



## STAFF REPORT

**DATE:** December 17, 2019

**TO:** Bryan Montgomery, City Manager

*Approved and Forwarded to the City Council*

**FROM:** Joshua McMurray, Community Development Director

**SUBJECT:** Oakley Logistics Center - An application requesting 1) Certification of the Environmental Impact Report, including adoption of Findings of Fact and a Statement of Overriding Considerations; 2) Adoption of the Mitigation Monitoring and Reporting Program; and approval of 3) a General Plan Amendment (GPA 04-18) to amend the land use designation of the 143.3-acre project site from Light Industrial (LI) /Business Park (BP) /Utility Energy (UE) to Light Industrial (LI) with the remainder of the subject property being Delta Recreation (DR), and to remove the proposed extension of Live Oak Avenue from Figure 3-1, Circulation Diagram, of the General Plan; 4) a Rezone (RZ 08-18) to amend the zoning designation of the 375.7-acre subject property from Specific Plan (SP-3) to Planned Unit Development (P-1); 5) a Vesting Tentative Map (TM 05-18) to create eight parcels within the 375.7-acre subject property; 6) Design Review (DR 12-18), including the Final Development Plan, for the project's design, including site plans, architectural elevations, conceptual landscape plans, and other physical development; and 7) Development Agreement (DA 01-18) for the proposed development between the City of Oakley and the project applicant. The project site is located at 6000 Bridgehead Road (APN's: 037-020-008, -009, -010, and -014 through -022).

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### Summary

This is an application by NP Oakley, LLC. ("Applicant") requesting 1) Certification of the Environmental Impact Report, including adoption of Findings of Fact and a Statement of Overriding Considerations; 2) Adoption of the Mitigation Monitoring and Reporting Program; and approval of 3) a General Plan Amendment (GPA 04-18) to amend the land use designation of the 143.3-acre project site from Light Industrial (LI) /Business Park (BP) /Utility Energy (UE) to Light Industrial (LI) with the remainder of the subject property being Delta Recreation (DR), and to remove the proposed extension of Live Oak Avenue from Figure 3-1, Circulation Diagram, of the General Plan; 4) a Rezone (RZ 08-18) to amend the zoning designation of the 375.7-acre

subject property from Specific Plan (SP-3) to Planned Unit Development (P-1); 5) a Vesting Tentative Map (TM 05-18) to create eight parcels within the 375.7-acre subject property; 6) Design Review (DR 12-18), including the Final Development Plan, for the project's design, including site plans, architectural elevations, conceptual landscape plans, and other physical development; and 7) Development Agreement (DA 01-18) for the proposed development between the City of Oakley and the project applicant ("Project"). The project site is located at 6000 Bridgehead Road (APN's: 037-020-008, -009, -010, and -014 through -022).

Staff recommends the City Council approve the Oakley Logistic Center project with the following actions:

- Certify the Oakley Logistics Center Environmental Impact Report, including adoption of Findings of Fact and a Statement of Overriding Considerations and adopt the Mitigation Monitoring and Reporting Program; and
- Adopt a Resolution approving the General Plan Amendment to amend the land use designation of the 143.3-acre project site from Light Industrial (LI) /Business Park (BP) /Utility Energy (UE) to Light Industrial (LI) with the remainder of the subject property being Delta Recreation (DR), and to remove the proposed extension of Live Oak Avenue from Figure 3-1, Circulation Diagram, of the General Plan, as conditioned; and
- Waive the first reading and introduce an Ordinance approving the Rezone to amend the zoning designation of the 375.7-acre subject property from Specific Plan (SP-3) to Planned Unit Development (P-1), as conditioned; and
- Adopt a resolution approving the Vesting Tentative Map and Design Review, as conditioned; and
- Waive the first reading and introduce an ordinance approving the development agreement.

## **Existing General Plan and Zoning**

General Plan – The following are excerpts from the Oakley 2020 General Plan:

- Existing:
  - *(BP) Business Park* - The Business Park designation is intended to provide space for office uses in a larger campus-like setting. Research and development, corporate offices, professional and administrative offices, and select light industrial uses are encouraged, though heavy industrial uses are strictly prohibited. Development in this designation should be characterized by large-

scale, attractive, park-like settings with common parking and consistent architectural themes. Business Parks should be comprehensively designed with a significant emphasis on aesthetics. Complimentary retail and commercial uses may be allowed only as secondary uses in a larger office development.

- *(LI) Light Industrial* - The Light Industrial designation allows for uses such as processing, packaging, machinery, repair, fabricating, distribution, warehousing and storage, research and development, and similar uses which emit limited amounts of smoke, noise, light, or pollutants. These uses should, when possible, be combined in development projects that incorporate various uses to minimize travel and transport for goods and services related to and required to support the industrial use. This approach is also designed to help reduce regional commuter traffic by providing employment opportunities for residents of Oakley within the City Limits.
- *(UE) Utility Energy* - The Utility Energy designation allows for power plant uses involved in the clean production of electricity utilizing the best available combustion turbine technology. The structures associated with this land use designation shall be aesthetically designed, including landscape buffers, and produce no significant adverse affects, including excess noise, dust, and glare on surrounding land uses.
- *(DR) Delta Recreation* - This land use designation encompasses the lowlands of the San Joaquin Delta along the City's northern edge. Most of the land designated Delta Recreation is currently within the 100-year flood plain as mapped by FEMA, which means the area is subject to periodic flooding. Due to the proximity of the Delta, these lands have substantial recreational value and offer important opportunities for public access to the Oakley waterfront, including parklands and trails offering public access. Agriculture and wildlife habitat are also considered appropriate uses of these areas. Additional uses that may, at the City's discretion, be allowed within this designation include but are not limited to marinas, shooting ranges, duck and other hunting clubs, campgrounds, golf courses and other outdoor recreation complexes.

Conditional uses allowed in the Delta Recreation land use designation shall be limited to those low- to medium-intensity establishments that do not rely on urban levels of service or infrastructure, and which will not draw large concentrations of people to flood-prone areas. Specific regulations for development within the Delta Recreation designation are provided within the Goals, Policies and Programs section of this Element.

- Proposed:
  - *(LI) Light Industrial* - The Light Industrial designation allows for uses such as processing, packaging, machinery, repair, fabricating, distribution, warehousing and storage, research and development, and similar uses which emit limited amounts of smoke, noise, light, or pollutants. These uses should, when possible, be combined in development projects that incorporate various uses to minimize travel and transport for goods and services related to and required to support the industrial use. This approach is also designed to help reduce regional commuter traffic by providing employment opportunities for residents of Oakley within the City Limits.
  - The remainder of the subject property will be designated as Delta Recreation (DR).

### Zoning

- Existing: The existing zoning on the property is Specific Plan (SP-3). This Specific Plan designation was applied to the property as a placeholder that would have allowed for the development of a Specific Plan on the property. Several years back, the City and then owner of the property DuPont were working towards developing a Specific Plan. That plan was never fully developed or adopted and thus this current zoning designation is simply a placeholder that doesn't have any accompanying development standards or use regulations. The proposed project would clean this up.
- Proposed: Planned Unit Development (P-1) District – P-1 District allows for project specific development regulations, including minimum lot sizes, setbacks, and uses, as specified in [OMC section 9.1.1002](#).

### **Existing Conditions and Surrounding Land Uses**

The subject property consists of approximately 375.7 acres located in the northwest portion of the City of Oakley, adjacent to State Route (SR) 160, on Bridgehead Road, north of Main Street and the Burlington Northern Santa Fe (BNSF) railroad right-of-way. The subject property is situated along the southern bank of the San Joaquin River. The area immediately to the west of the subject property and south of Wilbur Avenue, is located within the City of Antioch city limits. Figure 1 below shows a street view of the subject property from the intersection of Wilbur Avenue and Bridgehead Road.

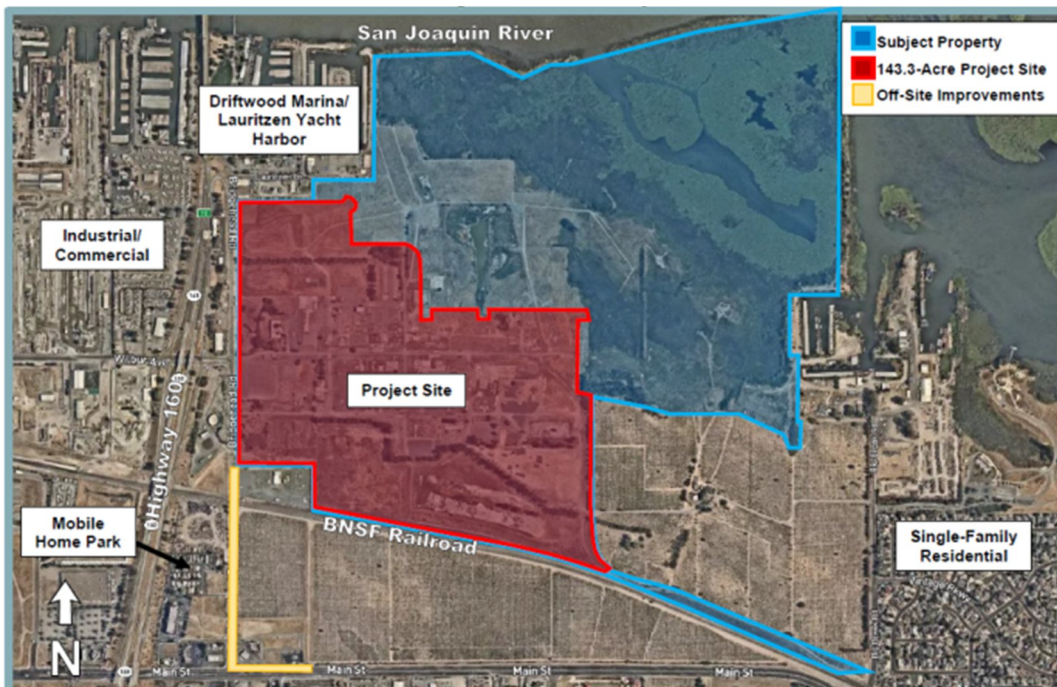
The subject property includes 12 existing parcels, identified as Assessor's Parcel Numbers (APNs) 037-020-008, -009, -010, and -014 through -022. While the entire subject property is approximately 375.7 acres, development of the logistics center would only occur on approximately 143.3 acres within the southwestern portion of the subject property. The 143.3-acre development area is hereinafter referred to as the

project site. The remaining 232.4 acres of the subject property are hereinafter referred to as the remainder area, and would remain natural, less some potential soil borrowing on areas that are both immediately adjacent to the 143.3-acre project site and outside of any wetland or marsh areas. Figure 2 on the following page shows an aerial of the subject property.

**Figure 1. Street View of Project Site from the intersection of Wilber Avenue and Bridgehead Road**



**Figure 2. Aerial of Subject Property and Adjacent Properties**



## **Project Description**

### Proposed General Plan Amendment

The proposed General Plan land use designation amendment is to change the area within the project site from *(BP) Business Park*, *(LI) Light Industrial* and *(UE) Utility Energy* to *(LI) Light Industrial*. As stated in the Oakley 2020 General Plan, “The Light Industrial designation allows for uses such as processing, packaging, machinery, repair, fabricating, distribution, warehousing and storage, research and development, and similar uses which emit limited amounts of smoke, noise, light, or pollutants. These uses should, when possible, be combined in development projects that incorporate various uses to minimize travel and transport for goods and services related to and required to support the industrial use. This approach is also designed to help reduce regional commuter traffic by providing employment opportunities for residents of Oakley within the City Limits.” In order to establish the proposed project, the applicable land use designations would need to be amended to an industrial designation, such as the LI designation.

### Proposed Rezoning

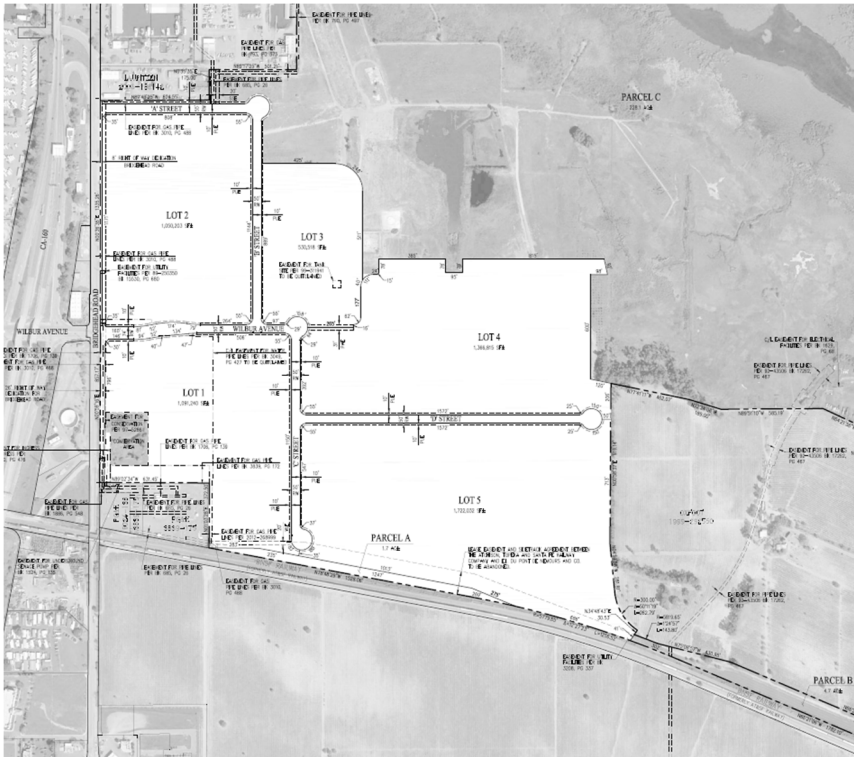
Amending the applicable land use designation to LI would allow for a rezoning application to change the applicable zoning district, but only to one of the zoning districts found to be compatible with LI, which include General Commercial (C) District, Light Industrial (LI) District, or Planned Unit Development (P-1) District. The P-1 District allows for any land uses permitted by an approved final development plan which are in harmony with each other, serve to fulfill the function of the planned unit development, and are consistent with the General Plan. The applicant has proposed the Planned Unit Development (P-1) District, which in this case would allow for the proposed project.

### Proposed Vesting Tentative Map

The project proposal includes a Vesting Tentative Map to subdivide to create eight parcels within the 375.7-acre subject property. The subdivision includes the extension of Wilbur Avenue and 4 new streets that provide access to all of the parcels. The Vesting Tentative Map Exhibit is depicted as Figure 3 on the next page:



**Figure 3. Vesting Tentative Map Exhibit**



### Proposed Design Review

The Design Review Ordinance has different levels of Design Review procedures for review and approval of a Design Review Permit. Oakley Municipal Code section 9.1.1604(d)(1)(a) requires that an application for any structure that is above ground or alters the existing grade in any commercial, industrial or public and semi-public zoning district, including plans to modify the facade or color of a structure significantly be referred to the Planning Commission for review and approval as a public hearing item.<sup>1</sup> The proposed new development fits the criteria above and requires Design Review. The proposed Design Review covers all of the physical development of the project, such as house floor plans and elevations, lot siting, colors and materials, landscaping, and walls/fencing.

### Proposed Development Agreement

The application includes a Development Agreement between the City of Oakley and the project applicant. Chapter 3 of Title 9 of the Oakley Municipal Code outlines the public hearing notification and approval process for Development Agreements.

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<sup>1</sup> City Council acts as the Planning Commission per Ordinance No. 06-09

## **Analysis**

### **General Plan Amendment**

The City of Oakley 2020 General Plan designates the entire subject property as Light Industrial (LI), Business Park (BP), Utility Energy (UE) and Delta Recreation (DR). The area proposed to be developed is designated Light Industrial, Business Park and Utility Energy. Program 5.1.L in the Economic Development Element of the General Plan targets the Project site for economic development and seeks to develop the area with business park and/or light industrial uses. This Program states that development of this property may be pursued through a comprehensive business park master plan or Planned Unit Development zone.

In order to implement the economic development goal in the General Plan with the Project, the applicant seeks to amend the General Plan in two areas. First, the applicant seeks to remove the land use designations of "Utility Energy" and "Business Park" that exist on a portion of the site and replace them with "Light Industrial." A portion of the site is already designated Light Industrial. This change will allow the entire developable area of the site to have the same designation of "Light Industrial." The remainder of the site will remain "Delta Recreation" and will not be developed. Consistent with the "Light Industrial" development standard in the General Plan, a maximum of 50 percent of the property is proposed for industrial uses (approximately 150 acres).

Second, the applicant seeks to remove on Figure 3-1 Circulation Diagram the proposed extension of Live Oak Avenue through the Project site. No other text or information can be found in the General Plan discussing this proposed extension.

### **Rezone**

The City's zoning map identifies the property as Specific Plan (SP-3). That SP-3 zoning was a placeholder for a one-time contemplated Specific Plan that never came to fruition. As contemplated in the General Plan (Program 5.1.L), the applicant seeks to rezone the property to Planned Unit Development to allow flexibility to develop light industrial and related uses consistent with the General Plan and as set forth in the Project. The proposed Rezone would bring the project into conformance with the requested General Plan amendment as well as provide text and regulations to implement the new Planned Unit Development zoning.

The purpose of the Planned Unit Development Logistics Center District (P-1 Logistics Center District) is to allow the logistics, transport, and distribution of goods to be carried out by various operators on a commercial basis. It is the intent of this P-1 Logistics Center District to allow flexibility in type, design and layout of buildings; to encourage a more efficient use of land reflecting changes in land development; to encourage the expansion of urban areas incorporating the best features of modern design while conserving the value of the land; and to provide a procedure which



relates the type, design and layout of development to the particular site and the particular demand at the time of development. No residential structures are permitted or conditionally permitted in the P-1 Logistics Center District.

### Vesting Tentative Map

The Vesting Tentative Map has been reviewed against all applicable codes including the Subdivision Map Act and the Zoning Ordinance. The applicant has proposed the Planned Unit Development (P-1) District which allows the project to develop its own unique development standards. The Final Development Plan (Part of Attachment 4) lists the specific standards applicable to this project. The Vesting Tentative Map as proposed meets all applicable codes and regulations.

### Design Review

The proposed plans were analyzed for consistency with the adopted [Oakley Commercial & Industrial Design Guidelines](#) ("Guidelines"). The Design Guidelines address the physical characteristics and visual qualities of new commercial and industrial developments. The intent is to ensure consistently high quality, and to allow flexibility and the ability to provide unique solutions which enhance a project's design.

The development will consist of concrete, tilt-up buildings, with landscaping and fencing around each parcels perimeter. The applicant has submitted conceptual architecture that can be used as a guide to what we can expect to see built. The applicant has developed and manages over 71.5 million square feet of industrial development since 2012. They have provided a series of examples from projects all over the country that use the type of construction proposed. These examples can be seen in Figure 4 below and on the following page.

**Figure 4. Sample Architecture from existing NorthPoint sites**





The P-1 District regulations set for the approval procedure for each individual building and site improvements. If consistent with the architecture presented within this report and the project file, the Zoning Administrator (ZA) would approved the design with the Building Permit application for each building. If the ZA determines that a specific development plan is not substantially consistent with, or includes a more intensive development than, the plan previously approved, this P-1 District would need to be amended to accommodate the changes. That amendment would require a City Council action. With adoption of the proposed resolution for the Design Review approval, as conditioned, the project will comply with the Commercial & Industrial Design Guidelines.

#### Development Agreement

The attached Development Agreement outlines the terms that the City and the property owner would be responsible for carrying out. There are a few terms that are worth pointing out as follows:

- The life of the Development Agreement is 25 years and that commences 30 days from the date the Ordinance is adopted.
- The term of all entitlements would be the same as the duration of the Development Agreement
- The Development Agreement contains a preliminary phasing plan that outlines the expected delivery of the project
- It includes a Point of Sale Determination clause that states, "As each user is confirmed to occupy the site, the Parties shall work together to determine if the project location can be identified as the point-of-sale location consistent with all applicable local, state and federal laws."
- Outlines the applicable Development Impact Fees.

As the last bullet states, the Development Impact Fees are discussed in detail within the Development Agreement. One of the fees spelled out in section 8.2 of the

agreement relates to the Traffic Impact Fee (TIF). The Developer has asked for a set TIF obligation to make the project more competitive in terms of attracting tenants/users. This obligation is lower than the full obligation this project would normally be subject to. One thing to note as well is that typically the TIF is paid at the time a building permit is pulled. For a project of this scale that TIF would be spread over many years and the City would not realize the full fee until buildout of the project. There is also the uncertainty that the project never is developed to its full potential and thus the full TIF at this conceptual stage could be much different to what would be collected when the project is developed. With this in mind, the Applicant has proposed to pay the City upfront with the first building permit a total of \$3,850,000. This includes a TIF payment of \$3,000,000 and a Community Benefit Contribution of \$850,000. These two payments are important to understand in that the TIF is restricted to projects within the Traffic impact Fee Program. Typically these projects include both Capital Improvement Program projects to implement the TIF Program and sometimes developer initiated improvements as a result of a development. The Community Benefit Contribution is intended to also go towards roadway projects that are not restricted by the TIF program and this can be spent on roadway maintenance projects. Staff sees the upfront payment of the fee and the contribution as a way to make more immediate and lasting roadway improvements that may have taken years to complete.

### **Economic Impact and Fiscal Impact Analysis**

The City contracted with Economic & Planning Systems, Inc. to prepare both an Economic Impact Analysis and a Fiscal Impact Analysis. These two analyses have helped City Staff formulate and finalize the Final Draft Development Agreement that is attached to this report.

The purpose of the Economic Impact Analysis is to evaluate the economic impacts associated with project development. Economic impacts comprise both direct effects and secondary (indirect and induced) effects. Direct effects represent those impacts attributable directly to a project, such as jobs or income generated by that project. Indirect and induced effects represent the spin-off or multiplier effects of that project. The purpose of the Fiscal Impact Analysis is to compare forecasts of the revenues generated through property tax, sales tax, and other City revenue sources with the cost of providing citywide services to the Project.

An Executive Summary has been prepared to recap the findings made in the report. Those findings are:

1. Buildout of the Project is estimated to yield a net fiscal surplus for the City's General Fund. The Project is estimated to generate a net General Fund surplus of approximately \$388,400 annually at buildout.
2. Buildout of the Project has the potential to generate significant revenues for the Fire District. Primarily based on estimated property tax revenues to be

generated by the Project, the Fire District is anticipated to receive nearly \$420,000 in revenues annually resulting from Project development.

3. Construction of the Project is anticipated to create 725 job years throughout the Projects development period. One-time economic impacts stemming from construction of the Project are estimated to generate total output of \$125.5 million (measured in 2019 dollars).
4. At buildout, the Project is anticipated to generate approximately \$475.4 million in total economic activity in the County. Based on the anticipated employment in the Project at buildout, approximately \$475.4 million in total economic activity (measured in 2019 dollars) is estimated to be generated in the County annually. The Project is estimated to result in nearly 2,850 full- and part-time jobs in the County as a result of ongoing, annual Project operations, including 1,890 direct (on-site) Project jobs, 490 indirect, and 470 induced jobs. These full- and part-time jobs are estimated to generate approximately \$194.2 million in earned employee compensation (wages and benefits).

As the findings in the report show, this project doesn't just benefit the City of Oakley, rather it will serve as a regional catalyst for jobs and business in the County and beyond. This project will also provide significant fee revenue to the respective Districts that serve the project, including the Diablo Water District, Ironhouse Sanitary District and the East Contra Costa County Fire Protection District. Lastly, it will serve to provide approximately 2-million square feet of new, Class A light industrial, warehousing, distribution, e-commerce fulfillment, and light manufacturing space that does not exist today.

### General Plan Policies

The project meets the following Policies from the Oakley 2020 General Plan as follows:

- *2.1.1 - Promote a combination of **employment** and residential uses that provide both **jobs** and housing for Oakley's residents.*
- *2.1.4 - Promote the placement of the most intensive non-residential development (Commercial, Business Park and Light Industrial) in the Northwest Oakley Planning Area as defined in Figure 2-3.*
- *2.1.10 - When considering large scale development projects, the City may, at its discretion, authorize a Specific Plan (SP) or Planned Unit Development (PUD) approach that allows flexibility within a project area. Under this approach, the distribution of land uses may vary from the land uses as designated on the Land Use Diagram. The SP/PUD approach shall not allow either an overall greater development density than allowed under the Land Use Diagram, or a combination of uses that undermines*

*the overall intent of the project area as established under the General Plan policies and Land Use Diagram.*

- *2.4.1 - The City of Oakley does not support or accommodate general Heavy Industrial uses. The City does allow and encourage Light Industrial and Utility Energy uses in appropriate locations.*
- *2.4.3 - Ensure there is adequate land available to accommodate industrial development.*
- 5.1.3 - Actively recruit businesses and industries that are compatible with the General Plan's land use and implementation goals and policies and with the EDP.

### **Citizen Planning Advisors**

The Oakley Citizen Planning Advisors received copies of the Applicant's Plans via email on November 1, 2017. Per City Council Resolution 15-14, which established the Citizen Planning Advisors, Staff has attached the comments received from the Citizen Planning Advisors to the Staff Report. Although the process does not necessarily have Staff respond directly to each of the individual comments, Staff did review them and many of the comments are addressed in this report's "Analysis" section or the conditions of approval, and Staff is prepared to address them at the City Council's discretion.

### **California Environmental Quality Act (CEQA)**

The Oakley Logistics Center Project was subject to environmental analysis under CEQA and an Environmental Impact Report (EIR) was prepared. For the Oakley Logistics Center project, three related EIR documents have been published:

- Notice of Preparation (NOP)
- Draft EIR (DEIR)
- Final EIR (FIER) (Responses to Comments)

### **Background of EIR**

The Draft EIR (DEIR) was published and made available for public comment from October 16, 2019 to December 3, 2019. The DEIR includes the draft report in addition to all of the references and technical documents used to analyze the project. All of these documents were available to the public during the public review period.

The City received written comments from:

- Contra Costa Mosquito and Vector Control District
- Lozeau Drury LLP
- Department of Toxic Substances Control
- Ironhouse Sanitary District
- East Bay Regional Park District
- Adams, Broadwell, Joseph & Cardozo
- California State Lands Commission
- City of Antioch

The Final EIR contains the responses to comments on the Public Review DEIR, and by reference includes all the information in the Public Review DEIR and DEIR. Therefore, the Final EIR is not a standalone document; rather it is the final piece of the entire project EIR. The response to comment within the Final EIR was mailed to all commenters on the DEIR that responded to the DEIR before the December 3, 2019 5:00 PM deadline, at least 10 days prior to the public hearing date for the project. The City did receive two comment letters; one from the City of Antioch dated December 4, 2019 and received on December 9, 2019 and one from the California States Land Commission received on December 5, 2019. The Final EIR includes a response to the California State Lands Commission letter because that was received in time to comment and incorporate into the Final EIR. Staff has provided the City Council a response to the City of Antioch letter under Attachment 5, as there was not enough time to incorporate it into the Final EIR.

#### Significant and Unavoidable Impacts

The EIR analyzed the potential for the project to have environmental impacts. Several potentially significant impacts were able to be reduced to a less than significant level through the implementation of mitigation measures. The EIR also identified impacts that could not be reduced to a less than significant level even with implementation of mitigation measures, as summarized below:

- Air Quality and Greenhouse Gas Emissions: 4.1-1 - Conflict with or obstruct implementation of the applicable air quality plan during project construction.
- Air Quality and Greenhouse Gas Emissions: 4.1-5 - Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.
- Transportation and Circulation: 4.4-10 - Impacts to freeway operations under Cumulative Plus Project conditions.
- Transportation and Circulation: 4.4-11 - Substantially increase cumulative hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).



A complete analysis of the significant and unavoidable impacts can be found in Chapters 4.1 and 4.4 of the EIR.

In order to certify the EIR, the City Council must adopt a Statement of Overriding Considerations for all impacts that are found to be significant and unavoidable. The Statement of Overriding Considerations are included in the proposed resolution to certify the EIR resolution (attached).

### Biology

The biological resources analysis is somewhat unique in that this project involves land that is partially within the East Contra Costa County Habitat Conservation Plan (ECCCHCP) and land that is outside of that plan area. Approximately 40% of the overall parcel is within the boundaries of the ECCCHCP and the majority of the proposed development is located in this area. Project development will also occur on approximately 24-acres of land outside the boundaries of the ECCCHCP, including a new storm drain outfall in tidal wetlands east of the new buildings. Mitigation for project impacts to biological resources in lands outside the permitted boundary of the ECCCHCP will be accomplished off-site, at agency-approved mitigation banks.

### Transportation

A draft Traffic Impact Analysis (TIA) has been prepared for the project dated October 9, 2019. With respect to Project access, the main entrance is located on the eastern side of the intersection of Wilbur Avenue and Bridgehead Road. Two secondary access points will also be provided on Bridgehead Road. One would be located to the north of the Wilbur Avenue entrance and another would be located to the south.

The project will complete the following improvements or pay the fair share contribution to the following projects as follows:

#### Construct -

- Main Street at Bridgehead Road/Neroly Road –The project applicant shall construct the following improvements at the Main Street/Bridgehead Road/Neroly Road intersection: 1) installation of a dual eastbound left turn lane and a dual northbound left-turn lane; and 2) implementation of signal coordination with the adjacent traffic signal at the SR 160 eastbound ramps.
- Bridgehead Road/Wilbur Avenue – The project applicant shall construct the installation of a four-way traffic signal with crosswalks at the Wilbur Avenue/Bridgehead Road intersection.
- Bridgehead Road between the Planned River Oaks Crossing Entrance and the Main Street/Neroly Road Intersection – The project applicant shall provide for the construction of the widening of Bridgehead Road between the

northernmost driveway of the Arco Development and the Main Street/Neroly Road intersection to include a four-lane cross-section.

#### Fair-Share -

- Oakley Road/Live Oak Avenue – The project applicant shall pay a fair-share contribution to the City of Oakley to fund widening of the westbound Oakley Road approach to the Oakley Road/Live Oak Avenue intersection to allow for a separate right turn lane.
- Main Street at Empire Avenue – The project applicant shall pay a fair-share contribution to the City of Oakley to fund the installation of a dual westbound left-turn lane at the Main Street/Empire Avenue intersection.
- Big Break Road at Main Street – The project applicant shall pay a fair-share contribution to the City of Oakley to fund the following improvements to the Big Break Road/Main Street intersection, to the satisfaction of the City Engineer 1) widening of the southbound Big Break Road approach to the intersection to allow for an additional approach lane; 2) construction of a dual left turn lane on the eastbound Main Street approach to the intersection; and 3) Widening of the eastbound and westbound Main Street approaches to allow for three through lanes in each direction.
- Bridgehead Road between the Planned River Oaks Crossing Entrance and the Main Street/Neroly Road Intersection – The project applicant shall pay a fair-share contribution towards the widening of Bridgehead Road between the planned River Oaks Crossing entrance and the northernmost driveway at the ARCO development to include a four-lane cross-section.

#### Findings

Draft findings for the General Plan Amendment, Vesting Tentative Map and Design Review can be found in the proposed Resolutions. Draft findings for the Rezone can be found in the proposed Ordinance.

#### Recommendation

Staff recommends the City Council approve the Oakley Logistic Center project with the following actions:

- Certify the Oakley Logistics Center Environmental Impact Report, including adoption of Findings of Fact and a Statement of Overriding Considerations and adopt the Mitigation Monitoring and Reporting Program; and

- Adopt a Resolution approving the General Plan Amendment to amend the land use designation of the 143.3-acre project site from Light Industrial (LI) /Business Park (BP) /Utility Energy (UE) to Light Industrial (LI) with the remainder of the subject property being Delta Recreation (DR), and to remove the proposed extension of Live Oak Avenue from Figure 3-1, Circulation Diagram, of the General Plan, as conditioned;
- Waive the first reading and introduce an Ordinance approving the Rezone to amend the zoning designation of the 375.7-acre subject property from Specific Plan (SP-3) to Planned Unit Development (P-1) , as conditioned; and
- Adopt a resolution approving the Vesting Tentative Map and Design Review, as conditioned; and
- Waive the first reading and introduce an ordinance approving the development agreement.

#### **Attachments**

1. Vicinity Map
2. Public Hearing Notice
3. Draft EIR for the Oakley Logistics Center
4. Final EIR for the Oakley Logistics Center
5. Response to City of Antioch Comment Letter dated December 12, 2019
6. Applicant's Plans
7. Citizen Planning Advisor Comments
8. Economic Planning Systems Analysis dated December 11, 2019
9. Proposed EIR Certification Resolution
10. Proposed General Plan Land Use Amendment Resolution
11. Proposed Rezone Ordinance and Adoption of the Final Development Plan
12. Proposed Vesting Tentative Map and Design Review Resolution
13. Proposed Development Agreement Ordinance