

CHAPTER 2: PROJECT DESCRIPTION

This Draft Environmental Impact Report (Draft EIR) analyzes the potential environmental effects of the proposed Giovannoni Logistics Center Project (proposed project) in American Canyon.

2.1 - Project Location and Setting

2.1.1 - Location

The 208-acre project site is located in the City of American Canyon, in Napa County, California; refer to Exhibit 2-1. 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); refer to Exhibit 2-2. The project site is located on the Cuttings Wharf, California, United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map, Township 4 North, Range 4 West, Sections 13 and 14 (Latitude 38° 11' 50" North; Longitude 122° 15' 36" West).

2.1.2 - Existing Conditions

The project site contains undeveloped land; there are no structures on-site. Vegetation consists primarily of non-native grasslands, with seasonal wetlands and associated plant species scattered throughout the site. The project site gently slopes from east to west and the elevation ranges from 50 feet to 35 feet above mean sea level. The headwaters of No Name Creek are located in the northwestern portion of the site. No Name Creek flows off the site at the northwestern corner of the property into the Napa Logistics Park Wetland Preserve. The drainage is hydrologically connected to Fagan Slough, which flows into the Napa River. The majority of wetlands that occur throughout the site are supported by direct precipitation. Small soil mounds are located in various places throughout the site.

The West Napa Fault bisects the project site in a northwest/southeast direction. An existing 18-inch diameter force main that connects the Tower Road Pump Station with the Green Island Pump Station crosses the western portion of the project site.

The City of American Canyon owns an approximately 8-acre strip of land that bisects the site north-to-south. This strip of land would support the planned extension of Devlin Road from Middleton Way to Green Island Road, which was under construction as of Summer 2021.

Pursuant to the approval of the Napa Logistics Park Phase 2 EIR, parallel wastewater and recycled water pipelines were constructed through the project site via jack-and-bore technologies in Spring 2021. The pipelines link Napa Logistics Park to the north with the City's Water Reclamation Facility to the south.

Photographs of the project site are provided in Exhibit 2-3.

2.1.3 - Surrounding Land Uses

West

The California Northern Railroad line connecting American Canyon and Sonoma and the Biagi Brothers distribution warehouse form the western boundary of the project site.

North

Devlin Road and the Napa Logistics Park form the northern boundary of the project site. Napa Logistics Park contains more than 2 million square feet of distribution warehouses as well as a planned Pacific Gas and Electric Company (PG&E) regional operations and maintenance center. Further north is the Napa County Airport.

East

The Napa Branch Line, a railroad that connects American Canyon and Napa, forms the eastern boundary of the project site. East of the branch line are several industrial and commercial businesses that front State Route (SR) 29.

South

Green Island Road, Crown Hill Stone Supply, and the Wine Direct warehouse form the southern boundary of the project site. Further south are industrial and commercial businesses within the Green Island Business Park.

2.1.4 - Land Use Designations

The project site is designated “Industrial” by the City of American Canyon General Plan and zoned “General Industrial.” The project site is within the boundaries of the Napa County Airport Land Use Compatibility Plan.

2.2 - Project History

2.2.1 - Giovannoni Property

Historic topographic maps indicate that the Giovannoni Property has been undeveloped since at least the early 20th Century. The property was annexed into the City of American Canyon in 2005 when the City pre-zoned the site for industrial use. It is the largest undeveloped property designated for industrial land use activities within the American Canyon city limits.

2.2.2 - Napa Logistics Park

The approximately 218-acre Napa Logistics Park property is immediately north of the Giovannoni project site and has been through several rounds of entitlements.

In 2009, Napa County approved the entitlements for Phase 1 of the Napa Logistics Park. These entitlements included a use permit, tentative parcel map, and development agreement for a 646,000-square-foot warehouse on 38 acres of the project site. In 2011, the City of American Canyon

annexed the entire Napa Logistics Park property. The Napa Logistics Park applicant completed the Phase 1 warehouse in 2016 and the building is used as an IKEA customer fulfillment center.

In 2015, the American Canyon City Council certified the Napa Logistics Park Phase 2 EIR and approved entitlements including a use permit, vesting tentative subdivision map, design permits, engineering design exceptions, and a development agreement. The EIR contemplated the development of a 2.27-million-square-foot logistics center on 173 acres of the project site.

In 2017, the Napa Logistics Park applicant requested, and the City of American Canyon approved, the extension of the term of the development agreement to 10 years. The Napa Logistics Park applicant subsequently received design permits for two warehouses (702,000 square feet and 363,000 square feet); the warehouses were developed and are tenanted by Biaggi Bros and Amazon, respectively. The final developable parcel was acquired by PG&E for the development of the Napa Regional Center, a maintenance and operations facility.

2.2.3 - Napa Airport Corporate Center

The approximately 50-acre Napa Airport Corporate Center property is northeast of the Giovannoni project site and has been through several rounds of entitlements.

In 2018, the American Canyon City Council certified the Napa Airport Corporate Center EIR (State Clearinghouse No. 2014122005) and approved entitlements including a use permit, vesting tentative subdivision map, design permits, engineering design exceptions, and a development agreement. The EIR contemplated the development of a 550,000-square-foot business park on the 50-acre project site. The EIR included an option for a fuel station/convenience store/quick serve restaurant in lieu of a warehouse on one of the parcels.

In 2017, prior to the approval of the Napa Airport Corporate Center entitlements, the Napa Vallejo Waste Management Authority (NVWMA) acquired a 15-acre parcel from the property owner. In 2020, the NVWMA Board of Directors approved the development of an enclosed Construction and Demolition Debris Recycling Facility on approximately 9 acres of the parcel. The NVWMA processed an Addendum to the Napa Airport Corporate Center EIR.

2.2.4 - Devlin Road and Napa Valley Vine Trail Extension Project

The City of American Canyon adopted a Mitigated Negative Declaration (State Clearinghouse No. 2018122031) for the Devlin Road and Napa Valley Vine Trail Extension Project on October 1, 2019. The project consisted of the extension of Devlin Road from Green Island Road to Middleton Way (Napa Logistics Park) and associated construction of the Napa Valley Vine Trail along this roadway segment. The extended roadway would have one 14-foot travel lane in each direction and a 12-foot two-way left turn lane. A roundabout would be located at the intersection of Devlin Road/Boone Road. A three-way stop would control the Devlin Road/Green Island Road intersection. The majority of the 3,084-foot segment would be located within the Giovannoni Property.

The City of American Canyon's Circulation Element contemplates the completion of Devlin Road between Green Island Road and Middleton Way (Segment H). The improvement is programmed into

the City's Traffic Impact Fee Program and Capital Improvement Program. The City has been collecting fees from new development projects to pay for Segment H and it is fully funded. The applicant previously dedicated an approximately 8-acre strip of land to the City of American Canyon for this extension. Construction began in Summer 2021.

2.2.5 - Green Island Road Reconstruction and Widening Project

The City of American Canyon adopted a Mitigated Negative Declaration (State Clearinghouse No. 2019089082) for the Green Island Road Reconstruction and Widening Project on October 1, 2019. The project consisted of improvements to a 1.86-mile segment of Green Island Road between SR-29 and a cul-de-sac and include the following:

- Addition of a two-way left turn center lane on Green Island Road (0.80 mile).
- Construction of the Napa Valley Vine Trail Class I bicycle/pedestrian path along the north side of Green Island Road.
- Installation of curb, gutter, and sidewalks at several locations along the roadway corridor.
- Improvement the structural section on the internal roads within existing curb and gutter.
- Reconstruction and improvement of the two at-grade railroad crossings.
- Relocation of existing overhead utilities to a new underground joint trench.
- Installation of light-emitting diode (LED) street lighting.

The City was awarded funding from the United States Department of Commerce Economic Development Administration to pay for the proposed improvements.

2.3 - Project Characteristics

2.3.1 - Project Summary

The applicant, Buzz Oates LLC, is proposing to develop a 2.4-million-square-foot logistics center on approximately 163 acres of the approximately 208-acre project site. The remaining 44.8 acres would be preserved as open space/wetland preserve.

The applicant has developed design-level site plans for Phase 1 of the proposed project, which includes a 94.7-acre area east of the Devlin Road extension. This area will support two high-cube warehouse buildings totaling 1,069,904 square feet. One of the buildings would be rail-served by the adjacent Napa Branch Line. Each building would provide docks, grade level roll-up doors, and trailer parking stalls. The facility would be enclosed with a secure perimeter and access would be restricted to authorized users.

Phase 2 of the proposed project would occur on a 113.1-acre area west of Devlin Road. This area is conceptually proposed for the remaining 1.3 million square feet of high-cube warehouse. Phase 2 would commence once Phase 1 is completed. Accordingly, this environmental document evaluates Phase 1 at a project level and Phase 2 at a program level of analysis. (See Chapter 1, Introduction, and

Section 2.5 below for detailed discussions of the differences between project-level and programmatic analysis, and how the document will be used for future approvals within Phases 1 and 2.)

Table 2-1 summarizes the proposed project. Exhibit 2-4 depicts the preliminary site plan for Phase 1.

Table 2-1: Giovannoni Logistics Center Project Summary

Phase	Acres	Building/Square Feet	End Use/Characteristics
1	94.7	A/627,976	High-Cube Warehouse/36 feet clear height
		B/469,512	High-Cube Warehouse/36 feet clear height
		<i>Subtotal: 1,097,488</i>	–
2	113.1	1.3 million	High-Cube Warehouse/36 feet clear height
Total	208	2.4 million	–

Notes:
Total acres and square footage values are rounded up.
Source: RMW Architectural Interiors 2020.

2.3.2 - Devlin Road Extension

As previously discussed, the City of American Canyon is extending Devlin Road approximately 3,084 linear feet from Green Island Road to Middleton Way (Napa Logistics Park). The Devlin Road extension is fully funded, the environmental review process was completed in 2019, and construction began in 2021. As such, the Devlin Road extension would be completed prior to Phase 1 of the proposed Giovannoni Logistics Center Project.

The City’s Sewer Master Plan contemplates a new 21-inch diameter gravity sewer line that would follow the planned extension of Devlin Road. At Green Island Road, the sewer line would continue west to the new Green Island Pump Station. Once operational, the existing 18-inch diameter force main would be abandoned, along with the Tower Road Pump Station.

The project applicant would construct the Napa Valley Vine Trail segment along the project frontage with Devlin Road frontage.

2.3.3 - Green Island Road Improvements

As previously discussed, the City of American Canyon would improve Green Island Road along the project frontage. The roadway would be widened to provide a two-way left turn lane and half width improvements would be installed along the project frontage, including the Napa Valley Vine Trail. The new Green Island Road/Devlin Road intersection would provide turn lanes. The project applicant would dedicate right-of-way to the City for the Green Island Road widening. The Green Island Road improvements are fully funded, and the environmental review process was completed in 2019. As such, the Green Island Road improvements may be completed prior to Phase 1 of the proposed Giovannoni Logistics Center Project. The project applicant would construct the Napa Valley Vine Trail segment along the project frontage with Green Island Road.

2.3.4 - Vehicular Access

Vehicular access to Phase 1 would be provided via four driveways on Green Island Road and four driveways on Devlin Road. Two driveways on each road would be dedicated for truck access and the remaining two would be dedicated for passenger vehicle access. Reciprocal access would be provided between the two Phase 1 warehouses.

Vehicular access to Phase 2 would occur from both Green Island Road and Devlin Road.

2.3.5 - Parking

Off-street parking spaces for Phase 1 would include standard stalls for passenger vehicles and 55-foot-long stalls for empty truck trailers. Table 2-2 summarizes the assignment of parking spaces by building.

Table 2-2: Phase 1 Parking Summary

Building	Stalls	Notes
A	430	Includes 10 ADA stalls, 26 electric vehicular charging stalls, and nine Clean Air stalls
B	430	Includes 10 ADA stalls, 26 electric vehicular charging stalls, and nine Clean Air stalls
Total	860	
Notes: ADA = Americans With Disabilities Act Clean Air stalls intended for vanpools and electric vehicles Source: RMW Architecture Interiors 2020.		

2.3.6 - Open Space Preservation

The applicant proposes to establish an Open Space Wetland Preserve (Preserve) to conserve and manage vernal pool and other wetland and grassland resources (including foraging habitat for Swainson’s hawk and other birds of prey) in perpetuity; and to offset wetland impacts associated with the proposed project, and additional wetland impacts that may occur in the future as part of the possible development of a second phase of the project (referred to herein as the “Phase 2”), as described in more detail in the Biological Resource section of the Draft EIR, below.

The preserve is proposed to consist of approximately 44.8 acres on the northern portion of the site (Section 3.3, Biological Resources, Exhibit 3.3-4). This area coincides with the portion of the project site where No Name Creek meanders and would create a contiguous open space area with approximately the adjoining 37-acre Napa Logistics Park Wetland Preserve.

The project proposes to establish a conservation easement held by a third-party conservation entity. Additionally, a resource agency approved Wetland Preserve Interim and Long-term Management Plan would be prepared and implemented, which would include monitoring, and the requirement to establish an adequate endowment fund to support in perpetuity conservation and management of the biological resources of the Preserve.

2.3.7 - Storm Drainage

The proposed project would provide 110,766 square feet (2.6 acres) of storm drainage retention on-site. A network of underground piping ranging from 12 to 48-inches in diameter would convey runoff to bioretention and detention basins in the northern portion of the property.

2.3.8 - Utilities

Water

The City of American Canyon would provide potable water and recycled water service to the proposed project. Potable and recycled water infrastructure would be installed within the Devlin Road extension. Service laterals would extend from water lines within Green Island Road and Devlin Road to project buildings.

Wastewater

The City of American Canyon would provide wastewater collection and treatment service to the proposed project. Sewer infrastructure would be installed within the Devlin Road extension. Service laterals would extend from sewer lines within Green Island Road and Devlin Road to project buildings.

Electricity and Natural Gas

Marin Clean Energy would procure, and PG&E would deliver electricity to the proposed project. PG&E would procure and deliver natural gas to the proposed project. Electric and natural gas infrastructure would be installed within the Devlin Road extension. Service laterals would extend from facilities within Green Island Road and Devlin Road to project buildings.

2.3.9 - Grading and Earthwork

Rough grading would require 139,500 cubic yards of cut and 146,900 cubic yards of fill. Utility and development spoils would require 2,000 cubic yards of cut. In total, there would be 141,500 cubic yards of cut and 146,900 cubic yards of fill. Thus, there would be a need for 5,400 cubic yards of fill to be imported to the project site.

2.3.10 - Design and Appearance

Architecture

The warehouse buildings would be of Type VB construction, site cast, tilted concrete panels with a variety of architectural enhancements. The typical wall panels would be enhanced with reveals and a textured elastomeric, multicolored coating system. The areas around the building entries would also be enhanced with tinted glazing in aluminum frames with overhead steel-framed painted canopies. The placement of these enhancements would be focused on those locations most visible from the public roadways. Exhibit 2-5 depicts the conceptual building renderings.

Landscaping

The proposed project would be landscaped using plants adapted to the City of American Canyon climate. Low-water-use plants would primarily be used, with moderate water use plants used at accent points, such as driveways and building entries. The landscape palette will not include oleander because it cannot be composted with other green waste.

2.3.11 - Sustainability Features

The proposed project would incorporate a variety of sustainable materials and construction practices including:

- A stormwater pollution prevention plan to minimize contamination, erosion, and dust pollution during construction. All stormwater runoff from impervious surfaces (roofs and paving) will be routed through a specially designed water quality detention and treatment basin. Additionally, on-site detention will be provided to meet the City of American Canyon standards.
- Storage and collection of recyclable materials.
- Construction waste management including recycling.
- Environmental tobacco smoke control.
- Heat reflecting roof membranes.
- Light pollution reduction.
- Water-efficient landscaping.
- Water use reduction methods.
- Low volatile organic compound (VOC) emitting sealants, adhesives, coatings, floorings, and wood materials.
- Roof structures designed to accommodate additional weight for roof-top photovoltaic electricity generation panel arrays.
- California Green Building Code compliant electric vehicle charging stations at seven locations.
- The application of United States Green Building Council Leadership in Energy and Environmental Design (LEED™) techniques and practices to the project design and construction.
- Covered parking for bicycles

2.3.12 - Employment

The proposed project would employ an estimated 1,200 workers during construction and an estimated 3,643 workers at buildout.

2.3.13 - Buildout Horizon

For the purposes of providing a conservative, worst-case scenario, this Draft EIR assumes that Phases 1 and 2 would be developed concurrently over a period of 18 months.

As a practical matter, the proposed project would buildout over a period of years or decades. Phase 1 would be developed first, followed by Phase 2.

2.4 - Project Objectives and Underlying Purpose

The underlying purpose of the proposed project is to develop industrially zoned undeveloped 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 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.

2.5 - Intended Uses of this Draft EIR

This Draft EIR is being prepared by the City of American Canyon to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of American Canyon is the lead agency for the proposed project and has discretionary

authority over the proposed project and project approvals. The Draft EIR is intended to address all future development and public infrastructure improvements that are within the parameters of the proposed project.

This Draft EIR is a combination of a project EIR and a program EIR. The Draft EIR provides a project-level analysis of the environmental effects of Phase 1 and programmatic analysis for Phase 2 of the Project.

The project-level analysis for Phase 1, consistent with CEQA Guidelines Section 15161, provides sufficient detail to allow for approvals of all needed approvals and permitting for, as well as construction of, Phase 1 without any need for additional environmental review, provided that future project changes or changed circumstances do not trigger the need for some sort of subsequent environmental review pursuant to CEQA Guidelines Sections 15162 through 15164 (subsequent EIR, supplement to an EIR, or addendum to an EIR).

The programmatic level of analysis for Phase 2 has been prepared pursuant to CEQA Guidelines Section 15168. Under Section 15168(c), “[l]ater activities in the program must be examined in the light of [a] program EIR to determine whether an additional environmental document must be prepared.” Two general outcomes are possible: the later activity may be found to be “within the scope of the project covered by the program EIR,” in which case “no new environmental document would be required;” or such a finding cannot be made, and a new project-specific Mitigated Negative Declaration or EIR would be required, depending on the severity of the effects of the later activity.

Section 15168(c)(4) directs that “[w]here the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.”

Section 15168(c)(2) provides that “[i]f the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.”

For any later activity covered in whole or in part in the program EIR, “[a]n agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program” (CEQA Guidelines § 15168(c)(2)).

2.5.1 - Discretionary and Ministerial Actions

Discretionary approvals and permits are required by the City of American Canyon for implementation of the proposed project. The project application would require the following discretionary approvals and actions, including:

- Use Permit
- Tentative Parcel Map
- Design Permits
- Lot Line Adjustment

Subsequent ministerial actions would be required for the implementation of the proposed project, including issuance of grading and building permits.

2.5.2 - Responsible and Trustee Agencies

Several other agencies in addition to the City of American Canyon will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies or parties may include, but are not limited to, the following:

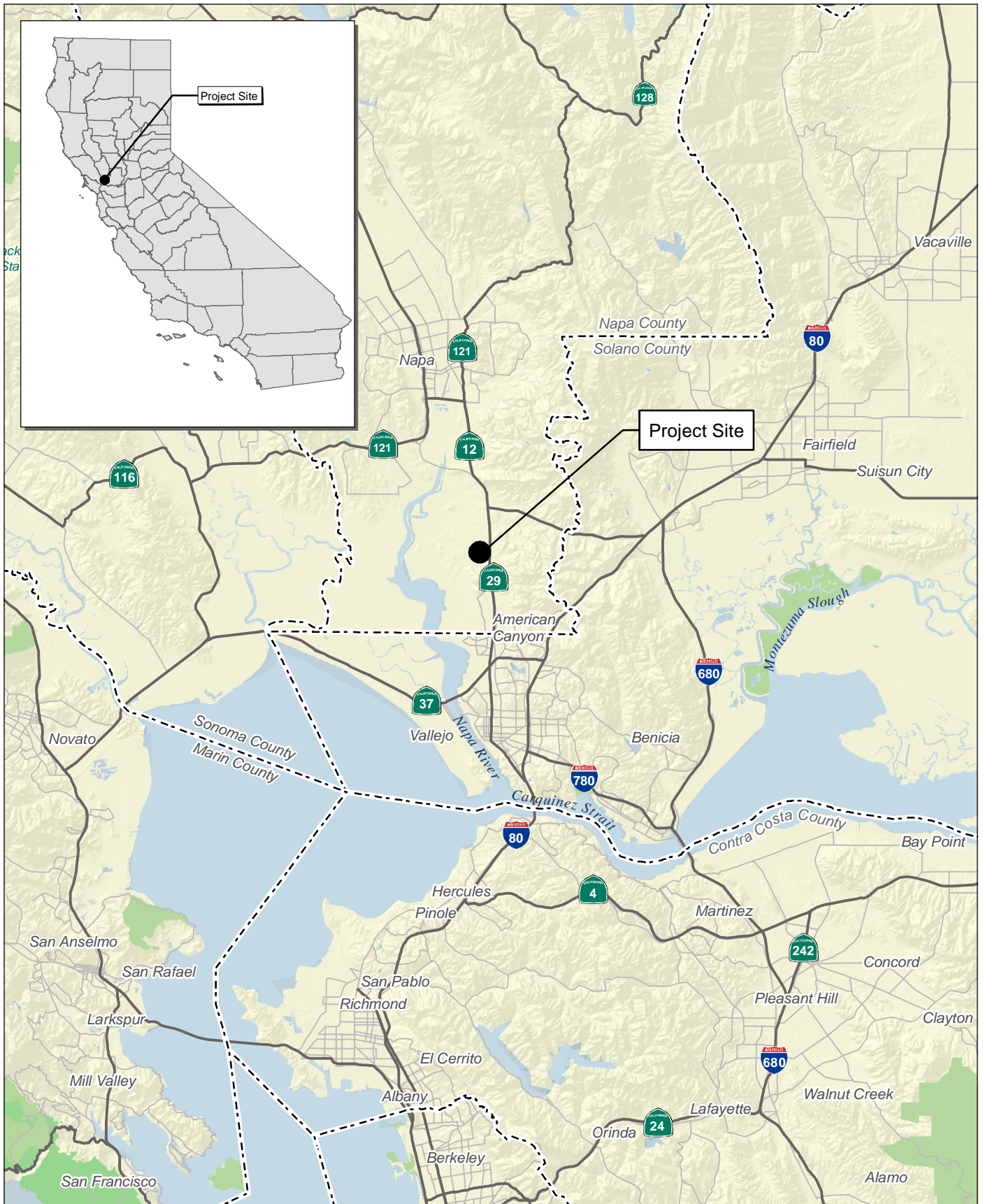
- California Department of Fish and Wildlife (CDFW)
- California Department of Transportation (Caltrans)
- California Public Utilities Commission
- San Francisco Bay Regional Water Quality Control Board (RWQCB)
- Napa County Airport Land Use Commission (ALUC)
- County of Napa
- Napa Valley Transportation Authority/Napa Valley Vine Trail Coalition

Actions that are necessary to implement the project that may be taken by other agencies are:

- Land Use Compatibility Review (ALUC)
- Issuance of Section 1602 Lake and Streambed Alteration Agreement (CDFW)
- Issuance of Section 401 Water Quality Certification (RWQCB)
- Issuance of Encroachment Permit (Caltrans and City of American Canyon)
- Approval of General Order 33-B (California Public Utilities Commission)

This document may also be used by United States Army Corps of Engineers (USACE), to facilitate its compliance with the National Environmental Policy Act (NEPA) in connection with the 404 Permit required for the proposed project under the federal Clean Water Act.

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Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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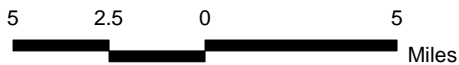
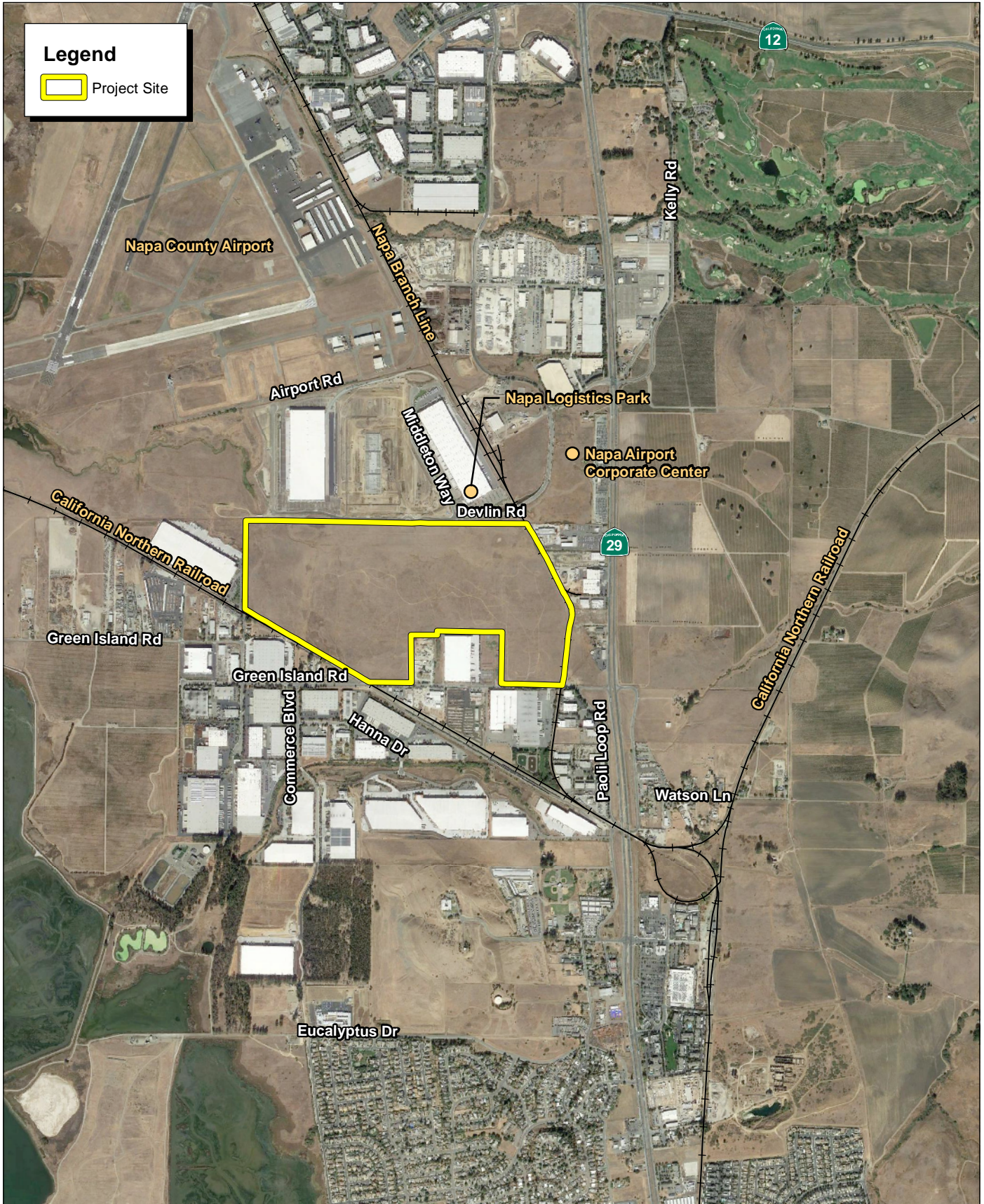


Exhibit 2-1 Regional Location Map

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Source: Google Earth Aerial Imagery, 10/2020. County of Napa.



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Photograph 1: View of Phase 1 (eastern) portion of project site.



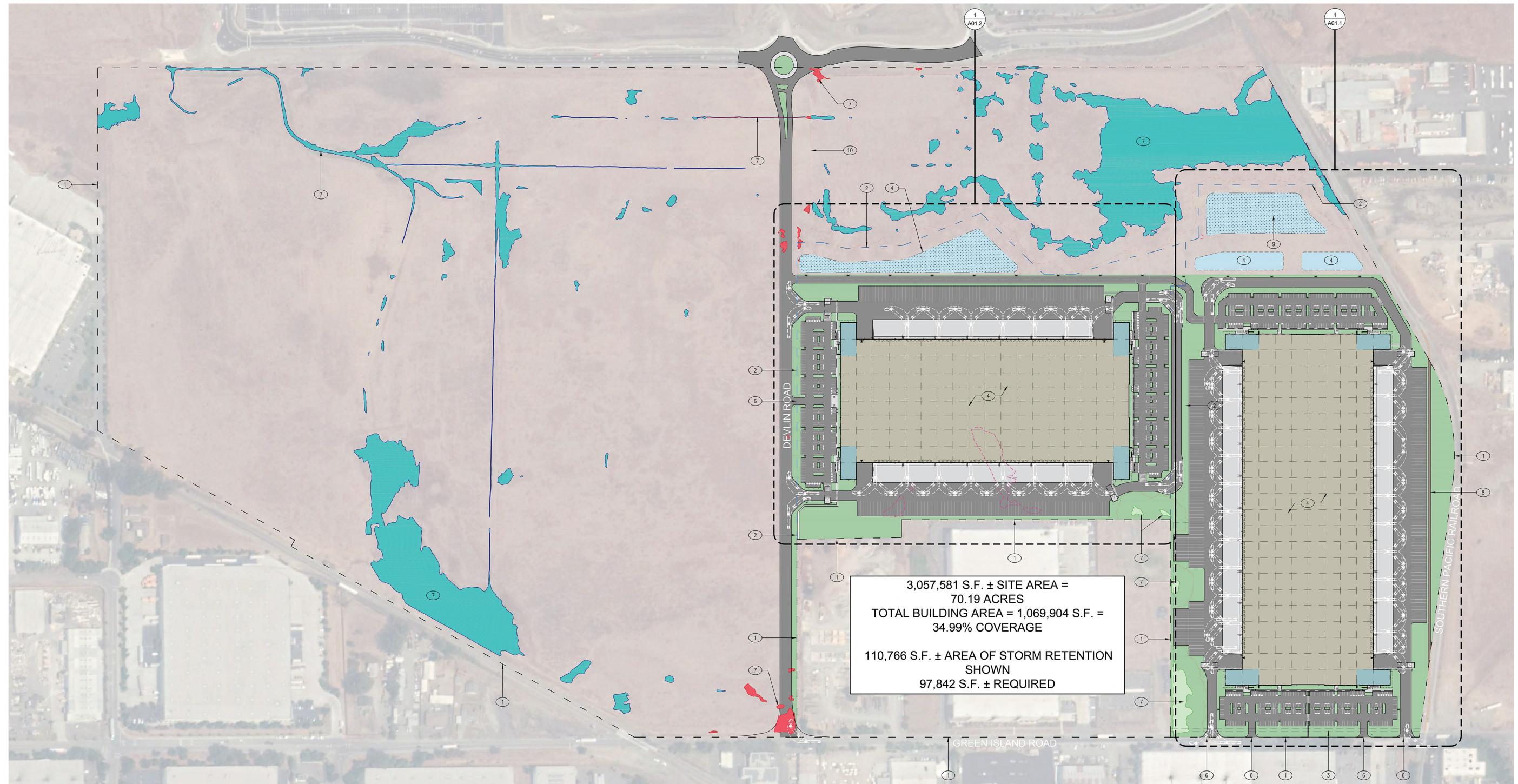
Photograph 2: View of Phase 2 (western) portion of project site.



Photograph 3: View of the under construction segment of Devlin Road.

Source: FirstCarbon Solutions, 2021.

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3,057,581 S.F. ± SITE AREA =
70.19 ACRES
TOTAL BUILDING AREA = 1,069,904 S.F. =
34.99% COVERAGE
110,766 S.F. ± AREA OF STORM RETENTION
SHOWN
97,842 S.F. ± REQUIRED

SITE LEGEND:

- | | | | | | | | |
|-----------------------|---------------|----------------------------|-----------------------------|--|------------------------|--------------------|-------------------------------------|
| BUILDING AREA | ASPHALT AREA | STORM WATER RETENTION AREA | UNAVOIDABLE WETLAND IMPACTS | WATERS OF THE U.S. WETLANDS | EXISTING PROPERTY LINE | 50' WETLAND BUFFER | 9' X 10' OVERHEAD DOCK LEVEL DOOR |
| POTENTIAL OFFICE AREA | SITE CONCRETE | LANDSCAPE AREA | ISOLATED WETLANDS | DEVLIN RD / GREEN ISLAND RD WETLAND IMPACT | NEW PARCEL LINE | NEW RAIL SPUR | 12' X 14' OVERHEAD GRADE LEVEL DOOR |



Source: RMW Architecture Interiors, 11/11/2020.

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BUILDING B



BUILDING A



BUILDING B



BUILDING A

Source: RMW Architecture Interiors, 11/11/2020.

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