

PROJECT: BRIDGEHEAD INDUSTRIAL
Main Street
Oakley, California
City of Oakley
Planning Division

APPLICANT: Oxfoot Oakley LLC
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DEC 12, 2023
RECEIVED

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SITE INFORMATION:

Project Location: Main Street
Oakley, CA

Assessor Parcel Numbers: 037-040-015, 037-040-007 & 037-020-007

Site Area: ± 164 acres

Current General Plan Designation: North Development Area: Light Industrial (LI)
South Development Area: Commercial (CO)

Proposed General Plan Designation: North Development Area: Light Industrial (LI)
South Development Area: Light Industrial (LI)

Current Zoning: North Development Area: Business Park Low (BPL)
South Development Area: Commercial (C)

Proposed Zoning: North Development Area: Planned Unit Development (P-1)
South Development Area: Planned Unit Development (P-1)

Proposed Use: Warehouse and Logistics

PROJECT LOCATION

The property consists of approximately 164-acres located on the northwest portion of the City of Oakley, adjacent to Highway 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.

PROJECT SETTING

The APNs for the Project site are 037-040-015, 037-040-007 & 037-020-007 and totals approximately 164-acres of land currently used for agricultural purposes with vineyards on both the North Development Area and the South Development Area. A row of existing trees are located along Main Street with many other trees scattered throughout the site. Big Break Road also has a row of trees along the street frontage. An existing residence with associated out-buildings is in the middle of the North Development Area. A 45' wide temporary construction easement (TCE), which includes a 15' storm drainage easement extends from Main Street north through the South Development Area, extends under the BNSF railroad right of way, and terminates at an outflow at the northern edge of the North Development Area.

SITE TOPOGRAPHY

The Project site is relatively flat with a natural, gradual slope from northwest to southeast. The Project site topography ranges in elevation from approximately 15 to 35 feet above sea level.

EXISTING AND SURROUNDING USES

Surrounding land uses include the Contra Costa Logistics Center to the west, open space and the marina to the north, existing single family residential to the east, and existing residential, commercial, and industrial uses south of Main Street.

PROJECT GOALS AND OBJECTIVES

Consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15124(b), a clear statement of objectives and purpose for the proposed Project shall be discussed. The principal objective of the proposed Project is to gain approval for the construction and operation of various logistic and warehouse facilities in proximity to regional transportation in the City of Oakley.

The Bridgehead Industrial Project maintains the following objectives:

- To construct and operate logistic and warehouse facilities to provide for an underserved local demand.
- To construct a project that has access to existing infrastructure.
- To construct a project that provides short term construction and long-term employment opportunities to local and regional residents thereby improving the City job/housing balance.
- To develop a project that is developed in a visually pleasing manner.
- To develop a project that increases contributions to the City's tax base and diversifies the local economy.

The following is a brief description of the entitlements requested by the City Oakley:

- Rezoning of the North Development Area from Business Park Low (BPL) to Planned Unit Development (P-1) to allow for uses in compliance with the General Plan designation of Light Industrial (LI);
- Rezoning of the South Development Area from Commercial (C) to Planned Unit Development (P-1);
- General Plan Amendment for the South Development Area from Commercial (CO) to Light Industrial (LI);
- Adoption of a Planned Unit Development (PUD);

- Subdivision applications to divide the entire project site into 10 lots to create a cohesive master plan for development of the overall property. This would create lots to facilitate phase one development of the Industrial area, as well as road dedications and backbone utility infrastructure;
- Design Review Applications for Phase 1 development of the 10.6-acre Industrial site and building; and
- Signage Program.

PROJECT SITE DETAILS

The Project site is divided into two distinct development areas, north and south, as described in the PUD. The project envisions the development of approximately 3.2-million square feet of warehouse and logistic buildings with overall anticipated Project Floor Area Ratio (FAR) of approximately 45%, with the 67% maximum allowable FAR. Development of the site will provide for the necessary circulation, vehicle parking, and landscaping required by the City of Oakley. Conceptual development plans envision a variety of large and small-scale industrial use buildings on both the North Development Area and the South Development Area. Project construction will be completed in multiple phases. Project construction for the entire development is anticipated to be completed within 6 to 10 years. It will include the construction of the remaining warehouse buildings, as well as all related on-site improvements, including the associated parking areas, circulation, stormwater features, landscaping, and off-site street improvements.

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 building offsets, added variation in materials 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 offset and recessed panel surfaces, changes in materials and design elements. Building corners will be extended at the office function of the buildings. Enhanced landscaping and planting islands will be located at office entrances.

Conceptual architecture and building elevations have been designed to include a range of materials and design elements. Building architectural design and detailing will vary from building to building and from the north to South Development Area. However, each building will be designed to complement the adjacent buildings with a 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 complement the adjacent Contra Costa Logistics Center located just to the west of this project. Building heights will also vary from building to building and will range from 44' to 55'.

General Plan

The North Development Area has a current General Plan designation of Light Industrial (LI) which would allow for the development of warehouse and logistic uses as envisioned. The South Development Area has a current General Plan designation of Commercial (CO). A General Plan amendment will be required to change the designation from Commercial (CO) to Light Industrial (LI) to allow for the proposed industrial development.

Zoning

The North Development Area has a current zoning designation of Business Park Low (BPL). A rezoning to Planned Unit Development (P-1) will be required to allow for uses in compliance with the General Plan designation. The South Development Area has a current zoning designation of Commercial (C). A rezoning will be required from Commercial (C) to Planned Unit Development (P-1) to allow for the industrial development proposed.

Facility Operations

It is anticipated that the Project facilities will likely function 24-hours a day, seven days a week.

Site Demolition

The proposed project would include demolition of the existing on-site structures and utility infrastructure, tree removals (described below), and the removal of the existing vineyards on both the North Development Area and the South Development Area. Clearing and grubbing on both development areas will be required to remove any remaining vegetation in preparation for site grading.

Tree Removal

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 on-site trees is provided in the arborist report.

Warehouse Architecture

The proposed warehouse design would be contemporary in style and would use a variety of massing and materials appropriate for the scale of the buildings. The parapets will also help break up the building massing. The building design elements, varied building materials, and color changes should be focused on the front elevations along Main Street, Bridgehead Road, and Big Break Road.

Landscape and Stormwater Plan

The landscape plan includes a mix of drought-tolerant shrubs and grasses, and a variety of shade trees appropriate for the climate in Oakley. Landscape planting would be used throughout the parking lots and along the Project perimeter. The general pattern of landscape islands to be located throughout the employee parking lot would provide shading of the vehicle parking area to meet Cal-Green requirements. Bioretention basins/planters are shown on the site plan to provide for detention and water quality treatment of the storm water runoff generated by the Project. The treatment basin/planters would be landscaped with a variety of grasses and trees per the preliminary landscape plan.

Access and Parking

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.

Approximately 945 trucks and trailers will be parked on north and south sites, with the typical truck size being approximately 70 feet long for double-axle trailers.

Approximately 1,767 employee parking stalls will be provided in the North Development Area and South Development Area. ADA-compliant stalls and electric vehicle-designated stalls will also be provided, as required by applicable building codes. They will include all the electrical infrastructure necessary to support the future installation of charging stations, and the project will activate these EV charging stations as required by the building code. The parking stalls provided will meet the minimum number of stalls required by the City for

industrial development of this square footage. The Project would provide standard parking stalls of 9-foot by 19-foot, consistent with the City of Oakley's standards.

The employee parking lot and truck and trailer parking areas would be illuminated with standard downward pointing lights, each containing two LED fixtures affixed to a 30-foot light pole. The lighting fixtures would be a "shoebox" style, as is consistent with most industrial developments. Parking lot lights would be designed to provide even distribution of light for both vehicle and pedestrian safety, as well as overall site security, without causing light to spill onto adjacent properties. Lighting fixtures also would be located around the exterior of the warehouse buildings to provide additional lighting for employee safety and security.

ENERGY-EFFICIENT/SUSTAINABILITY PROJECT COMPONENTS

To reduce energy consumption and promote sustainability, the proposed Project would incorporate many energy-saving measures during both construction and operation of the facilities. Below are some of the practices that may be incorporated into the overall project operations to reduce emissions and conserve energy and other natural resources:

Construction

- Electric hookups will be provided to reduce the need for diesel generators for electric construction equipment. Such diesel generators will be equipped with emission control technology verified by EPA and/or CARB to reduce PM emissions by a minimum of 85%.
- Provide on-site meal options for workers to minimize off-site employee trips during construction.

Site

- A substantial amount of the proposed landscape plant material will be drought tolerant/climate adapted and will use less water than other common species. Site perimeter and parking lot landscaping will include trees, tree canopies and other vegetation, per the project's proposed landscape guidelines contained in the PUD.
- Irrigation systems will include water conserving systems to meet maximum applied water allowance (MAWA) and model water efficient landscape ordinance (MWELo) requirements for parking lot and perimeter landscape planting.
- Stormwater management plans are designed to maintain quality control and stormwater discharge rates based on the City's requirements.
- Dust, tire wear, brake dust and other parking lot contaminants will be minimized through regular sweeping/cleaning of truck courts and parking lots.
- Electric Vehicle (EV) capable parking spaces as well as parking stalls with active EV charging stations will be installed per the requirements of California Building Code and Cal-Green.
- Signage at docks, delivery areas, and along truck routes will facilitate traffic to minimize queuing and limit idling.
- Bicycle parking will be provided in the employee parking lot and at the front entry of each building.

Building

- Materials such as concrete and concrete masonry units will be purchased locally, if available to the extent feasible, to minimize the transport distances and impacts to regional air quality.
- High-efficiency restroom fixtures will be used, which conserves water by achieving a 40% decrease in flow over U.S. standards.
- To the extent feasible, emergency back-up generators will run on natural gas and avoid diesel fuel (and to the extent diesel generators must be used, only Tier IV diesel generator engines will be used).

- Building energy efficiency will meet Title 24 Building Envelope Energy Efficiency Standards.
- All building coatings and paints will be low-VOC coatings.
- Construction waste will be recycled whenever possible.
- Lighting systems will be designed with employee use in mind. Lighting is controlled by timers, but override switches are encouraged for employee use.
- On-site meal options, such as food trucks, will be provided for employees to minimize off-site employee trips during shifts.
- Building waste (i.e., green waste, wood waste, food waste and fibers such as paper and cardboard) will be recycled to the maximum extent possible and in full compliance with Senate Bill 1383.

STREET IMPROVEMENTS & UTILITIES

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. Below is a description of the vehicle access routes and a description of the proposed street improvements for development.

Street Improvements

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.

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 service providers:

1. Water: Diablo Water District
2. Wastewater collection and treatment: Ironhouse Sanitary District
3. Stormwater collection: City of Oakley
4. Gas and electricity: Pacific Gas and Electric Company

Water

North Development Area

The Diablo Water District (DWD) currently 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, and will be confirmed once the MEP engineer is selected.

South Development Area

The DWD has water service running adjacent to the south and west side of the project site. 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.

Sanitary 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.

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 will require four (4) sewer pumps for four (4) of the buildings, and one (1) gravity sewer lateral. However, further studies will be required.

Stormwater 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.

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. 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.

Grading Activities and Construction Timing*North Development Area*

Existing grades within the project site range from a low of approximately fifteen (15) feet above mean sea level (MSL) at the northwest corner of the site, to a high of approximately thirty-five (35) feet at the southeast corner of the site. As part of the proposed project, the project site would be graded with a series of cuts and fills to manage rainwater runoff, prevent water accumulation on site, and create a balanced site.

Proposed finished floor elevations for the buildings would vary between approximately 19 and 28 feet with adjacent truck docks being approximately four feet below the finished floors. Due to the grade difference in elevation along Big Break Road, which is approximately 14' going north to south, multiple buildings fronting the road will require the proposed building wall to be deepened or sometimes retained. Cuts and fills for the site are intended to balance, however, if there is contaminated soil found on-site, export of the contaminated soil should be expected.

South Development Area

Existing grades within the project site range from a low of approximately twenty (20) feet above mean sea level (MSL) at the northern side of the site near the B.N.S.F Railway, to a high of approximately thirty-seven (37) feet at the southern side of the site near Main Street. As part of the proposed project, the project site would be graded with a series of cuts and fills to produce an overland stormwater release path towards the proposed outfall north of the project site. Proposed finished floor elevations would vary between approximately 31 and 37 feet with adjacent truck docks being approximately four feet below the finished floors. Cuts and fills for the site are anticipated to roughly balance; thus, net import/export of soil would not likely be required.

EIR AND REQUIRED AGENCY APPROVALS

An EIR prepared for the project will be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed Project.

The City of Oakley is the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA. If the City Council certifies the EIR in accordance with CEQA requirements, the City may use the EIR to support the following actions:

- Rezoning of the North Development Area from Business Park Low (BPL) to Planned Unit Development (P-1);
- Rezoning of the South Development Area from Commercial (C) to Planned Unit Development (P-1);
- General Plan Amendment for the South Development Area from Commercial (CO) to Light Industrial (LI);
- Adoption of the Bridgehead Industrial PUD;
- Development review permit for building design, landscaping, and other site improvements;
- Building, grading, and other permits as necessary for Project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP).

Other Governmental Agency Approvals

Additional permitting agencies may be identified through the course of preparation of the EIR and additional biological and wetland investigations. The following agencies may rely on the certified EIR to issue permits or approve certain aspects of the proposed Project:

- Construction activities would be covered under the National Pollution Discharge Elimination System (NPDES) and the Storm Water Pollution Prevention Plan (SWPPP) would require approval prior to construction activities pursuant to the Clean Water Act;
- Bay Area Air Quality Management District (BAAQMD) – Construction activities would be subject to the BAAQMD codes and requirements.