to land use boundaries and street alignments that maintain the general land use and circulation pattern.
- c. Variation in permitted use types and development standards if such variations do not substantively change the character of the PUD, does not increase demand for water, sewer or other resources, or increase traffic generated by the development above that evaluated in the EIR, or are otherwise consistent with the current applicable City standards.
- d. Changes to infrastructure and facilities that do not affect the level of service provided or affect to increase the level of development capacity.
- e. Changes to, phasing boundaries or sequencing that do not affect infrastructure sizing, financing districts or the provision of adequate services to associated development.

- f. Changes to the number or size of the proposed industrial buildings, provided the overall total square footage, maximum FAR and site coverage assumed in the PUD and EIR are not exceeded, and no new or increased significant impacts on the environment would result from any resulting changes to onsite circulation.
- g. Changes to the layout or orientation of the proposed industrial buildings, including changes to the number of dock doors, provided the overall total square footage, maximum FAR and site coverage assumed in the PUD and EIR are not exceeded, and no new or increased significant impacts on the environment would result from any resulting changes to onsite circulation.

Major Amendment

If a proposed amendment does not meet the criteria of an Administrative Amendment, a PUD Major Amendment shall be required. A Major Amendment is required when one of the following criteria is met:

- 1. Increase in building square footage above what is approved in the PUD, or evaluated in the EIR, unless the Director determines that the increase is small enough such that it does not result in new or increased significant impacts on the environment, in which case an Administrative Amendment shall be processed.
- 2. Any change proposed to the Plan would result in new or increased significant environmental impacts or would cause other significant development impacts not studied in the EIR.

A PUD Major Amendment shall be processed and reviewed in the same manner as the initial adoption and will require both Planning Commission and City Council approvals.