From:	Jonathan Pruitt
To:	Matt Diaz; Michael McDowell; Stephanie Ocasio; Tristan Osborn
Cc:	patricia barrett; Margo Praus; Alicia Valenzuela; Esperanza Vielma; Ector Olivares; Gloria Alonso; Eliza Garza; Eric Parfrey
Subject:	Re: Our Option D for the Stockton Warehouse Ordinance update
Date:	Tuesday, November 28, 2023 9:30:40 PM
Attachments:	Stockton Warehouse Ordinance Comparison Table with Option D_updated_(1).pdf Stockton Warehouse Ordinance Update Option D Recommendation_.pdf

Hello again!

I wanted to share an updated version of the previous documents I shared with you in the email chain. The updated ones provide clarity on what Option D is which are attached below.

For clarity, Option D covers the measures we'd like to see amended (#10 - 11, 13 - 15) from the comparison table. We are okay with measure #s 0 - 9, 12, 16 - 24 as stated in Option B.

We ask if we can have this included in your staff report and as an attachment for the specific agenda item.

Thank you,

Jonathan Alexander Pruitt

On Tue, Nov 28, 2023 at 4:56 PM Jonathan Pruitt <jonathanpruitt952@gmail.com> wrote:

> Hello all!
>
> I realized that we haven't officially shared the Stockton EJ Coalition's Option D with City Staff. Attached are our Option D recommendation documents. It would be great if this was incorporated as part of the agenda item attachments and part of the staff report.
>
> Thank you,
>
> **Jonathan Alexander Pruitt**
> Master's in Public Health Candidate
> Johns Hopkins University
> jonathanpruitt952@gmail.com

Stockton Warehouse Ordinance Update
Stockton Environmental Justice Coalition Recommendation (OPTION D)

Below is the Stockton Environmental Justice Coalition's recommendation for Stockton Warehouse Ordinance Update, referred to as Option D. Option D covers the measures we'd like to see amended (#10 - 11, 13 - 15). We are okay with measure #s 0 - 9, 12, 16 - 24 as stated in Option B.

Measures:

#10 Building Standards	***Recommended amendment language:*** *Logistic warehouses 250,000 square feet and greater shall meet the Tier 1 energy efficient standards of the CALGreen Code Divisions A5.1, A5.2, and A5.5.* Justification: Tier 1 for warehouses 250,000 sq feet and greater is a good medium compared to Option B.
#11 Setbacks	***Recommended amendment language:*** ***Building Setbacks:*** *2:1 ratio of building setback to building height.* ***Loading Dock Setback:*** *When adjacent to sensitive receptors, a 300-foot buffer shall separate all truck loading docks. Loading docks shall be oriented away from nearby sensitive receptors. Loading docks, truck entries, and truck drive aisles shall not abut adjacent sensitive receptors.* Justification: In all three options, A, B, and C, what is missing are the truck entries and truck drive aisles (the aisles for the trucks to take when on the lot). The City of Fontana (a city that the City of Stockton has relied on as an advisor to this warehouse ordinance update process) is updating its own warehouse ordinance on setbacks where there are no contingencies to orienting loading docks, truck drive aisles, and truck entries next to sensitive receptors. Refer to their planning commission resolution (also screenshot below). The City of Stockton staff's option B for the setbacks states: "Loading Dock Setback: Unless determined to be physically infeasible, when adjacent to sensitive receptors, a 300-foot buffer shall separate all truck loading docks unless the areas within the 300-foot buffer utilize zero-emission trucks and equipment." However, the City of Fontana has actually recognized that it is physically and feasibly possible to provide setbacks away from sensitive receptors. Therefore, the City of Stockton should follow and not place contingencies on the setback. City of Stockton's Option B language: • Building Setbacks: 2:1 ratio of building height to building setback. • Loading Dock Setback: Unless determined to be physically infeasible, when adjacent to sensitive receptors, a 300-foot buffer shall separate all truck loading docks unless the areas within the 300 foot buffer utilize zero emission trucks and equipment. • For the purposes of defining receptor for the 300-foot buffer requirements, receptors shall include all schools, health care facilities, libraries, churches, correctional facilities, parks/recreational facilities, in home daycare, health **(Compared to)** City of Fontana's Setback language (f) Loading docks shall be oriented away from nearby sensitive receptors. Loading docks, truck entries, and truck drive aisles shall not abut adjacent sensitive receptors. ~~Unless physically impossible, loading docks and truck entries shall be oriented away from abutting sensitive receptors. To the greatest extent feasible, loading docks, truck entries, and truck drive aisles shall be located away from nearby sensitive receptors. In making feasibility decisions, the city must comply~~ NOTE: The City of Fontana doesn't include "unless physically impossible" or, to the "greatest extent feasible" language. It's clear cut, and this is coming from a city whose economic driver is warehousing.

#13 Solar	**Recommended amendment language:** *All facilities shall be designed to accommodate enough space for all solar panels and batteries.* *On buildings over 250,000 square feet and greater, prior to issuance of a business license, the City shall ensure solar panels are installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.* *Operational base power is defined as the amount of power required to supply loads for all ordinary operational uses of the site. Loads for all ordinary operational uses of the site includes, as non-exhaustive examples, loads for minimal heating for fire sprinklers, primary office space lighting, HVAC, warehouse power, warehouse lighting, site lighting, minimum power for dock positions (including chargers for yard equipment, and any plug-ins for transport refrigeration units), and the amount of light-duty electric vehicle supply equipment required by CalGreen. Loads for all ordinary operational uses of the site exclude, as non-exhaustive examples, loads for specialized equipment, non-standard automation or material handling systems, and chargers for heavy-duty trucks.* *The energy storage systems shall have enough battery capacity for 48 hours to serve the photovoltaic system in the event of a blackout. Augmented by green energy (PG&E and/or East Bay Community Energy)* *The solar system installation should be done by owners, operators, tenants, or a qualified solar system contractor. Operation should begin after receiving permission from the utility. The owner is responsible for maintaining the system at 80% of rated power for 20 years. After 20 years, install a new system or maintain the existing one for the life of the facility.* --- *Justification: The City of Fontana has an ordinance that ensures that solar panels are installed and operated to supply 100% of the power of the facility. Here's the direct link to the ordinance.* **ORDINANCE NO. 1891** **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FONTANA, CALIFORNIA AMENDING CHAPTER 9 OF THE FONTANA MUNICIPAL CODE TO REVISE ARTICLE V FOR MODIFICATIONS AND CLARIFICATION TO BUFFERING AND SCREENING REQUIREMENTS, METHODS TO IMPROVE TRAFFIC CIRCULATION, REQUIREMENTS FOR ALTERNATIVE ENERGY, AND IMPROVEMENTS TO CONSTRUCTION REQUIREMENTS AS IT RELATES TO INDUSTRIAL COMMERCE CENTERS THROUGHOUT THE CITY.** **Sec. 9-73. – Alternative Energy.** (4) On buildings over 400,000 square feet, prior to issuance of a business license, the City shall ensure rooftop solar panels are installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.

#14 EV Fleets	***Recommended amendment language:*** ***Add to Option B Ordinance the following Option A requirements with underlined change*** *C. On-Going Operations: The following standards shall be implemented during all on-going business.* *1. All forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, shall be electrically powered or zero-emission.* *2. All facilities shall maintain a zero emission vehicles/trucks required to meet the "clean fleet" requirements ~~above~~ as set forth by the California Air Resources Board's "Advanced Clean Fleets" rule adopted in April 2023. The rule requires Electric Vehicle (EV) fleets in accordance with the following schedule:* - *20% of medium-duty fleet electric by 2025* - *50% of heavy-duty (Class 8) fleet electric or ZEV by 2030* - *100% of all fleet electric or ZEV by 2040* *3. Within 30 days of issuance of the final certificate of occupancy, the tenant/operator shall demonstrate to the satisfaction of CDD staff that the applicable clean fleet requirements are being met. Any extension of time granted to implement this condition shall be limited to the shortest period necessary to allow for 100% electrification under the clean fleet requirements.* *4. The tenant/operator shall submit similar reports every two years thereafter until full compliance with the applicable clean fleet requirements is achieved.* *5. If the tenant/operator has not met each 100% clean fleet requirement by December 31, 2027, then the tenant/operator shall submit reports annually until the 100% clean fleet requirement is implemented.* *6. After the 100% clean fleet requirement has been implemented, the tenant/operator shall submit to the CDD an on-going compliance report every three years containing all necessary documentation to verify that the clean fleet requirements are being met.* *7. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due date.* *8. Refrigeration Units: proposed cold storage and associated transport refrigerated units (TRUs) shall include electric plug-in units at loading docks serving such refrigerated space.* *Justification:* *Ensures installation of electric vehicle charging stations, especially for heavy-duty trucks while being conscious of market. Medium-duty and heavy-duty electric vehicles are commercially available through these sites https://californiahvip.org/vehicles/ and https://globaldrivetozero.org/tools/zeti/* *2021 Catalog of EV availability Guide from SDG&E* *https://www.sdge.com/sites/default/files/2021_sdge_electric_vehicle_availability_guide_1.pdf* *ZEV grants are available today:* *https://fleets.pge.com/*

#15 Electric Charging	**Add to Option C (industry group)** Provide EV charging stations onsite sufficient to charge all ~~for~~ automobiles and electric trucks domiciled on the site ~~per~~ to meet the Tier 1 energy efficient standards of the CALGreen Code, and provide a conduit to a future designated area for Heavy Duty Truck Charging Facility. Conduit should be provided on the site to serve 50% of the number of truck docking stations. Location of conduit is at discretion of the developer (e.g., truck trailer parking spaces or docking stations).

Attachment K

Stockton Warehouse Ordinance Update
Stockton Environmental Justice Coalition Recommendation (OPTION D)

Below is the Stockton Environmental Justice Coalition's recommendation for Stockton Warehouse Ordinance Update, referred to as Option D. Option D covers the measures we'd like to see amended (#10 - 11, 13 - 15). We are okay with measure #s 0 - 9, 12, 16 - 24 as stated in Option B.

OTHER -- ZONING CHANGE

The City shall amend the Stockton Municipal Code to require discretionary approval of all large warehouse projects. The Stockton Municipal Code (SMC) currently allows the construction of "Warehouses" and "Wholesaling and distribution" uses by right, with no requirement of a discretionary use permit with environmental review and public notice and hearings.

Section 16.20.020 of the SMC must be amended to require conditional use permit approval for all warehouse and distribution center uses over (250,000) square feet in size. Table 2.2 ("Allowable Land Uses and Permit Requirements") in Sec.16.20.020 must be amended to show that "Warehouses" and "Wholesaling and distribution" uses shall be listed as "C" (conditional) not "P" (permitted by right) for the IL, IG, and PT zoning districts. See https://library.qcode.us/lib/stockton_ca/pub/municipal_code/item/title_16-division_2-chapter_16_20-16_20_020.

Measure #	Option A- Proposed MOA Ordinance Standards	Option B- Adjust MOA Ordinance Standards	Option C- Proposed Industry Ordinance Standards	Option D - Proposed Community EJ Standards
10	All buildings shall be constructed consistent with the California (CAL) Green Building Tier 2 Standards Energy Efficient Standard Section 5.1, 5.2, 5.5.	Logistic warehouses 400,000 square feet and greater shall meet the Tier 1 energy efficient standards of the CALGreen Code Divisions A5.1, A5.2, and A5.5.	Qualifying facilities shall be constructed in compliance with the most current edition of all adopted City building codes, including the adopted Green Building Standards Code. Prior to the issuance of building permits, the applicant/developer of the qualifying facility(ies) shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built.	Logistic warehouses 250,000 square feet and greater shall meet the Tier 1 energy efficient standards of the CALGreen Code Divisions A5.1, A5.2, and A5.5.
11	All loading docks shall be located no closer than 300 feet from all sensitive receptor groups. The distance shall be measured from the loading dock or any building edge, whichever is closer to the property line of any nearby sensitive receptor defined as any residence, including private homes, condominiums, apartments, living quarters, schools,	• Building Setbacks: 2:1 ratio of building height to building setback. • Loading Dock Setback: Unless determined to be physically infeasible when adjacent to sensitive receptors, a 300-foot buffer shall separate all truck loading docks unless the areas within the 300-foot buffer utilize zero-emission trucks and Equipment. • For the purposes of defining receptors for the	Loading Dock Door Setback: Unless determined to be physically infeasible, when adjacent to sensitive receptors, a loading dock door shall be oriented away from the sensitive receptor and located a distance of 300-foot feet from said receptor unless the dock doors are utilized by zero-emission trucks and equipment only. The	Building Setbacks: 2:1 ratio of building setback to building height. Loading docks, truck entries, and truck drive aisles shall not abut adjacent sensitive receptors. Loading Dock Setback: When adjacent to sensitive receptors, a 300-foot buffer shall separate all truck loading docks.

	preschools, daycare centers, in-home daycares, health facilities such as hospitals, long term care facilities, retirement and nursing homes, community centers, places of worship, parks (excluding trails), prisons, and dormitories.	300-foot buffer requirements, receptors shall include all schools, health care facilities, libraries, churches, correctional facilities, parks/recreational facilities, in-home daycare, health facilities (hospital, long-term care facilities, retirement, and nursing homes), or more than two directly contiguous residential units.	building and auto parking can be located within the 300-foot distance	Loading docks shall be oriented away from nearby sensitive receptors. Justification: The City of Fontana (a city that the City of Stockton has relied upon as an advisor to this warehouse ordinance update process) is updating its own warehouse ordinance on setbacks where there are no contingencies to orienting loading docks, truck drive aisles, and truck entries next to sensitive receptors. Refer to their planning commission resolution. The City of Fontana has actually recognized that it is physically and feasibly possible to provide setbacks away from sensitive receptors. City of Riverside has a 800 foot setback for 100k sq feet warehouse
12	• All landscaping adjacent to residential or institution zoning designations or uses shall install an onsite landscape buffer. The buffer shall extend the property line	• A 40-foot landscaped planter (buffer) shall be installed along the property line adjacent to sensitive receptors. • The landscape planter shall include two rows of 15-gallon trees planted along the length of the	Option B, last bullet: Use of concrete in areas that can be asphalt will have significant cost implications. The second to last bullet (shade trees in parking areas) will mitigate heat islands.	Okay with adding Option C recommendation for Measure 12 but having Option A the base.

	abutting those designations and uses and be sized at a 2:1 ratio for the closest warehouse building(s)–for everyone (1) foot of building height, the buffer shall be two (2) foot minimum unless approved by the Director if the depth is infeasible. The buffer shall be landscaped not be less than 50 percent of the total buffer size, with two rows of 15-gallon trees planted along the length of the entire buffer. ● The buffer landscape can include areas to be used for bioswales, retention/detention areas, and/or other stormwater and water quality management areas in compliance with SMC Section 16.56 (Landscaping). ● The buffer area shall include a minimum 14-foot solid decorative wall(s), or landscaped berm and wall, or landscaped berm adjacent to sensitive receptors unless a noise analysis indicates an alternative height is needed for sound attenuation. ● All on and off-site landscaping shall comply with SMC Chapter 16.56 (Landscaping). ● All landscaping shall be drought tolerant and, to the extent feasible, comprised of species with low biogenic emissions. Palm trees shall not be utilized. ● All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth with no undue pruning. ● Tree maintenance shall comply with SMC Section 16.56 as a certified Landscape Architect must prepare the Preliminary and Final Landscape plan and certify the planting is water efficient at the time of construction permit approval.	landscape buffer. ● The buffer landscape can include areas to be used for bioswales, retention/detention areas, and/or other stormwater and water quality management areas in compliance with SMC Section 16.56 (Landscaping). ● The buffer area shall include a minimum 10-foot solid decorative wall(s), or landscaped berm and wall, or landscaped berm adjacent to sensitive receptors unless a noise analysis indicates an alternative height is needed for sound attenuation. ● All on and off-site landscaping shall comply with SMC Chapter 16.56 (Landscaping). ● All landscaping shall be drought tolerant and, to the extent feasible, comprised of species with low biogenic emissions. Palm trees shall not be utilized. ● All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth with no undue pruning. ● Tree maintenance shall comply with SMC Section 16.56 as a certified Landscape Architect must prepare the Preliminary and Final Landscape plan and certify the planting is water efficient at the time of construction permit approval. ● Trees shall be installed in automobile parking areas to provide at least 35% shade cover of passenger vehicular parking areas within fifteen years. Trees shall be planted that can meet this requirement. The 35% shade trees amount can be substituted for solar canopy upon approval by the Director.		Attachment K

				Attachment K
13	• All buildings shall be constructed with Solar Power and Energy Systems large enough to accommodate the building and operation's base power use demand at the start of operation and as the base power demand increases to accommodate an electric fleet. • The energy storage systems shall have enough battery capacity to serve the photovoltaic system in the event of a blackout. • All facilities shall be designed to accommodate enough space for all solar panels and batteries. • The solar system installation should be done by owners, operators, tenants, or a qualified solar system contractor. Operation should begin after receiving permission from the utility. The owner is responsible for maintaining the system at 80% of rated power for 20 years. After 20 years, install a new system or maintain the existing one for the life of the facility.	• The building permit application for qualifying facilities must demonstrate sufficient solar panels to provide power for the operational base power use at the start of operations. When available, applicants will be permitted to utilize "clean energy" sources in lieu of providing onsite energy production. "Clean Energy" sources include programs such as, but not limited to, East Bay Community Energy (EBCE). • Operational base power is defined as the amount of power required to supply loads for all ordinary operational uses of the site. Loads for all ordinary operational uses of the site include, as non-exhaustive examples, loads for minimal heating for fire sprinklers, primary office space lighting, HVAC, warehouse power, warehouse lighting, site lighting, minimum power for dock positions (including chargers for yard equipment and any plug-ins for transport refrigeration units), and the amount of light-duty electric vehicle supply equipment required by CalGreen. Loads for all ordinary operational uses of the site exclude, as non-exhaustive examples, loads for specialized equipment, non-standard automation or material handling systems, and chargers for heavy-duty trucks. • Projects shall be allowed to utilize alternative energy means that achieve comparable energy or greenhouse gas offsets. This includes Near Zero Emission (NZE) technology when commercially available.	• Each developer of an individual specific development proposal shall prepare the subject building structures in such a way to accommodate future solar panels pursuant to applicable Building Code requirements. • The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light-colored roofing material with a solar reflective index of not less than 78.As soon as reasonably practicable, after the State of California allows formal submittal of applications tied to California's Community Solar Program, each developer shall apply for entry into California's Community Solar Program and provide evidence to the Community Development Director of such submittal. If allowed by law, after the Community Solar program sells 51% of its power to low-income residents in Stockton, the building owner or solar producer may allocate a percentage of the building's remaining Community Solar power to occupants of the subject buildings. If the formal submittal is denied by the State of California, one additional good-faith effort to re-apply shall be attempted. If accepted or denied twice, this measure is considered satisfied as it relates to California's Community Solar program. • As an alternative to California's Community Solar Program, the developer shall include a provision in each lease that requires tenants to purchase clean power from East Bay Community Energy. • Electrical Room Sizing. To ensure that warehouse electrical rooms are	• All facilities shall be designed to accommodate enough space for all solar panels and batteries. • On buildings over 250,000 square feet and greater, prior to issuance of a business license, the City shall ensure solar panels are installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas. (Reference) • Operational base power is defined as the amount of power required to supply loads for all ordinary operational uses of the site. Loads for all ordinary operational uses of the site includes, as non-exhaustive examples, loads for minimal heating for fire sprinklers, primary office space lighting, HVAC, warehouse power, warehouse lighting, site lighting, minimum power for dock positions (including chargers for yard equipment, and any plug-ins for transport refrigeration units), and the amount of light-duty electric vehicle supply equipment required by CalGreen. Loads for all

			sufficiently sized to accommodate the potential need for additional electrical panels, either a secondary electrical room shall be provided in the building, or the primary electrical room shall be sized 25% larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25% excess demand capacity. • Warehouse Dock Seal Doors. Exterior loading dock doors that are adjacent to conditioned or indirectly conditioned spaces shall have dock seals or dock shelters installed at the time of permitting. (CALGreen Tier 2) • Onsite Equipment Infrastructure. The project should provide infrastructure to support the charging of electric power onsite equipment.	ordinary operational uses of the site exclude, as non-exhaustive examples, loads for specialized equipment, non-standard automation or material handling systems, and chargers for heavy-duty trucks. • The energy storage systems shall have enough battery capacity for 48 hours to serve the photovoltaic system in the event of a blackout. Augmented by green energy (PG&E and/or East Bay Community Energy) • The solar system installation should be done by owners, operators, tenants, or a qualified solar system contractor. Operation should begin after receiving permission from the utility. The owner is responsible for maintaining the system at 80% of rated power for 20 years. After 20 years, install a new system or maintain the existing one for the life of the facility. Justification: The City of Fontana has an ordinance that ensures that solar panels are installed and operated to supply 100% of the power of the facility. Here's the direct link to the ordinance

14	All applicable facilities shall maintain Electric Vehicle (EV) fleets in accordance with the following: ● Heavy-Duty Trucks: all heavy-duty trucks (Class 7 and 8) domiciled on site are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet fully zero□emission by December 31, 2025, or when commercially available for the intended application, whichever date is later. ● Medium-Duty Vehicles: vehicles/delivery vans/trucks (Class 2 through 6) on-site shall apply: (i) 33% of the fleet will be zero-emission vehicles at the start of operations, (ii) 65% of the fleet will be zero-emission vehicles by December 31, 2023, (iii) 80% of the fleet will be zero-emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero-emission vehicles by December 31, 2027. ● "Domiciled on-site": applies to vehicles parked or kept overnight at the qualifying facility(ies) more than 70% of the calendar year or dedicated to the qualifying facility(ies) site (defined as more than 70% of the truck routes during the calendar year that start at the qualifying facility(ies) site even if parked or kept elsewhere). The tenant/operator of the qualifying facility(ies) shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the qualifying facility(ies) site.	Electric Vehicle Chargers Stations (EVCS) Infrastructure for Trucks: provide conduits to provide EVCS to meet future needs. Conduit should be provided on the site to serve 50% of the number of truck docking stations. Location of conduit is at discretion of the developer (e.g., truck trailer parking spaces or docking stations).	To facilitate the installation of future electric vehicle charging stations for heavy-heavy duty (HHD) trucks, in connection with each individual development proposal, the subject building improvement plans shall identify an area for future HHD truck charging stations, and the subject developer shall install conduit from the power source to the identified area.	Attachment K **Add to Option B Ordinance the following Option A requirements with underlined change** ● C. On-Going Operations: The following standards shall be implemented during all on-going business. ● 1. All forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, shall be electrically powered or zero-emission. ● 2. All facilities shall maintain a zero emission vehicles/trucks required to meet the "clean fleet" requirements ~~above~~ as set forth by the California Air Resources Board's "Advanced Clean Fleets" rule adopted in April 2023. The rule requires Electric Vehicle (EV) fleets in accordance with the following schedule: ○ 20% of medium-duty fleet electric by 2025 ○ 50% of heavy-duty (Class 8) fleet electric or ZEV by 2030 ○ 100% of all fleet electric or ZEV by

	• Zero emission vehicles that require maintenance can be temporarily replaced with alternative vehicles. • If an EV fleet is not commercially viable, documentation from a minimum of three (3) EV dealers identified on the californiahvip.org website must be submitted prior to issuance of a building permit for the new building demonstrating the inability to obtain the required EVs or equipment needed within 6 months. • If a qualifying facility fails to meet the "clean fleet" requirement, the tenant/operator must implement a Voluntary Emissions Reduction Agreement (VERA) that mitigates emissions through emission reduction projects. The Air District will verify the mitigation effort. The tenant/operator must continue to fund the VERA until fully compliant with the clean fleet requirements.			2040 Attachment K • 3. Within 30 days of issuance of the final certificate of occupancy, the tenant/operator shall demonstrate to the satisfaction of CDD staff that the applicable clean fleet requirements are being met. Any extension of time granted to implement this condition shall be limited to the shortest period necessary to allow for 100% electrification under the clean fleet requirements. • 4. The tenant/operator shall submit similar reports every two years thereafter until full compliance with the applicable clean fleet requirements is achieved. • 5. If the tenant/operator has not met each 100% clean fleet requirement by December 31, 2027, then the tenant/operator shall submit reports annually until the 100% clean fleet requirement is implemented. • 6. After the 100% clean fleet requirement has been implemented, the tenant/operator shall submit to the CDD an on-going compliance report every three years containing all necessary documentation to verify that the clean fleet

				requirements are being met. Attachment K • 7. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due date. • 8. Refrigeration Units: proposed cold storage and associated transport refrigerated units (TRUs) shall include electric plug-in units at loading docks serving such refrigerated space. Justification: Ensures installation of electric vehicle charging stations, especially for heavy-duty trucks while being conscious of market. Medium-duty and heavy-duty electric vehicles are commercially available through these sites https://californiahvip.org/vehicles/ and https://globaldrivetozero.org/tools/zeti/ 2021 Catalog of EV availability Guide from SDG&E https://www.sdge.com/sites/default/files/2021_sdge_electric_vehicle_availability_guide_1.pdf ZEV grants are available today: https://fleets.pge.com/
15	Electric charging facilities shall be provided onsite sufficient to charge all automobiles, and electric trucks domiciled on the site.	Electric charging facilities shall be provided onsite sufficient to charge all electric automobiles and electric trucks domiciled on	Provide EV charging stations for automobiles per building code and provide a conduit to a future designated area for Heavy Duty	**Add to Option C (industry group)** Provide EV charging stations onsite sufficient to charge all ~~for~~

		the site unless otherwise prescribed in Section 16.80.390.	Truck Charging Facility.	automobiles and electric trucks domiciled on the site per to meet the Tier 1 energy efficient standards of the CALGreen Code, and provide a conduit to a future designated area for Heavy Duty Truck Charging Facility. Conduit should be provided on the site to serve 50% of the number of truck docking stations. Location of conduit is at discretion of the developer (e.g., truck trailer parking spaces or docking stations).

Attachment K

Case Studies:

- The Environmental and Traffic Impacts of Warehouses in Southern California
- Health Effects of California's Warehouse Boom Raise Concerns Among Residents and Policy Makers
    - https://environmentalhealth.ucdavis.edu/blog/californias-warehouse-boom-raises-health-concerns
-

Warehouse Sustainable examples

Port of Los Angeles
https://www.portoflosangeles.org/references/2023-news-releases/news_102523_caap_update_nov8
https://www.portoflosangeles.org/environment/sustainability/solar-power
https://www.portoflosangeles.org/references/news_101515_solar_power_projects
https://kentico.portoflosangeles.org/getmedia/3f92f886-236e-4f05-a99d-64ba50d831b1/07_13_15_special_agenda_item_5_transmittal_2

Port of Stockton
https://www.portofstockton.com/wp-content/uploads/2022/08/port-fact-sheet.pdf
https://www.portofstockton.com/zef-blueprint/#:~:text=The%20Port%20of%20Stockton%20MD,a%20small%20port%20or%20public

San Diego Heavy Duty Truck AB617
https://www.sdapcd.org/content/dam/sdapcd/documents/grants/Final_Project%20Plan_Short-Haul%20ZE%20Truck%20Pilot.pdf

ZANZEFF Frito Lay
https://www.prnewswire.com/news-releases/frito-lay-transforms-california-facility-into-showcase-for-sustainability-301725247.html
https://www.fritolay.com/frito-lay-transforms-california-facility-into-showcase-for-sustainability