Print Form

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2024050471

Project Title: Bridgehead Industrial Project

Lead Agency: City of Oakley, Community Development Department

Contact Name: Ken Strelo, Community Development Director

Email: strelo@ci.oakley.ca.us Phone Number: (925) 625-7036

Project Location: Oakley (*City*) Contra Costa (*County*)

Project Decription (Proposed actions, location, and/or consequences).

The Burlington Northern Santa Fe (BNSF) railroad tracks bisect the project site, which is split into an approximately 87.6-acre North Development Area and an approximately 76.4-acre South Development Area. 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 City of Oakley General Plan designates the North Development Area as Light Industrial (LI) and the South Development Area 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.

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 approximately 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. The proposed project would require City approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, Master Sign Program, and Design Review.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Draft EIR has determined that the proposed project would be expected to result in potentially significant impacts related biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation. However, the EIR includes mitigation measures sufficient to reduce the impacts to a less-than-significant level.

Significant impacts were identified in relation to agricultural resources and air quality, greenhouse gas emissions, and energy. Despite the implementation of mitigation measures, impacts related to the following are anticipated to remain significant and unavoidable: conversion of farmland to non-agricultural use, air quality emissions during project operations, and cumulative air quality emissions.

All other impacts have been identified as less than significant or no impact. A summary of the project's impacts and required mitigation measures can be found in Table 2-1 of the Executive Summary chapter of the Draft EIR.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Areas of controversy that were identified in NOP comment letters, and are otherwise known for the region, include the following:
• Increased light pollution from new light sources;
• Solid screen buffer of trees along perimeter of property;
• Adverse impact to agriculture;
• Increased emissions resulting from construction activities;
• Increased emissions resulting from project operation;
• Compliance with the project upgrading to a solar energy system;
• EV parking spaces for at least 15 percent of all parking spaces;
• Removal of vineyards and farming creating a heat island;
• Removal of trees;
• Potential for encountering previously unknown cultural, historical, or tribal resources at the project site;
• Impacts related to soil;
• Effect of high water tables on on-site development;
• Impacts related to past and future use of hazardous materials on-site;
• Proposed project is located in close vicinity to DTSC Hazardous Sites;
• Potential for any demolished buildings having presence of lead-based paints;
• Potential for contaminated soils;
• Effects on groundwater quality and stormwater management;
• Impacts of operational noise and vibration on the surrounding habitats;
• Traffic increases in the project vicinity;
• Increase in vehicle miles traveled (VMT);
• Increased demand on public transportation;
• Potential impacts to the State Right-of-Way from project related temporary access points.; and
• Emergency ingress/egress.

Provide a list of the responsible or trustee agencies for the project.

Bay Area Air Quality Management District;
California Department of Fish and Wildlife;
Central Valley Regional Water Quality Control Board;
Contra Costa Fire Protection District;
Contra Costa County Transportation Authority;
Contra Costa County Flood Control and Water Conservation District;
East Contra Costa County Habitat Conservancy; and
U.S. Army Corps of Engineers.