DATE: May 10, 2024

TO: California State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

FROM: Ken Strelo, Community Development Director
City of Oakley

SUBJECT: NOTICE OF PREPRARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED BRIDGEHEAD INDUSTRIAL PROJECT

The City of Oakley is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed Bridgehead Industrial Project (proposed project). The scope of the EIR has been proposed based upon a determination by the City of Oakley. The City of Oakley has directed the preparation of an EIR in compliance with the California Environmental Quality Act (CEQA).

Once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible and trustee agencies that an EIR would be prepared (CEQA Guidelines Section 15082). The purpose of the NOP is to provide agencies with sufficient information describing both the proposed project and the potential environmental effects to enable the agencies to make a meaningful response as to the scope and content of the information to be included in the EIR. The City of Oakley is also soliciting comments on the scope of the EIR from the general public.

PROJECT DESCRIPTION

The following is a discussion of the project location, setting, required entitlements, existing land use/zoning designations, and project components.

Project Location and Setting

The approximately 164-acre project site, identified by Assessor's Parcel Numbers (APNs) 037-020-007, 037-040-007, and -015, is bounded by Big Break Road to the east, Bridgehead Road to the west, and Main Street to the south in the City of Oakley, California. The Burlington Northern Santa Fe (BNSF) railroad tracks bisect the project site, which is split into an approximately 87.6-acre North Development Area (APN 037-020-007) and an approximately 76.4-acre South Development Area (APNs 037-040-007 and -015). An existing stormwater drain runs north-to-south within the North Development Area of the project site. The North and South Development Areas are developed with vineyards. Existing on-site buildings associated with the vineyards are located within the North Development Area. The South Development Area is located within the River Oaks Crossing Specific Plan area. The 2007 River Oaks Crossing Specific Plan EIR evaluated development of the South Development Area with up to approximately 690,000 square feet (sf) of retail development.

Surrounding existing uses include wetlands, a marina, and the San Joaquin River to the north; a construction company, single-family residences, the Big Break Regional Bike Trail, and the Big Break Regional Shoreline Park to the east, across Big Break Road; light industrial uses, commercial uses, and single-family residences to the south, across Main Street; and the Contra Costa Logistics development, light industrial uses, and commercial uses to the west.

Existing Land Use and Zoning Designations

The City of Oakley General Plan designates the North Development Area (APN 037-020-007) as Light Industrial (LI) and the South Development Area (APNS 037-040-007 and 037-040-015) as Commercial (CO). The North Development Area is zoned BPL (Business Park Low) District and the South Development Area is zoned SP-1 (River Oaks Crossing Specific Plan) District.

Project Components

The proposed project would include the removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, including three million sf of warehouse space and 72,000 sf of office space, as well as associated internal roadways, parking, landscaping, utilities, and other improvements (see Figure 3). Construction of Buildings 1 through 10 would be completed over five development phases (Phases A through E).

The proposed project would require City approval of several discretionary entitlements. The proposed project components, along with all required entitlements and approvals, are described in the following sections.

Project Entitlements

The entitlements requested with this application include:

- Certification of the Environmental Impact Report;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of a General Plan Amendment (GPA 02-23) to redesignate the General Plan land use designation for the 76.4-acre South Development Area from CO to LI;
- Approval of a Rezone (RZ 04-23) to reclassify the zoning district from BPL District for the North Development Area and SP-1 District for the Southern Development Area to Planned Unit Development (P-1);
- Approval of a Tentative Subdivision Map (TM 10-23) to subdivide the three existing parcels, totaling 164 acres, into 10 lots;
- Approval of Design Review (DR 11-23) for the first phase of the development (Phase A), including site development and building architecture for the approximately 182,590-sf Building 6; and
- Approval of a Master Sign Program (MSP 01-23) for sign designs and specifications for the entire site, including all future buildings and entrances.

<u>General Plan Amendment and Rezone</u>

The North Development Area is currently designated as LI and the South Development Area is currently designated as CO. The proposed project would include a General Plan Amendment to change the land use designation for a 76.4-acre portion for the South Development Area from CO to LI.

In addition, the proposed project would include a Rezone to change the North Development Area's zoning designation from BPL District and the South Development Area's zoning designation from SP-1 District to P-1. A P-1 zoning designation would allow for flexibility to develop limited manufacturing and other light industrial uses at the project site, which are compatible with business parks.

Tentative Subdivision Map

The proposed project would include a Tentative Subdivision Map to subdivide the three existing parcels (APNs 037-020-007, 037-040-007, and -015), totaling 164 acres into 10 lots. Each lot would be developed with one building, for a total of 10 buildings at the project site, ranging in size from 117,180 sf to 936,680 sf. Buildings 1 through 5 would be located within the North Development Area and Buildings 6 through 10 would be located within the South Development Area. Table 1 below provides a summary of the proposed buildings.

Table 1
Building Area Summary

Development Phase	Building	Office Space (square feet)	Warehouse Space (square feet)	Total Building Space (square feet)
Phase C	Building 1	20,000	916,571	936,571
	Building 2	8,000	261,700	269,700
Phase D	Building 3	6,000	201,840	207,840
Phae E	Building 4	5,000	113,593	118,593
	Building 5	5,000	112,180	117,180
Phase A	Building 6	5,000	177,590	182,590
Phase B	Building 7	10,000	747,703	757,703
	Building 8	4,000	223,000	227,000
	Building 9	4,000	174,000	178,000
	Building 10	5,000	118,000	123,000
Totals		**72,000**	**3,046,177**	**3,118,177**

The exact tenants or operations for the proposed project sites are unknown at this time; however, the uses are anticipated to be industrial uses consistent with the City's LI General Plan designation, including 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.

Utilities

The following is a discussion of planned utility services of the proposed project.

Water

The Diablo Water District (DWD) currently provides potable water, fire service, and irrigation services to the project area. The DWD has an existing 12-inch water main within Big Break Road, west of the North Development Area, and an existing 10-inch water main is located within Main Street, south of the South Development Area. Additionally, a 24-inch water main is located within the BNSF Railway property south of the North Development Area.

The DWD also has existing water lines along the southern and western boundaries of the South Development Area. The proposed project includes proposed water lines, which would connect to the existing water lines within the adjacent roadways. DWD would require separate connections for fire, domestic water, and irrigation. A new water meter and backflow preventors (BFPs) would be installed at each of the 10 proposed buildings. The on-site fire service would be a multiple loop, private fire system.

Sewer

Iron House Sanitary District (ISD) provides sanitary sewer collection and treatment for the project area. New eight-inch sanitary sewer lines within the North Development Area would connect to the existing 10-inch sanitary sewer line located within Vintage Parkway, west of the North Development Area. The existing

10-inch sanitary sewer line connects into the sanitary sewer main at an existing manhole at the intersection of Vintage Parkway and Almaden Circle. Sewer flows from the North Development Area would be released to the existing collection system within Big Break Road. Two of the North Development Area buildings would flow by gravity into the existing sewer system and the remaining three North Development Area buildings would require pumps to connect into the existing sewer system.

New six- and eight-inch sanitary sewer lines within the South Development Area would connect to the existing 18-inch sewer main located within Main Street. As the existing 18-inch sewer main approaches the intersection of Main Street and Neroly Road/Bridgehead Road, located west of the South Development Area, the existing gravity line turns into a force main. ISD operates the existing Lauritzen Sewer Pump Station located at Lauritzen Lane, northwest of the North Development Area. A portion of the sewer along Bridgehead Road fronting the South Development Area turns into a gravity line and would require a force main to pump the affluent to the Lauritzen Lane lift station. Wastewater flows generated from the South Development Area buildings would be directed to the collection system in Big Break Road by gravity or pumps.

Storm Drainage

Contra Costa County operates and maintains the public storm drain system in the vicinity of the project area. New 12-, 18-, and 24-inch storm drain lines within the North Development Area would connect to the existing 54-inch storm main located south of the North Development Area. The existing 54-inch storm drain connects to an existing 84-inch storm drain, which bisects the North Development Area going north-south on the property. The existing 84-inch storm drain connects near the railroad and outfalls just outside the property boundary to the north near the marina. An existing 35-foot drainage easement and an overlapping 45-foot temporary construction easement are centered in the middle of the existing pipe within the North Development Area. As part of the proposed project, the existing 84-inch storm drain and easement would be rerouted around the proposed buildings.

New 12- and 24-inch storm drain lines within the South Development Area would connect to the existing 54-inch storm main, which crosses the South Development Area from Main Street and continues north through the BNSF Railway right-of-way. Before the 54-inch main crosses under the railroad tracks, the line becomes a 72-inch line and continues routing north. An existing 15-foot easement for the existing pipe and 45-inch temporary construction easement are located within the South Development Area. As part of the proposed project, the existing 54-inch storm main would either be relocated or remain in place.

The site would be designed to meet the City requirements for stormwater quality treatment by providing a series of above ground bio-filtration basins at the project site. The bio-filtration basins would be primarily planted with fescue sod and grasses.

Roadway Improvements

The main access to the proposed project would be from Highway 160 at both the Main Street and Wilbur Avenue on and off-ramps. Access to the North Development Area would be from Big Break Road and D Street, and access to the South Development Area would be from Main Street and Bridgehead Road.

The proposed project would include construction of new internal roads, which would connect to the various surrounding roadways, including the existing stubbed street serving the light industrial uses west of the North Development Area. The new internal roadways would provide vehicle and truck access to the various warehouse buildings at the project site. Access to the North Development Area would be provided by Big Break Road and D Street. Access from Big Break Road would be limited to cars, small delivery vans, and box trucks only. Access to the North Development Area for large trucks (i.e., trucks with 53-foot trailers) would be from Wilber Avenue through the Contra Costa Logistics development on Industrial Way and D Street. Driveway entries from D Street would provide access to the warehouse buildings and parking areas. Access to the South Development Area for both vehicles and large trucks would be provided by Main Street and Bridgehead Road.

D Street would provide Internal circulation to the project site and would extend from the Contra Costa Logistics development to provide vehicle and truck access to Buildings 1 through 5 located within the North Development Area. The private street (continuation of D Street) would include two travel lanes and a center dual turning lane with a width of 40 feet curb to curb.

Off-Site Improvements

The proposed project would also include improvements to Big Break Road, along the eastern boundary of the North Development Area, such as adding curbs and gutters, a five-foot sidewalk, and landscaping. In addition, 19.5 feet of landscaping would be added adjacent to the right-of-way and would include the extension of the existing Class I Big Break Regional Trail.

Main Street would be improved with an eight-foot-wide paved shoulder, six-foot-wide sidewalks, and seven-foot-wide landscaping areas on the north side of the street fronting the project. The proposed project would also include improvements to Bridgehead Road. As part of the proposed project, a new 16-foot-wide gravel shoulder, six-foot-wide sidewalk, and approximately 35 feet of landscaping would be included along the Bridgehead Road frontage.

Design Review

The Initial Phase (Phase A) of development would include construction of Building 6, a warehouse and distribution facility. Phase A would include the necessary roadways, utilities, and detention basin improvements needed to support the development of Building 6. Pursuant to Section 9.1.1604 of the City's Municipal Code, the proposed project would be subject to Design Review by the City. Specifically, the site plan for Building 6 would be analyzed based on elements of design, development location, arrangement of all structures, and design in harmony with surrounding facilities. The purpose of the regulations is to allow design review of all developments, signs, buildings, structures, and other facilities in order to further enhance the City's appearance, and the livability and usefulness of properties.

Master Sign Program

Pursuant to Section 9.5.124 of the City's Municipal Code, because the proposed project would include a group of six or more buildings, the designs and specifications for the entire site, including all future buildings and entrance, would be subject to the requirements of the City's Master Sign Program.

ENVIRONMENTAL EFFECTS

The City has determined that the EIR should address the following issues. Each of the following issue chapters will include a discussion of the existing setting, thresholds of significance, specific impacts, mitigation measures, and monitoring strategies.

Aesthetics

The Aesthetics chapter of the EIR will summarize existing regional and project area aesthetics and visual setting. To the extent applicable, the chapter will describe project-specific aesthetics issues such as scenic vistas, trees, historic buildings, existing visual character or quality of the project area, as well as light and glare. Pursuant to Appendix G of the CEQA Guidelines, the focus will be on whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality. The analysis would be based in part on photo simulations.

Agricultural Resources

The Agricultural Resources chapter of the EIR will provide information in regard to the existing setting relative to agricultural resources on the project site based on a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as well as the types of on-site soils, determined

through the Web Soil Survey, which was conducted as part of the Geotechnical Report for the proposed project using the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service website. The chapter will include an analysis of the proposed project's potential to conflict with the existing zoning for agricultural-related use and Williamson Act contract. The chapter will identify thresholds of significance applicable to the proposed project. The impacts will be measured against the thresholds of significance and appropriate mitigation measures and monitoring strategies will be identified which are consistent with the policies of the City of Oakley.

Air Quality, Greenhouse Gas Emissions, and Energy

The Air Quality, Greenhouse Gas (GHG) Emissions, and Energy chapter of the EIR will summarize the regional air quality setting, including climate and topography, existing ambient air quality, regulatory setting, and presence of any sensitive receptors near the project site.

Air Quality

The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_X, and PM_{10}). The analysis will additionally address toxic air contaminant (TAC) emissions using the California Air Resources Board (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective." Consistent with California court rulings, the CEQA air quality impact analysis will focus solely on the proposed project's effects to the surrounding environment and will not include an analysis of the surrounding environment's effects, such as emissions from State Route (SR) 4, on future site employees. The significance of air quality impacts will be determined in comparison to the Bay Area Air Quality Management District's (BAAQMD's) significance thresholds. Mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

Any project that exceeds 100 truck trips per day and is within 1,000 feet of a sensitive receptor necessitates the preparation of a Health Risk Assessment (HRA) to address the impacts of TACs. Although the future tenants of the proposed project are unknown, due to the square footage of the proposed buildings, the trip generation from the proposed project could exceed the threshold of 100 truck trips per day. In addition, the project site is less than 1,000 feet away from sensitive receptors (single-family residences to the east and west); therefore, a HRA will be prepared for the proposed project. The HRA will be prepared to calculate the cancer risk associated with on-site truck diesel particulate matter (DPM) emissions to determine if the risk is below BAAQMD's threshold.

Greenhouse Gas Emissions

Pursuant to the BAAQMD thresholds of significance for GHG emissions, new land use development projects need to implement specific design elements (i.e., no natural gas, electric vehicle charging, reduce vehicle miles traveled [VMT] by 15 percent) or show consistency with a local GHG reduction strategy in order to do its "fair share" of implementing the goal of carbon neutrality by 2045. If the proposed project can implement the specific design elements, it can reasonably be determined that the proposed project will not make a cumulatively considerable contribution to global climate change. Mitigation measures would be identified, as appropriate, in coordination with the City and BAAQMD to identify feasible mitigations for GHG emissions.

Energy

An analysis will be included as to whether the proposed project could result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The discussion will also evaluate whether the proposed project would conflict with or obstruct a state or local plan for renewable energy.

Biological Resources

The Biological Resources chapter of the EIR will summarize the setting and describe the potential project effects to plant communities, oak woodlands, wildlife, and wetland and riparian communities, including adverse effects on rare, endangered, candidate, sensitive, and other special-status species for the project site. Effects associated with all on-site and off-site improvements will be included in the analysis. An approximately 161-acre portion of the project site is within the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCCHCP/NCCP) boundary, while the remaining approximately three acres, located primarily along the northern portion of the North Development Area, are outside of the ECCCHCP/NCCP covered area. Thus, an evaluation of the potential for the proposed development of the project site to conflict with the provisions of the adopted ECCCHCP/NCCP will be included in the chapter. Analysis in the chapter will be based on a Planning Survey Report prepared for the portion of the project site covered by the ECCCHCP/NCCP and a Biological Resources Analysis prepared for the project site to address CEQA-related biological resources. Mitigation measures for all identified impacts will be developed consistent with applicable laws and regulations.

Cultural and Tribal Cultural Resources

The Cultural and Tribal Cultural Resources chapter of the EIR will describe the potential effects to historical and archaeological resources from buildout of the proposed project. Analysis in the chapter will be based on a Cultural Resources Report prepared for the proposed project, which will include the results of a field survey and records search. The Cultural Resources Report will also evaluate the existing on-site structures and vineyards to determine potential eligibility for listing on the National Register of Historic Place (NRHP) and/or the California Register of Historic Resources (CRHR). Effects associated with all on-site and off-site improvements will be included in the analysis. The chapter will also describe the potential effects to tribal cultural resources from buildout of the proposed project. The County will conduct Native American tribal consultation pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18, the latter of which is required for the proposed project due to the proposed General Plan Amendment. Input from tribes will be incorporated into the Cultural and Tribal Cultural Resources chapter. Feasible and appropriate mitigation measures to avoid or reduce adverse impacts will be identified, as needed.

Geology and Soils

The Geology and Soils chapter of the EIR will summarize the setting and describe the potential effects from the proposed project relating to soil erosion, earthquakes, liquefaction, expansive/unstable soils, as well as identify any known paleontological resources or unique geological features within the project area. The chapter will also discuss the potential for significant disruptions to soil or changes in topography due to project development. The chapter will be based primarily on a site-specific Geotechnical Report prepared for the proposed project.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter of the EIR will summarize the setting and describe any potential for existing or possible hazardous materials within the project area, including but not limited to any lead or asbestos associated with the existing on-site structures, overhead/underground utility lines, or soil contamination associated with pesticides and/or termiticides. The project site was previously owned by DuPont, a chemical manufacturer; therefore, the chapter will also evaluate any potential on-site hazardous materials related to DuPont's previous operations at the project site. The chapter will also assess the potential for the proposed project to create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.

Impacts of the environment on a project (i.e., impacts related to the existing BNSF railroad tracks in the project vicinity), as opposed to impacts of a project on the environment, are beyond the scope of required CEQA review. The California Supreme Court has held that, "CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. What CEQA does mandate[…] is an analysis of how a project might exacerbate existing

environmental hazards." As such, the mere presence of possible hazardous materials at the site or in the vicinity, should such exist, would be considered an existing environmental condition and, thus, would not be considered an impact under CEQA. Rather, the proposed project could have the potential to result in an impact associated with possible hazardous materials should the proposed project exacerbate the existing conditions (e.g., contaminated soils become airborne during ground-disturbing activities and expose construction workers or future residents of the proposed project). The chapter will primarily be based on a site-specific Phase I Environmental Site Assessment.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize setting information and identify potential impacts on stormwater drainage, flooding, groundwater (i.e., depletion and recharge), and water quality, including stormwater runoff water quality. The Hydrology and Water Quality chapter will evaluate project-related increases in impervious surfaces and stormwater flows, increases in downstream flooding, and on-site facilities necessary to treat and possibility detain on-site runoff. In addition, the chapter will evaluate impacts associated with the removal and rerouting of the existing on-site stormwater drain. The chapter will primarily be based on a project-specific Preliminary Drainage Report and a Storm Water Quality Plan.

Land Use and Planning

The Land Use and Planning chapter of the EIR will evaluate the consistency of the proposed project with the policies and regulations included in the City of Oakley General Plan and the City's Municipal Code adopted for the purpose of avoiding or mitigating an environmental effect. The chapter will rely on information from the City of Oakley General Plan.

Noise

The Noise chapter of the EIR will be based on a project-specific Noise and Vibration Assessment. The chapter will address potential noise impacts resulting from project construction and operation, including existing and future traffic noise levels on the local roadway network. Noise-sensitive land uses or activities in the project vicinity will be identified and ambient noise and vibration level measurements on, and in the vicinity of, the project site will be conducted to quantify existing background noise and vibration levels for comparison to the predicted project-generated levels. Noise exposure levels will then be compared to applicable significance criteria in the City of Oakley General Plan Noise Element and CEQA. Feasible and appropriate mitigation measures to avoid or reduce adverse impacts will be identified, as needed.

Public Services and Utilities

The Public Services and Utilities chapter of the EIR will evaluate whether the proposed project could increase demands upon local service providers (e.g., fire, police, schools). In accordance with Appendix G, the focus of the analysis will be on whether the project's demand would require physical alteration of, or need for new governmental facilities, in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts.

Additionally, the chapter will evaluate the proposed project's increase in water supply demand and wastewater generation to determine whether the existing water and sewer infrastructure systems have adequate capacity (wastewater) and supply (water), to accommodate demands from the proposed project, or if system upgrades would be required. Solid waste, electricity, and natural gas service will also be addressed in the chapter. The chapter will be based on existing information from the City of Oakley General Plan and information obtained from direct consultation with appropriate service providers.

Transportation

The Transportation chapter of the EIR will be based on a Transportation Impact Analysis (TIA) prepared specifically for the proposed project. Impact determination for CEQA purposes will be based on VMT,

consistent with CEQA Guidelines Section 15064.3, which became effective statewide on July 1, 2020. The VMT analysis will be prepared consistent with Contra Costa Transportation Authority's (CCTA) current guidance regarding analysis of VMT.

The proposed project's impacts to alternative modes such as pedestrian, bicycle and transit facilities will be assessed based on their significance criteria contained in the adopted City of Oakley guidelines. The EIR chapter will also include an analysis of the proposed project's potential impacts related to conflicting with applicable programs, policies, and ordinances addressing the circulation system, vehicle safety hazards, and emergency access. Feasible and appropriate mitigation measures to avoid or reduce adverse impacts will be identified, as needed.

Statutorily Required Sections

Pursuant to CEQA Guidelines Section 21100(B)(5), the Statutorily Required Sections chapter of the EIR will address the potential for growth-inducing impacts of the proposed project, focusing on whether removal of any impediments to growth would occur with the proposed project. In addition, the chapter will include a summary of any significant and unavoidable impacts identified within the EIR. Finally, the Statutorily Required Sections chapter will also summarize the cumulative impact analyses, which will be provided in each technical chapter of the EIR.

Alternatives Analysis

In accordance with Section 15126.6(a) of the CEQA Guidelines, the EIR will include an analysis of three alternatives, including a No Project Alternative. Consideration will be given to potential off-site locations consistent with CEQA Guidelines, Section 15126.6(f)(2), and such locations will be determined in consultation with City staff. If it is determined that an off-site alternative is not feasible, the EIR will include a discussion describing why such a conclusion was reached. The project alternatives will be selected when more information related to project impacts is available in order to be designed to reduce significant project impacts. The chapter will also include a section of alternatives considered but dismissed, if necessary. The Alternatives Analysis chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts. Such detail may include conceptual site plans for each alternative, basic quantitative traffic information (e.g., trip generation), as well as a table that will compare the features and the impacts of each alternative.

SUBMITTING COMMENTS

To ensure that the full range of issues related to this proposed project are addressed and all significant issues are identified, written comments are invited from all interested parties. Written comments concerning the proposed EIR for the Bridgehead Industrial Project should be directed to the name and address below:

Mr. Ken Strelo
Community Development Director
3231 Main Street
Oakley, CA 94561
(925) 625-7000
Strelo@ci.oakley.ca.us

Written comments are due to the City of Oakley at the location addressed above by 5:00 p.m. on June 10, 2024.

SCOPING MEETING

A public scoping meeting will be held on May 20, 2024, at 5 p.m. at 3231 Main Street, Oakley, regarding the proposed EIR for the Bridgehead Industrial Project.

Figure 1
Regional Location Map

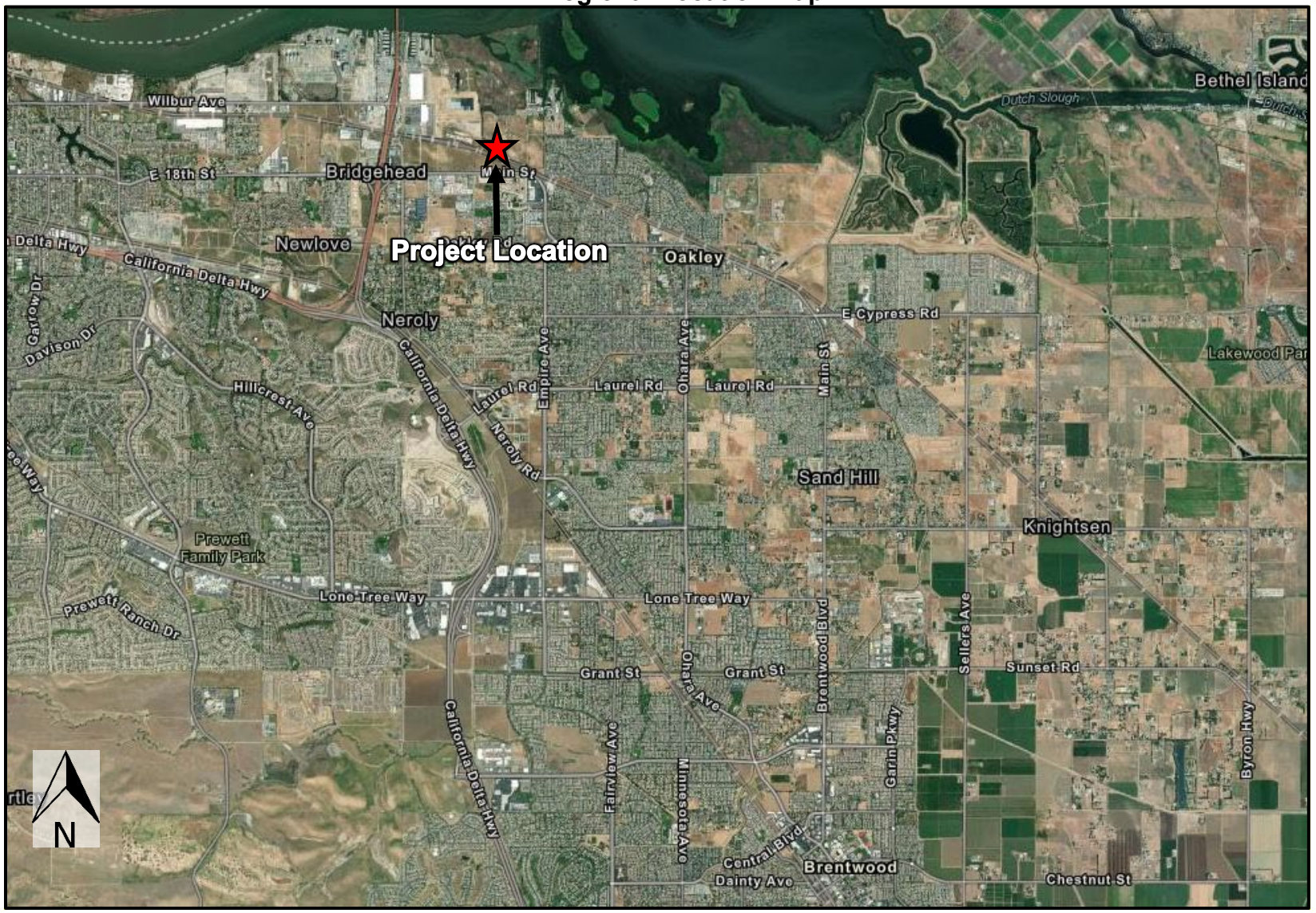
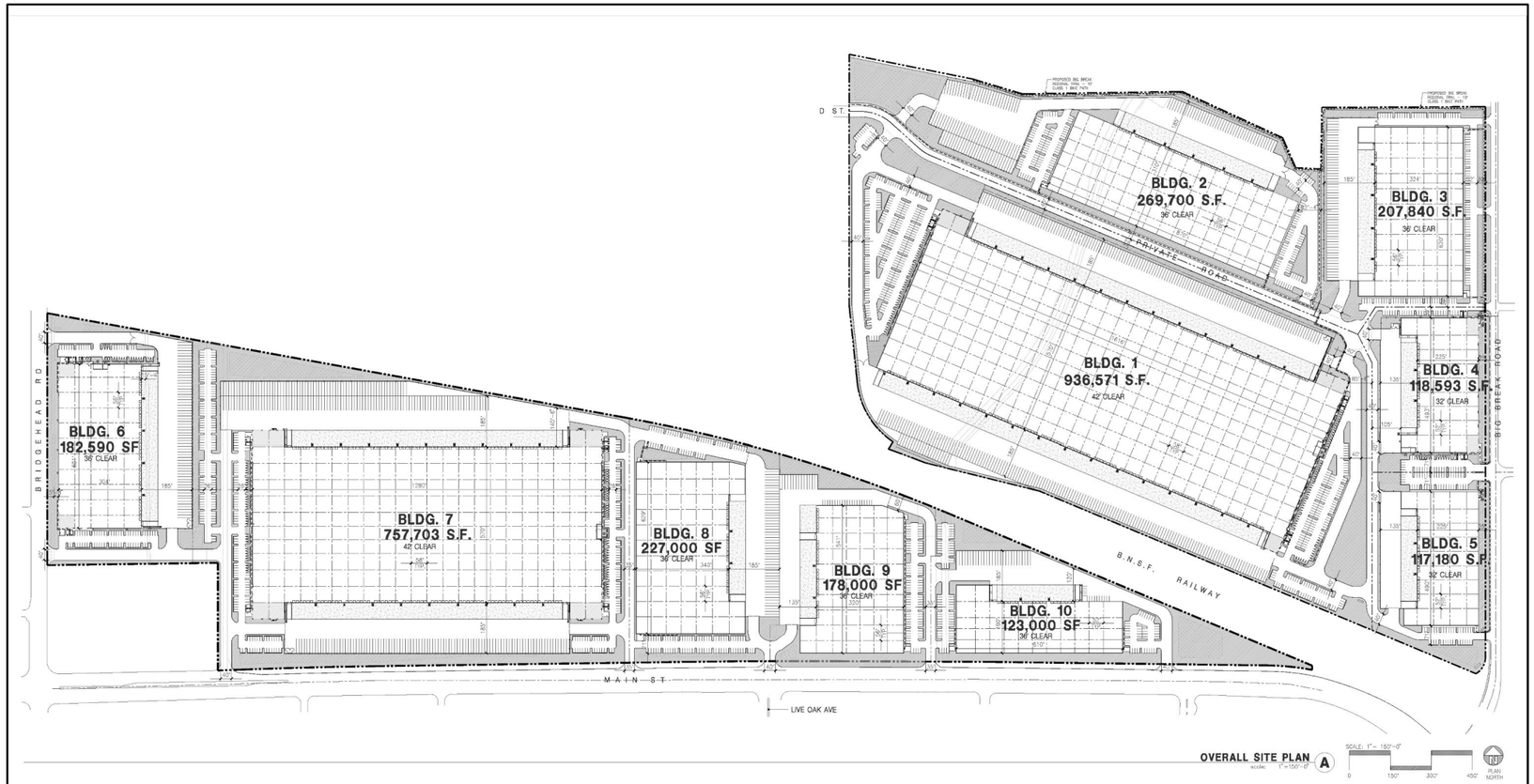
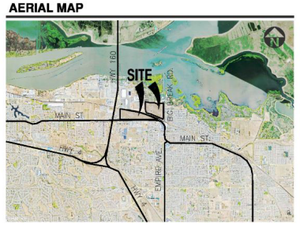


Figure 2
Project Site Boundaries

Figure 3
Site Plan



AERIAL MAP



DEVELOPER

JB2 PARTNERS LLC
PHONE: 424-210-3003
CONTACT: ADAM TERRELL

APPLICANT'S REPRESENTATIVE

HPA, INC.
600 GRAND AVE, STE 302
OAKLAND, CA 94610
TEL: 925-413-6896
ATTN: TERESA GOODWIN

ADDRESS OF THE PROPERTY

BIG BREAK ROAD
OAKLEY, CA 94561

LEGAL DESCRIPTION

SEE CIVIL PLANS

SITE LEGEND

- STANDARD PARKING STALL 9'X18'
- ACCESSIBLE PARKING STALL 9'X19'+5' W/ ACCESSIBLE AISLE
- VAN ACCESSIBLE PARKING STALL 12'X19'+5' W/ ACCESSIBLE AISLE
- STANDARD ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 9'X18' +5' W/ ACCESSIBLE AISLE
- VAN ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 12'X18'+5' W/ ACCESSIBLE AISLE
- STANDARD EVCS SIZE, 9'X19'
- EV CAPABLE SPACE WITHOUT EVSE SIZE 9'X19'
- LANDSCAPED AREA
- AC. PAVING – SEE "C" DRAWINGS, FOR THICKNESS
- CONCRETE PAVING SEE "C" DRAWS. FOR THICKNESS
- LANDSCAPE FINGER PER LOCAL JURISDICTION STANDARD
- PROPERTY LINE
- ACCESSIBILITY PATH OF TRAVEL 48" MIN WIDE, 5% MAX SLOPE, 2% MAX CROSS SLOPE
- EV CHARGER
- EV CHARGER FOR FUTURE

TABULATION

	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	BLDG. 5	BLDG. 6	BLDG. 7	BLDG. 8	BLDG. 9	BLDG. 10	TOTAL	
SITE AREA												
In s.f.	2,055,707	773,413	454,705	255,918	275,037	462,326	1,626,219	467,170	377,763	396,205	7,143,564	sf
In acres	47.19	17.76	10.44	5.85	6.31	10.61	37.33	10.72	8.67	9.10	163.99	ac
BUILDING AREA												
Office	20,000	8,000	6,000	5,000	5,000	5,000	10,000	4,000	4,000	5,000	72,000	sf
Warehouse	916,571	261,700	201,840	113,593	112,180	177,590	747,703	223,000	174,000	118,000	3,046,177	sf
TOTAL	936,571	269,700	207,840	118,593	117,180	182,590	757,703	227,000	178,000	123,000	3,118,177	sf
FLOOR AREA RATIO												
Maximum Allowed	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	
Actual	0.456	0.349	0.457	0.465	0.426	0.395	0.466	0.486	0.471	0.310	0.437	
SITE COVERAGE												
Maximum Allowed	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Actual	45.5%	34.9%	45.7%	46.5%	42.6%	39.5%	46.6%	48.6%	47.1%	31.0%	43.7%	
AUTO PARKING REQUIRED (PROPOSED PARKING RATIO)												
Office: 1/250 s.f.	80	32	24	20	20	22	40	16	16	20	288	stalls
Whse: 1/2,500 s.f.	367	105	81	45	45	71	299	89	70	47	1,219	stalls
TOTAL	**447**	**137**	**105**	**65**	**65**	**91**	**339**	**105**	**86**	**67**	**1,507**	stalls
AUTO PARKING PROVIDED												
Standard (9' x 19')	486	157	118	72	78	116	392	133	101	120	1767	stalls
TRAILER PARKING PROVIDED												
Trailer (10' x 53')	313	122	59	0	0	64	266	54	13	27	928	stalls
ZONING ORDINANCE												
Zoning - P-1: Light Industrial												
PROPOSED MAXIMUM ALLOWABLE BUILDING HEIGHT												
Height - 80'												
LANDSCAPE REQUIREMENT												
Percentage - to be verified												
SETBACKS												
Building		Landscape										
Front - 10'		Front - 15'										
Side - 10'		Side - 10'										
Rear - 0, adj to R zone - 20'		Rear - 10'										