



TITLE

Giovannoni Logistics Center Warehouse Project

RECOMMENDATION

Take the following actions related to the Giovannoni Logistic Center Warehouse Project:

1. Adopt a Resolution of the City Council of the City of American Canyon (i) Approving a Water Supply Assessment, (ii) Certifying the Final Environmental Impact Report (SCH #2021010104), (iii) Adopting CEQA Findings of Fact, (iv) Adopting a Statement of Overriding Considerations, and (v) Adopting a Mitigation Monitoring and Reporting Program for the Giovannoni Logistics Center Project located north of Green Island Road and bisected by Devlin Road, APN 057-090-008, 057-130-034, 057-130-036 (File No. PL 20-0042).
2. Adopt a Resolution of the City Council of the City of American Canyon approving the Giovannoni Logistics Center Phase 1 Design Permit to allow up to 1,069,904 square feet of High Cube Warehouse Uses on 70.2 acres, located north of Green Island Road and east of Devlin Road, APN 057-090-008, 057-130-034, 057-130-036 (File No. PL 20-0042).
3. Adopt a Resolution of the City Council of the City of American Canyon approving the Giovannoni Logistics Center Tentative Parcel Map to create a Two-Lot Subdivision for up to 1,069,904 square feet of High Cube Warehouse Uses on 70.2 acres, located north of Green Island Road and east of Devlin Road, APN 057-090-008, 057-130-034, 057-130-036 (File No. PL 20-0043).

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

The proposed Giovannoni Logistics Center consists of up to 2.4 million square feet of high-cube warehouse on 163 acres of a 208-acre project site. Approximately 45-acres will remain open space for stormwater detention and wetlands preservation. The semi-rectangular project site is bounded by industrial development in the Green Island Business Park (west), the Napa Logistics Park and Devlin Road (north), the Napa Branch Line (east), and Green Island Road, a stone supply business, and a wine distribution warehouse (south). A location map is included as Attachment 0.0.

The project is anticipated to be developed in two phases.

Phase 1 Consists of two high cube warehouse buildings that comprise approximately 1.1 million square feet on approximately 70 acres east of Devlin Road.

Phase 2 Consists of approximately 1.3 million square feet of high cube warehouse on 113.1-acres west of Devlin Road.

Approximately 45 acres of the overall project site would be preserved as wetlands. A site plan is included as Attachment 0.1.

The underlying purpose of the Project is to develop industrially zoned land within the American Canyon city limits to its highest and best use. The objectives of the Proposed Project are to:

1. Promote economic growth in American Canyon by attracting new industries.
2. Promote development that generates net positive tax revenues for the city by generating more in new tax revenues than are consumed by City expenditures on services provided to the development.
3. Create new employment opportunities for residents of Napa County and the surrounding region.
4. Develop compatible land uses near the Napa County Airport in the interests of avoiding interference with aviation operations.
5. Improve American Canyon's jobs-housing ratio by adding new employment opportunities.
6. Continue the orderly development of the Devlin Road corridor with a well-designed project.
7. Further the goals and policies of the City of American Canyon General Plan by developing land contemplated to support urban development to its highest and best use.
8. Preserve the most biologically sensitive portions of the project site as open space.
9. Install circulation improvements along Green Island Road and Devlin Road that provide efficient ingress and egress to the Proposed Project while also ensuring these facilities operate at acceptable levels.
10. Promote public safety by incorporating security measures into the project design.
11. Mitigate impacts on the environment through implementation of feasible mitigation measures.

The Project includes three Entitlements. They are:

1. An Environmental Impact Report (EIR) for the entire 208-acre project;
2. A Design Permit for Phase 1 which includes two high cube warehouses that comprise nearly 1.07 million square feet; and
3. A Tentative Parcel Map to subdivide Phase 1 into two parcels.

On November 17, 2022, the Planning Commission conducted a public hearing and unanimously recommended City Council approval of each of the three entitlements. The City Council is the final approval authority because the EIR requires a Statement of Overriding Considerations (see ACMC

Section 19.01.0060(D)).

On December 6, 2022, the City Council voted unanimously by all members present to continue the public hearing to February 21, 2023, and allow the Center for Biological Diversity until January 16, 2023, to comment on the proposed draft EIR.

Existing Conditions

The Giovannoni property was annexed into the City of American Canyon in 2005. At that time, this property along with other properties north of Green Island Road were pre-zoned for industrial use. At 208-acres, the Giovannoni Logistics Center site is the largest undeveloped property within American Canyon designated for industrial land use.

The project site gently slopes from east to west and the elevation ranges from 50 feet to 35 feet above mean sea level. The project site contains undeveloped land. Vegetation consists primarily of non-native grasslands, with seasonal wetlands and associated plant species scattered throughout the site. The property has no on-site structures. Photographs of the site from 2021 are included as Attachment 0.2.

Devlin Road bisects the site north-to-south. Green Island Road, to the south will be improved within the next 12-18 months. Both Devlin Road and Green Island Road include an extension of the Vine Trail.

The headwaters of No Name Creek are located in the northwestern portion of the site. No Name Creek flows into the Napa Logistics Park Wetland Preserve from the northwestern corner of the property. This drainage is hydrologically connected to Fagan Slough, which flows into the Napa River.

Although most of the Project Site is relatively flat, historic grazing and inundation in low topographic areas with scattered depressions. As a result, there are small seasonal wetlands and swales scattered throughout the site, most of which are supported by rainwater. Altogether, there are 11.93 acres of seasonal wetlands in the north and southwest corner of the site. These are regulated as “waters of the U.S.” pursuant to Section 404 of the Clean Water Act and are subject to U.S. Army Corps of Engineers (USACE) jurisdiction. Aerial maps that depict Phase 1 wetland impacts and the proposed mitigation plan is shown on Attachment 0.3.

The Phase 2 site west of Devlin Road is bisected by the West Napa Fault in a northwest/southeast direction. The fault does not extend into the proposed Phase 1 Design Permit and Tentative Parcel Map. A graphic depicting the approximate location of the West Napa Fault and Regulatory Zone is included as Attachment 0.4.

An existing 18-inch diameter force main crosses the western portion of the project site between a Pump Station on Tower Road and another Pump Station on Green Island Road. Parallel wastewater

and recycled water pipelines were constructed through the Phase 2 project site in Spring 2021 to support the Napa Logistics Park. These pipelines link Napa Logistics Park to the north with the City's Water Reclamation Facility to the south.

EIR Milestones

The EIR was circulated for public review for 60 days from May 20, 2022, to July 20, 2022. As noted above, the City Council allowed the Center for Biological Diversity until January 16, 2023, to comment on the proposed draft EIR. A copy of the Draft EIR and Appendices is included as Attachments 1. Exhibit A and B.

The city received comments on the Draft EIR. These comments were reviewed and a response to each comment was prepared. The Final EIR consists of the Draft EIR and Appendices (see Attachments 1. Exhibit A and B), Final EIR (Attachment 1. Exhibit C1 and C2), Facts and Findings (Attachment 1. Exhibit D), and the Mitigation and Monitoring Report (Attachment 1. Exhibit E).

ANALYSIS OF THE PROPOSED PROJECT

Environmental Impact Report (EIR)

The California Environmental Quality Act (CEQA) requires every project evaluate impacts on a range of environmental topics. Listed below are each of the environmental topics and the degree of impact caused by the Project:

1) No Significant Impact. The Project's impact on following topic areas are Not Significant:

- Agriculture and Forest Resources
- Mineral Resources
- Population and Housing
- Recreation
- Wildfire
- State Scenic Highways
- Septic or Alternative Wastewater Disposal Systems
- Exposure of Schools to Hazardous Materials
- Private Airstrips
- Emergency Response or Evacuation Plan
- Wildland Fire

An explanation of the reasons why each issue is determined to be Not Significant is provided in EIR Chapter 7, Effects Found Not to be Significant. See Attachment 1. Exhibit A Giovannoni Draft EIR.

2) The project impacts are Less Than Significant. Changes to the project and/or feasible mitigation measures lessen the impact to Less Than Significant. These topic areas include the following:

- Aesthetics, Light, and Glare

- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions and Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services
- Transportation
- Utility Systems

An explanation of the reasons why each issue is determined to be Less Than Significant is provided in EIR Chapter 3, Environmental Impact Analysis. See Attachment 1. Exhibit A Giovannoni Draft EIR. Proposed Mitigation Measures to reduce environmental impacts are summarized in the Mitigation and Monitoring Report. See Attachment 1. Exhibit E Giovannoni MMRP.

3) The project creates a Significant and Unavoidable Impact. Changes to the project and/or feasible mitigation measures lessen the impact, but the impact remains Significant and Unavoidable. Significant and Unavoidable impacts are limited to Air Quality as described below:

Air Quality Management Plan: *The Proposed Project would exceed regional emissions thresholds and, therefore, be inconsistent with the Bay Area Air Quality Management District (BAAQMD) regional air quality planning assumptions. Proposed Mitigation includes emission reduction measures; however, these measures would not lower impacts to a Less Than Significant level. Therefore, the significance after mitigation is significant and unavoidable.*

Cumulative Criteria Pollutant Emissions Impacts: *The Bay Area region does not comply with federal or State air quality standards for certain air pollutants. The Proposed Project would cause a net increase of some of these criteria air quality pollutants. Even though the project would implement measures to reduce these pollutants through Mitigation, it would not fully reduce this impact to a level of less than significant. Therefore, the significance after mitigation is significant and unavoidable.*

An explanation of the reasons why these Air Quality impacts are Significant and Unavoidable is provided in EIR Chapter 3, Section 3.2, Environmental Impact Analysis. See Attachment 1. Exhibit A Giovannoni Logistics Center Draft EIR.

Project Alternatives

CEQA requires an EIR evaluate alternatives to the Proposed Project that are potentially feasible and would attain most of the basic project objectives while avoiding or substantially lessening the

project's potential impacts. Below is a summary of the alternatives to the Proposed Project considered in Chapter 5, Alternatives to the Proposed Project. See Attachment 1. Exhibit A - Giovannoni Logistics Center Draft EIR.

No Project/No Development Alternative

The Proposed Project would not be pursued, and the project site would remain undeveloped for the foreseeable future. This alternative would avoid all the Proposed Project's significant impacts.

No Project/Existing General Plan Alternative

A 2.4 million square-foot food and beverage facility would be developed on the project site. The project boundaries would remain the same as the Proposed Project. This alternative would increase the severity of all the Proposed Project's significant impacts.

Reduced Density Alternative

A 1.6-million-square-foot logistics center would be developed on the project site, which represents a 25 percent reduction relative to the Proposed Project. The layout and project boundaries would remain the same as the Proposed Project. This alternative would lessen the severity of all the Proposed Project's significant impacts.

Phase 1 Only Alternative

Phase 1 would be developed, which consist of 1.1 million square feet of high-cube warehouse on 95 acres. Phase 2 would not be pursued, and the remaining 113 acres of the project site would remain undeveloped. This alternative would lessen the severity of all the Proposed Project's significant impacts to the greatest extent. The Phase 1 Only Alternative is the environmentally superior alternative.

Conclusion

The Phase 1 Only Alternative would lessen the severity of, but would not avoid, the significant and unavoidable Air Quality and GHG emissions impacts associated with the Proposed Project. Additionally, the severity of several significant impacts that can be reduced to Less Than Significant with mitigation (e.g., biological resources, cultural resources, hydrology and water quality, and noise), would be further reduced by the Phase 1 Only Alternative.

The Project Applicant has a 100-year lease agreement with the Property Owner for the entire 208-acre site. The Phase 1 Only Alternative is problematic because the Project Applicant would be unlikely to forgo development on approximately 113 acres (the Phase 2 portion of the project site). Moreover, the project site is the single largest undeveloped industrial zoned site in the City of American Canyon. Preserving 113 acres as a wetland preserve would not represent the highest and best use of the property, particularly since approximately 45 acres of the project site would be assigned for this use.

For reasons described above, staff does not recommend the environmentally superior Phase 1 Only

Alternative. Alternatives to the Proposed Project are more fully described in the Draft EIR, Chapter 5. See Attachment 1. Exhibit A Giovannoni Draft EIR.

Comments on the Draft EIR

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of American Canyon (City), as the lead agency, evaluated the comments received on the Draft EIR (State Clearinghouse No. 2021010104) for the proposed Giovannoni Logistics Center Project (proposed project), and prepared responses to the comments received.

On October 31, 2022, the city released a document described as the (proposed) Final Environmental Impact Report (Final EIR) for the Giovannoni Logistics Center Project (proposed project). In issuing this document, City staff intended that, upon certification by the American Canyon City Council, the document would become the official Final EIR for the proposed project.

On November 17, 2022, the Planning Commission considered the project entitlements and recommended approval of all items (including certification of the Final EIR) to the City Council (Resolution 2022-05).

Following the Planning Commission meeting; however, the City was made aware of public noticing issues associated with the Draft Environmental Impact Report (Draft EIR), which was released for public review on May 20, 2022. In particular, a representative of the Center for Biological Diversity (CBD) claimed that CBD had submitted to City staff a request for notice of the availability of the Draft EIR at the time it was released for public review but had not received any such notice prior to, or at the time of, the May 20, 2022, release of the document.

Out of an abundance of caution, the city agreed to delay action by the City Council on the project and EIR until such time as CBD had been given a full 45-day period in which to comment on the Draft EIR, consistent with the statutory time periods for such comments set forth in Public Resources Code Section 21091, subdivision (a).

Because no other person or entity claimed a similar lack of adequate notice on the Draft EIR, the City did not grant any other persons or entities a similar 45-day period in which to provide official comments on the Draft EIR. Even so, prior to and during the period in which potential action on the proposed project by the City Council was delayed to accommodate CBD, several government agencies and private organizations submitted to the City new or additional comments on the proposed project, mainly focusing on the original (proposed) Final EIR issued on October 31, 2022. Those comments are addressed in the Final EIR, although such written responses are not required by the California Environmental Quality Act (CEQA).

Because of the need to provide CBD a full 45-day period in which to comment on the Draft EIR, and subsequent comments submitted by CBD on January 13, 2023, as well as comments received by several government agencies and private organizations, the Final EIR document issued on October

31, 2022, now includes a Volume 2 of the Final EIR (February 3, 2023). The new Volume 2 of the Final EIR is organized into four sections:

- Section 1–Introduction. Provides an introduction to the Final EIR Volume 2.
- Section 2–Master Responses. Provides a single, comprehensive response to similar comments about a particular topic. Where noted, the Master Responses contained in Final EIR Volume 2 supersede those in Final EIR Volume 1.
- Section 3–Responses to Written Comments. Provides a list of the individuals, agencies, and organizations that commented during the second Draft EIR review period. Copies of all the letters received regarding the Draft EIR and responses to all significant environmental issues in those letters are also included in this section.
- Section 4–Errata. Includes an addendum listing refinements and clarifications on the Draft EIR, which have been incorporated. Where noted, the refinements and clarifications contained in Final EIR Volume 2 supersede those in Final EIR Volume 1.
- Appendices. Includes appendices that are cited as supporting evidence in Sections 2 and 3, as well as an updated Water Supply Assessment (WSA) for the Project (dated December 6, 2023) (Appendix Q.1) and a related technical memorandum prepared by Balance Hydrologics (dated February 7, 2023) (Appendix Q.2), concluding that the conclusions of the updated WSA are unchanged notwithstanding (i) the American Canyon City Council’s adoption on September 6, 2022 (via Resolution 2022-84) of an amendment to the City’s 2015 Urban Water Management Plan (UWMP) and (ii) the City’s release on January 18, 2023, of its Final 2020 UWMP.

A copy of the October 31, 2022 Final EIR which is labelled as Volume 1 and the February 7, 2023, Final EIR Volume 2 are included in Attachment 1. Exhibit C1 Giovannoni Final EIR Volume 1 and Attachment 1. Exhibit C2 Giovannoni Final EIR Volume 2.

EIR Conclusion

A Statement of Findings has been prepared to document the project description, environmental review process, and substantial evidence to support all the conclusions in the EIR. This evidence is contained in a list of Findings. See Attachment 1. Exhibit D Giovannoni FOF.

Phase 1 Design Permit

Buzz Oates LLC submitted a Giovannoni Logistics Center Phase 1 Design Permit application to develop two high-cube warehouse buildings totaling 1,069,904 square feet on 70.2-acres east of Devlin Road and north of Green Island Road.

Building A, located at 300 Green Island Road, is proposed to be 627,976 square feet; and Building B, located at 1200 Devlin Road is proposed to be 469,512 square feet. Both buildings would provide docks, grade level roll-up doors, and trailer parking stalls and enclosed with a secure perimeter. Access would be restricted to authorized users. Building A building may be rail-served by the adjacent Napa Branch Line. A graphic depicting the site plan is included as Attachment 0.1

The building architecture meets the design and development principles set out in the General Plan

(Policy 1.22.4 and 1.22) and reflect a modern industrial look by providing architectural detailing around windows, building corners, parapet, and articulated sidings of the main entrance. The exterior concrete walls have score lines that break up the wall expanse. The ground floor elevation has storefront like windows that capture natural light.

The building design includes a tall parapet to screen rooftop structures and mechanical equipment. A condition of approval requires adequate rooftop equipment screening verified at the time of building permit issuance and occupancy. Photosimulations of the building elevations are included as Attachment 0.5.

The site is well landscaped, including trees throughout the parking areas and along the southern, western and northern edges of the site, and plantings within the stormwater bio-retention area that runs along the northwest side of the site. There are clearly marked pedestrian routes in the parking lot leading to the front office of the building. A copy of the Preliminary Landscape Plan is included as Attachment 0.6.

Each building has safe access onto the adjacent roadway. The entrances are designed to separate big-rig trucks from passenger vehicles and the site plan has a driveway interconnection between the Building A and Building B site along the northern perimeter onto Devlin Road.

- Building A has four entrances on Green Island Road. The western and eastern entrances are designed for big-rig trucks. The central two driveways are for passenger vehicles.
- Building B has three entrances off Devlin Road. The northern and southern entrances are designed for big-rig trucks. The central driveway is for passenger vehicles.

The parking code requires ten bicycle racks for each building. The site plan shows bike lockers located adjacent to service doors at two locations on the northern and southern sides of Building A. On Building B, bike lockers are located next to the western elevation directly in line with the Devlin Road entrance. A second bike locker is located on the northeast elevation near the office entrance.

A table depicting compliance with General Industrial zoning standards for Building A (300 Green Island Road) and Building B (1200 Devlin Road) is included as Attachment 0.7. As shown on the table, all applicable General Industrial development standards have been met or exceeded.

Special Issues

a. Fire District Fiscal Impacts.

The applicant conducted a fiscal analysis that projected the Project would generate an annual Fire District operating deficit of \$158,000. The applicant and the Fire District reached a mutual agreement to supplement financing over the long term. The Memorandum of Understanding between the American Canyon Fire Protection District and Buzz Oats, LLC was approved by the Fire

District Board on October 22, 2022 (Resolution 2022-29).

A condition of approval requires the Applicant to form a Mello-Roos Community Facilities District or similar public financing mechanism (CFD) on full legal parcels that are a part of the Project prior to City issuance of the first building permit. This same condition is included in the Tentative Parcel Map except the threshold is prior to recordation of the map, or city issuance of the first building permit, whichever occurs first.

b. Traffic Monitoring.

The Giovannoni EIR projected trip generation from the project to equal 240 vehicles in the AM peak-hour and 264 vehicles in the PM peak-hour. To ensure actual traffic volumes are no more than the EIR assumption, the Design Permit includes two conditions of approval that require the Applicant to enter into a Recorded a Transportation Demand Management (TDM) Program Agreement (“TDM Agreement”) prior to issuance of the first building permit. Modelled after the Napa Logistics Park Phase 2 TDM Program, the applicant may include a variety of trip reduction measures including off-peak hour workday shifts, car sharing, transit subsidies, and so on. If these are not successful, the Applicant would be required to pay an additional amount for each and every peak-hour trip recorded by the counting device that exceeds the TDM threshold, equal to the latest adopted Traffic Impact Fee (“TIF”) program in effect at the time.

c. Water Conservation

As a part of ongoing water conservation efforts in the commercial sector, the City of American Canyon adopted a Zero Water Footprint policy. Also known as ZWF, the primary goal of this policy is there will be no loss in reliability or increase in water rates for existing water service customers due to new demand for water within the City’s water service area.

To meet the ZWF standards, Developers must ensure that all new developments offset the amount of increased potable water that will be consumed by their project on a one-to-one basis. There are several ways to meet ZWF requirements. During the development process, the City and Developer work in partnership with each other to identify the most appropriate ZWF methods for offsetting the increase in potable water consumption. At a minimum, water conservation measures include:

- Water efficient fixtures
- Install water wise landscaping and irrigation
- Dual plumb the buildings to use recycled water for non-potable uses

Once the Developer has refined their plan to minimize potable water needs, the City and Applicant evaluates the project’s water footprint and the proposed potable water offset through these potential programs:

- Contributing to the City’s existing conservation programs, including our popular Cash-for-Grass turf conversion program, toilet retrofits, and similar community-wide programs.

- Eliminating an existing public use of potable water by converting it to recycled water, such as city park and landscaping irrigation.
- Constructing or funding city capital projects that directly result in reduced demand for potable water or increased capacity to produce recycled water, including but not limited to replacing leaking main lines, replacing inefficient water meters, and treatment improvements at the water reclamation facility.
- Contributing toward the expansion of the City's reclaimed water system by extending the purple pipeline to locations not currently served by recycled water.
- Acquiring water supply from another source.

The Giovannoni Logistics Center has a condition of approval requiring the project to comply with the ZWF policy and to dual plumb toilets to use recycled water.

d. Water Supply Assessment

A Water Supply Assessment (WSA) for the Giovannoni Logistics Center Project was prepared by Balance Hydrologics Inc. in conjunction with the EIR (see EIR Appendix I, Attachment 1.J). The WSA (dated September 21, 2021), prepared in accordance with Water Code Section 10910, (a) identifies the City of American Canyon as the public water supplier for the proposed development; (b) compares the anticipated water demands of the Giovannoni Logistics Center Project with the projected demands assumed in the City's most recent 2015 Urban Water Management Plan; and (c) assesses whether the City's water system can meet the projected water demand of the Giovannoni Logistics Center Project in addition to existing and planned future uses over a 20-year projected time frame.

The WSA concludes that the Project will use less potable water over the long-term than was assumed in the demand analysis in the City's Urban Water Management Plan (UWMP) for the project site (133.3 afy less). In addition, compliance with the city's Zero Water Footprint policy would offset the Project's potable demand through offsite implementation of project-funded water conservation measures of up to 23.9 afy. The citywide supply/demand analysis in this WSA anticipates sufficient supply in all normal years, but shortfalls in water supply during dry-year scenarios in 2035 and 2040, consistent with the analysis in the 2015 UWMP. The WSA is included as Appendix I in the Draft EIR. See Attachment 1. Exhibit B Giovannoni EIR Appendices.

American Canyon was released a Final 2020 UWMP on January 18, 2023. This planning update included revised projections of City-wide available supply and demand, based on updated water usage and availability numbers, revised planning guidance contained within the 2020 UWMP Guidebook (issued by DWR in March 2021), and adjusted estimates of population and other growth within the City.

In general, the UWMP update resulted in projected decreases in both water supply and demand, when compared year-to-year to the projections contained within the 2015 UWMP. Balance Hydrologics, Inc. reviewed the 2020 UWMP. The 2020 UWMP concluded that even with a lower

projected demand and even less available supply than that projected in the 2015 UWMP, American Canyon has available additional supply through the purchase of “supplemental imported water through existing agreements through the planning horizon (2045) for all water year scenarios” to overcome potential drought-scenario shortfalls through the 2045 planning period.

As detailed in the WSA, the Giovannoni Project is anticipated to use up to 24 acre-feet per year (‘afy’) of potable water and 82 afy of recycled water (after full development of the project site). The updated projections of Commercial/Industrial/Institutional (C/I/I) demand in the 2020 UWMP, while less than that projected in 2015, could still accommodate the increase in potable demand associated with the Project. As a result, the Giovannoni Project WSA is consistent with Water Code section 10910—because the City has sufficient water to serve the Project, in addition to the City’s existing and planned future uses (including agricultural and manufacturing uses) during normal, single-dry, and multiple-dry water years during the next 20-year time period. A copy of the Balance Hydrologics, Inc. review of the 2020 UWMP is included as Appendix Q in FEIR, Volume 2. See Attachment 1. Exhibit C2.

e. Greenhouse Gas Reduction Methods

The Giovannoni EIR includes five mitigation measures to reduce greenhouse gas emissions. The first mitigation measure MM GHG-1a includes ten ways to reduce greenhouse gas emissions from project construction. These range from no volatile organic compound (VOC) paints, local building material suppliers, use of electric construction equipment, and so on.

The other four measures reduce greenhouse gas emissions from ongoing building operation. MM GHG 1e requires the Applicant to provide the city with documentation (e.g., site plans) demonstrating to the City’s satisfaction that the electricity demand will be supplied with 100 percent carbon-free electricity sources through the Year 2045. This requirement is necessary to satisfy prior to the issuance of any building permit for the Proposed Project.

The Design Permit implements MM GHG-1e with the use of on-site solar panels. On-site solar electricity has the advantage of not requiring use of unreliable PG&E distribution lines. Furthermore, there is significant concern that adapting to a carbon free future will strain existing supplies of carbon free electricity. Generating electricity on-site helps grow the supply of carbon- free electricity, not draw from limited existing sources.

f. Lot Line Adjustment

An existing parcel line cuts through the proposed Building A western parking lot from Green Island Road to the proposed bioswale north of Building A. For a variety of legal reasons and zoning setback requirements, it is important to reconfigure parcel lines to reflect the proposed site plan. A graphic depicting the existing parcel line is included as Attachment 0.8. It is labelled “Lands of Right from the Start” APN 057-130-036.

Design Permit Conclusion

Staff recommends the City Council approve the Design Permit as shown in Attachment 2.

Tentative Subdivision Map

Buzz Oates LLC submitted a Giovannoni Logistics Center Phase 1 Tentative Parcel Map to create a two-lot parcel map north of Green Island Road, and east of Devlin Road for up to 1,069,904 square feet of high-cube warehouse buildings (the proposed project). Lot 1, located at 300 Green Island Road, comprises 38.36 acres, and Lot 2 located at 1200 Devlin Road comprises 31.44 acres.

Both parcels are specifically designed to accommodate the proposed warehouse buildings shown in the Design Permit application. Each parcel has its own parking and access, so they could operate independently from each other.

Parcel Sizes

The Light Industrial zoning district requires a minimum parcel size of 40,000 square feet. Both Lot 1 and 2 greatly exceed this minimum standard with 38.36 acres, and 31.44 acres, respectively.

Infrastructure

As shown on the Tentative Parcel Map plans, the subdivision has been designed to accommodate stormwater and utilities. The conditions of approval (See Attachment 3) provide additional instructions on infrastructure development and impact fee payments.

Giovannoni Logistics Park EIR Mitigation Measures

As required for the Design Permit, the Tentative Map also includes applicable mitigation measures from the Giovannoni Logistics Park EIR.

Fire District Financing Agreement

As required for the Design Permit, the Tentative Map also includes a requirement for the Applicant shall form a Mello-Roos Community Facilities District or similar public financing mechanism (CFD) on full legal parcels that are a part of the Project in accordance with ACFPD Agreement 2022-29. A copy of Agreement 2022-29 is included with the Tentative Map Resolution as Exhibit C (See Attachment 3).

Tentative Parcel Map Conclusion

Staff recommends the City Council approve the Tentative Parcel Map as shown in Attachment 3.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Economic Development and Vitality: "Attract and expand diverse business and employment opportunities."

FISCAL IMPACT

Processing the Project's Entitlements is funded by the applicant to eliminate a General Fund

subsidy. Development of the project will generate ongoing tax revenues and indirect economic development from additional employees. Costs will increase from providing municipal services i.e.: road maintenance, emergency services. Specific fiscal impacts will vary dependent upon the ultimate site users at the property.

ENVIRONMENTAL REVIEW

The Planning Commission recommends the City Council certify that the Final Environmental Impact Report (EIR) (SCH# 2021010104) has been completed in compliance with the California Environmental Quality Act (CEQA) and adequately reflects the City's independent judgement and analysis regarding the potential environmental impacts associated with the Giovannoni Logistics Center Project, and: (i) approve a Water Supply Assessment, (ii) Certify the Final Environmental Impact Report (SCH #2021010104), (iii) Adopt CEQA Findings of Fact, (iv) Adopt a Statement of Overriding Considerations, and (v) Adopt a Mitigation Monitoring and Reporting Program for the Giovannoni Logistics Center Project located north of Green Island Road and bisected by Devlin Road, APN 057-090-008, 057-130-034, 057-130-036 (File No. PL 20-0042)

ATTACHMENTS:

[0.0 Location Map](#)

[0.1 Site Plan](#)

[0.2 Site Photographs](#)

[0.3 Wetlands Delineation & Mitigation Map](#)

[0.4 Fault Zone Map](#)

[0.5 Building Photosimulations](#)

[0.6 Preliminary Landscape Plan](#)

[0.7. Building A and B Development Standards](#)

[0.8. Parcel Line To Adjust](#)

[1. CC Giovannoni CEQA Reso \(updated\) \(00662909xB0A85\)](#)

[1. Exhibit A. Giovannoni Draft EIR](#)

[1. Exhibit B Giovannoni EIR Appendices](#)

[1. Exhibit C1 Giovannoni Final EIR Volume 1](#)

[1. Exhibit C2 Giovannoni Final EIR Volume 2](#)

[1. Exhibit D Giovannoni Logistics Center FOF 02.21.23 \(00662964xB0A85\)](#)

[1. Exhibit E Giovannoni MMRP](#)

[2. CC Giovannoni Design Permit Reso 02.16.23](#)

[2. Exhibit A Giovannoni Design Permit Plans](#)

[2. Exhibit B Confirmation of Design Permit Conditions](#)

[2. Exhibit C Fire District Resolution 2022-29](#)

[3. CC Giovannoni TPM Reso 02.16.23](#)

[3. Exhibit A Giovannoni Tentative Parcel Map Plans](#)

[3. Exhibit B Confirmation of TPM Conditions](#)

[3. Exhibit C Fire District Resolution 2022-29](#)