

8520 PARDEE DRIVE PROJECT DESCRIPTION

Purpose

This project description is intended to assist the Port of Oakland (Port) in its analysis of the application for development of a proposed warehouse and office structure at 8520 Pardee Drive (proposed project), within the Oakland International Airport Industrial Business Park in the City of Oakland (City). Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the Port is the Lead Agency in the preparation of environmental documentation required for the proposed project.

Project Location

The project site (site) is located in the City of Oakland, in Alameda County, California (Exhibit 1). The 2.99-acre site is vacant (a previous building on the site was demolished in 2017). The project site is located at 8250 Pardee Drive and is identified as Assessor Parcel Number (APN) 42-4420-004 (Exhibit 2). The site is bounded by Hegenberger Road and the Bay Area Rapid Transit (BART) Oakland Airport line to the east; a City of Oakland fire station (Fire Station No. 27, 8501 Pardee Drive) and a union office/meeting hall building (99 Hegenberger Road) to the south across Pardee Drive; a FedEx facility to the west; and a motorcycle dealership building (151 Hegenberger Road) and a hotel (195 Hegenberger Road) to the north.

The site is located on the *San Leandro, California*, United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map (37°43'49.47" N 122°12'01.45" W).

Environmental Setting

The site was previously developed with a restaurant, Francesco's, and associated parking areas. The site was marshland until the late 1950s, when the marshland was backfilled. The restaurant was opened in 1968 and demolished in 2017; a portion of the asphalt parking area remains. The site is located in a developed commercial and light industrial area within the Oakland Airport Business Park, which is developed with airport-supporting uses and provides convenient access to Interstate 880 (I-880) in addition to Oakland International Airport. The site is located within 2,162 feet of the nearest runway at Oakland International Airport. Photos of the site are provided in Exhibit 3.

Land Use and Zoning Designations

The site is subject to the City of Oakland's General Plan. The Port of Oakland has developed a Land Use and Development Code (LUDC) for the Oakland Airport Business Park, which determines land use and development standards. Therefore, the proposed project would be required to comply with both the City's General Plan and the Port's LUDC.

The site is designated Regional Commercial by the General Plan. General warehousing, storage, and distribution is permitted in the Regional Commercial designation if all activities take place indoors.¹

¹ City of Oakland. 2015. General Plan Designations. Website: <https://cao-94612.s3.amazonaws.com/documents/General-Plan-Designations-20150519.pdf>. Accessed May 5, 2022

The project site is within the Commercial Corridor zone of the LUDC. The office use is allowed in this zone and warehousing is allowed if set back a minimum of 200 feet from Hegenberger Road.

Project Description

The proposed project consists of a 57,000-square-foot, approximately 45-foot-tall, 1-story tilt-up concrete building with interior clear space height of 32 feet. The footprint of the proposed structure would cover 52,000 square feet. A setback of 167 feet from the lot line on Hegenberger Road is provided. The proposed site plan is shown in Exhibit 4. The building would be developed speculatively, providing a distribution warehouse for a tenant that has not yet been identified, with office space on the ground floor and on a mezzanine. Potential uses include fulfillment, assembly and storage, wholesale trade and distribution, and wholesale retail distribution. The warehouse activity would be at the rear of the building and not visible from Hegenberger Road. In addition to warehouse and office space, the proposed project would also include 300 square feet of usable outdoor area and three short-term and three long-term bicycle parking spots. The building would meet the Port of Oakland's LUDC, including a floor area ratio (FAR) of 0.41. Table 1 identifies the key elements of the proposed project. The LUDC allows the applicant to propose an appropriate parking provision. For the proposed project, the applicant has proposed using a rate of 1 space per 1,000 square feet of developed space, resulting in 57 total automobile parking spaces.

Table 1: Proposed Project Components

Use	Area	Number
Industrial/warehouse	47,000 square feet	—
Ground floor office	5,000 square feet	—
Mezzanine office	5,000 square feet	—
Total square footage	57,000 square feet	—
Building footprint	52,000 square feet	—
Total site area	2.99 acres/130,423 square feet	—
Automobile parking spaces	—	57 stalls
Trailer parking spaces	—	0 stalls
Bicycle parking spaces	—	6 spaces
Source: HPA Architecture. March 2022.		

Design and Appearance

The building would be constructed of concrete tilt-up panels, with increased articulation and double-height glazing at building corners to highlight these areas as locations of interior lobby and office space. The 10 dock doors would be roll-up doors, oriented to the interior of the block. Planned building façades feature changes in plane to create relief and shadow lines, with bands of clerestory glass, a variety of color accents, and vertical sections of roofline variation to add additional interest to the buildings.

The building would provide lighting and solar panels per the City of Oakland Green Building Code.

Landscaping

The site would be landscaped to meet the Port’s Stormwater Ordinance requirements for stormwater filtering. The setback from Hegenberger Road would include landscaped parkway strips in support of this requirement, providing screening from the roadway.

Circulation and Parking

Regional access to the project site is provided by I-880 and State Route (SR) 61. The project site is located on Pardee Drive on the corner of Hegenberger Road. Two driveways are proposed for access to the project site from Pardee Drive. The eastern proposed driveway would provide automobile access and would be 26 feet wide; the second proposed driveway at the western side of the site would be a 32-foot-wide driveway to provide truck access. The proposed driveways are 285 feet apart. At this time, new curb cuts are planned for site driveways.

As shown in Table 1, above, the proposed project would provide 57 total automobile parking spaces: 40 standard, nine compact, one accessible standard, one accessible van, one dedicated Clean Air, three electric vehicle (EV) standard, one EV accessible standard, and one EV van accessible. Six bicycle spaces would be provided, as described above. The number of parking spaces proposed by the applicant under the LUDC is 57, based on a factor of one parking space per 1,000 square feet of floor area.

Utilities

The site is currently served by all required utilities. East Bay Municipal Utility District provides water, recycled water, and sewer lines, and Pacific Gas and Electric provides electricity to the site. Stormwater drainage is provided in-street by the City of Oakland. Police and fire are provided by the City of Oakland. Trash collection, composting, and recycling are provided by Waste Management of Alameda County.

Construction

Construction of the proposed project is anticipated to take approximately one year. Within that time, site clearing and grading would require six weeks. Utility improvements and paving would take place over the next 4-5 months. Building construction, landscaping, fencing and finishing would be completed within 6 months.

Required Discretionary Approvals

The Port of Oakland has discretionary authority over the proposed project and is the CEQA Lead Agency. The City of Oakland has ministerial permit responsibility for the proposed project. In order to implement the proposed project, the project applicant would need to secure the following permits/approvals:

1. Port of Oakland Development approval and Port’s Standard Conditions of Approval in the LUDC (discretionary).
2. City of Oakland Building and Grading Permits (ministerial).

Because of the site's proximity to Oakland International Airport, the proposed project is subject to the Alameda County Airport Land Use Policy Plan guidelines related to land use and Federal Aviation Administration (FAA) requirements for building height. The proposed project would comply with the Alameda County Airport Land Use Policy Plan guidelines. Pursuant to conditions of approval in the Port's LUDC,² the project applicant shall confirm that an aviation easement in favor of Oakland International Airport shall be recorded on the property in a form approved by the Port Attorney.

² Website: <https://www.portofoakland.com/files/PDF/LUDC%20April%202016.pdf>. Accessed May 5, 2022

