



WAREHOUSE ORDINANCE PUBLIC WORKSHOP

March 6, 2024 - 5:00 to 7:00 p.m.

For a link and log-in information to attend online, use the QR code or visit the website:



**Robert J. Cabral Agricultural Center
2101 E. Earhart Ave, Assembly Room 2
Stockton, CA 95206**

- **Review & discuss alternative amendments**
- **Potential modifications will be presented to City Council for consideration by July 2024**

Contact:

**Community Development Department
Matt Diaz, Advanced Planning Manager
345 N. El Dorado Street, Stockton, CA 95202
(209) 937-8598 - or - Matt.Diaz@stocktonca.gov**

www.stocktonca.gov/ZoningUpdate



ORDENANZA DE ALMACÉN TALLER PÚBLICO

6 demarzo de 2024 - 5:00 a 7:00 p.m.

Para obtener un enlace e información de inicio de sesión para asistir en línea, utilice el código QR o visite el sitio web:



**Robert J. Cabral Agricultural Center
2101 E. Earhart Ave, Assembly Room 2
Stockton, CA 95206**

- Revisar y discutir enmiendas alternativas
- Posibles modificaciones se presentarán al Ayuntamiento para su consideración antes de julio de 2024

Contacto:

**Matt Diaz, Gerente de Planificación Avanzada
Departamento de Desarrollo Comunitario
345 N. El Dorado Street, Stockton, CA 95202
(209) 937-8598 - o - Matt.Diaz@stocktonca.gov**

www.stocktonca.gov/ZoningUpdate

Public Workshop

ZONING CODE AMENDMENT:

Modifications to Industrial Warehouse Standards

March 6, 2024

5:00 – 7:00 PM

Robert J. Cabral Agricultural Center
2101 E. Earhart Avenue,
Stockton, California 95206

City Staff



Moderator: Stephanie Ocasio (CDD Director)



Presenter: Matt Diaz (Planning Manager)



Support: Mike McDowell (Assistant Director)
John Schweigerdt (Building Official)



Secretary: Anson Lihosit (Senior Planner)



Teams: Adriana Guerrero (Executive Assistant)

Tonight's Schedule

5:00 – 5:15 PM	• Introduction & Background
5:15 – 5:30 PM	• Solar Installation
5:30 – 5:45 PM	• Truck Charging
5:45 – 6:00 PM	• Automobile Charging
6:00 – 6:15 PM	• Setback Restrictions
6:15 – 6:30 PM	• Increase Minimum Size
6:30 – 6:45 PM	• Ordinance Applicability
6:45 – 7:00 PM	• Q/A
7:00 PM	• End of Workshop

Workshop Structure

- In order to cover all 6 modifications within the 2-hour block, each will be given a 15-minute session.
- Should a session need less time, that time can be added to another session.
- Each topic will begin with a brief 5-minute summary, followed by a 10-minute open dialogue
- In-Person: Please raise your hands for questions/comments
- Teams: Please submit your comments via the Chat feature
 - Public comments from Teams attendees will be read out loud and responded to by staff.
 - The Teams meeting will be recorded.
- Should session time run out, please submit your comment via note card (in-person) or chat (Teams). Staff will follow-up with you.
- Additional comments can be made via note cards, on display boards, or contacting staff directly at: matt.diaz@stocktonca.gov

Ground Rules


- Be civil and respectful towards all commentors and attendees.
- Do not interrupt others while they're speaking
- To ensure time for the 6 modifications, off-topic questions and comments cannot be discussed during the workshop. Please submit those in writing to the "Parking Lot basket". Staff will follow up with you.
- Commentors/Attendees shall not make personal, impertinent, unduly repetitive, slanderous or profane remarks to staff or the general public, nor utter loud, threatening, personal or abusive language, nor engage in any other conduct that disrupts, disturbs or otherwise unreasonably impedes the orderly conduct of the Workshop.
- Any person who makes such remarks, who utters loud, threatening, personal or abusive language, who is unduly repetitious or engages in extended discussion of irrelevancies, or who engages in any disorderly conduct that disrupts, disturbs or otherwise unreasonably impedes the orderly conduct of the Workshop shall, at the discretion of staff, be asked to leave.

Background

- In 2022, the City agreed to present new industrial warehouse ordinance to the City Council for consideration by 12/31/23.
- Over 20 meetings and numerous communications from August - October '23:
 - Planning Commission Ad-Hoc Committee
 - Environmental and Industry Advisors
 - Meeting with Residents and Citizens
 - Attorney General's Office
 - Other Cities with Warehouse Ordinances
 - Environmental and Climate Professionals
 - Industry Experts (project review)

Background (con't)

The City Council considered 3 ordinance options and adopted an ordinance (Option C) on 12/12/23 (effective January 11, 2024).



Following adoption, based on public comments received, the Council directed staff to explore six (6) modifications to the adopted ordinance.



Modification analysis must be brought back to Council by July 9th.



Tonight's workshop is to solicit feedback on the six modifications.

Six Potential Modifications

Public Comment	Source
Clarification for solar installation.	Stockton Environmental Justice Advocates (EJA)
Adjustments to truck charging requirements.	Stockton Environmental Justice Advocates
Adjustments to automobile charging requirements.	Stockton Environmental Justice Advocates
Adjustments to setback standards.	Stockton Environmental Justice Advocates
Change the Ordinance to apply to warehouses 400,000 square feet and greater instead of 100,000 square feet and greater.	Chamber of Commerce / San Joaquin Partnership
Change Ordinance to apply to annexation projects submitted after December 31, 2023.	Holman Investors, LLC

Solar Installation

Origin: Proposed by EJA

Proposed Modification(s):

“The solar system installation should be done by owners, operators, tenants, or a qualified solar system contractor.”

Considerations:

Current processes and standards already require this for entitlements and construction (Building) permit approval.

Possible inclusion in Code for clarification.

Truck Charging

Origin: Proposed by EJA

Proposed Modification(s): Facilitate future charging stations by expanding the current electric vehicle charging station infrastructure requirement to include light-heavy duty (LHD) and medium-heavy duty (MHD) in addition to heavy-heavy duty (HHD) trucks.

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).

Truck Charging (con't)

Considerations:

Potential to increase future EV charging stations and EV-ready facilities.

Potential added cost for additional spaces.

CALGreen Code currently has EV infrastructure requirements for medium-duty and heavy-duty trucks for warehouse uses. In addition to the conduit requirements, CALGreen requires upsizing of the electrical service and designated areas for future electrical equipment.

Automobile Charging

Origin: Proposed by EJA

Proposed Modification(s):

- *At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready.*
- *At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations.*
- *Signage shall be installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles.*

Automobile Charging

Considerations:

- Amendment requests 10% EV ready parking spaces
 - ↳ CALGreen Code currently requires between 16%-40% EV ready spaces
- Amendment requests 5% EV equipped parking spaces
 - ↳ CALGreen Code currently requires between 4%-7% EV equipped spaces
- Amendment includes a maintenance requirement for the EV charging stations
 - ↳ CALGreen Code does not include a maintenance provision related to EVs
- Potential requirement of additional EV charging spaces in limited situations.
- Added cost for additional spaces.

Automobile Charging

CALGreen Table 5.106.5.3.1 (% columns added)

Total Number Of Actual Parking Spaces	Number Of Required EV Capable Spaces	% of EV Capable Required by CALGreen	Number Of EVCS (EV Capable Spaces Provided With EVSE)	% of EV Equipped Required by CALGreen
0-9	0	0%	0	0%
10-25	4	16%-40%	0	0%
26-50	8	16%-30%	2	4%-7%
51-75	13	17%-25%	3	4%-6%
76-100	17	17%-22%	4	4%-5%
101-150	25	16%-25%	6	4%-6%
151-200	35	17%-23%	9	4.5%-6%
201 and over	20 percent of total	20%	25 percent of EV capable spaces	~5%

Setback Restrictions

Origin: Proposed by EJA

Proposed Modification(s):

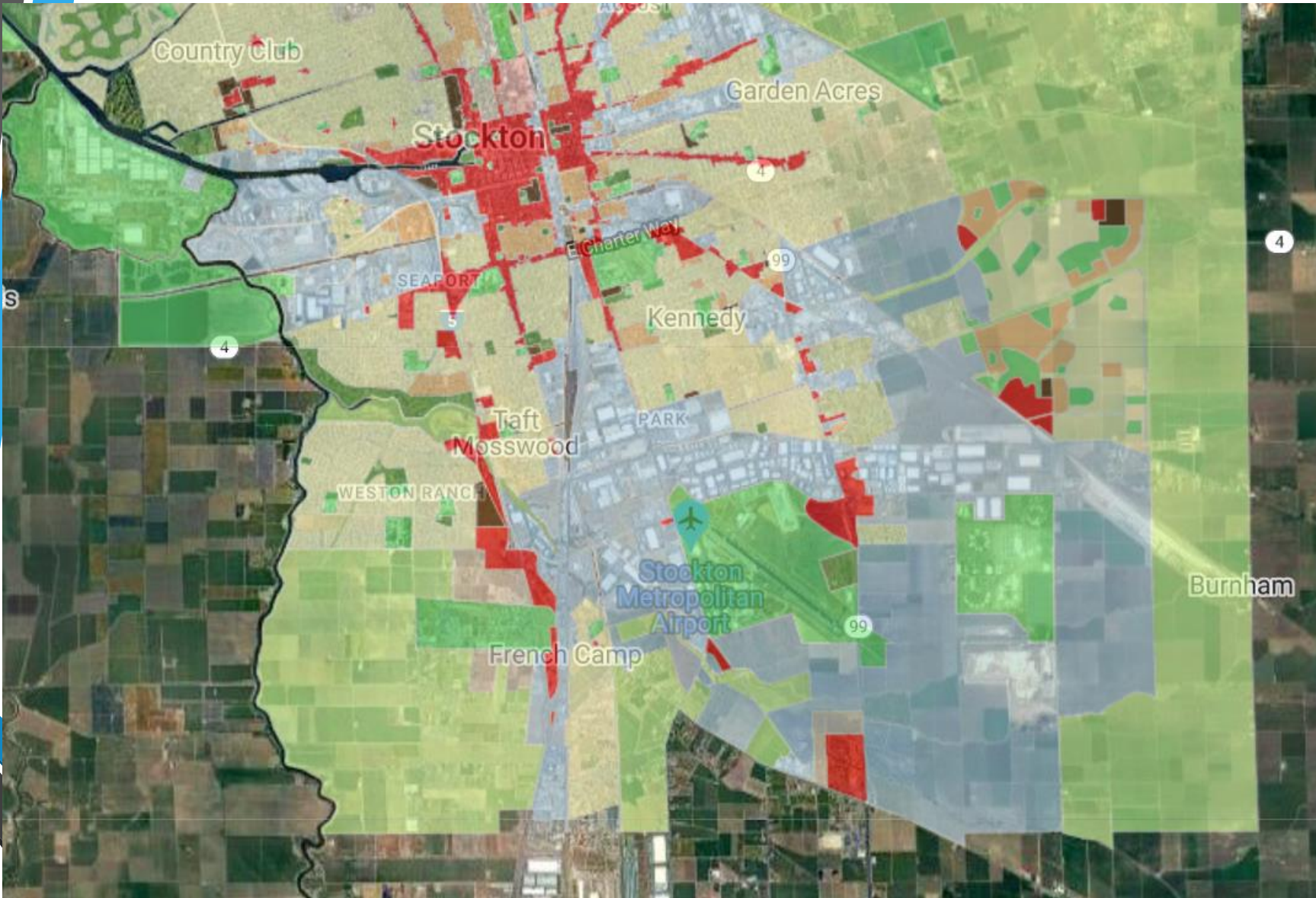
- Add a building setback requirement of 2:1 setback-to-height ratio
- Prohibit any truck (EV or fuel) movement/access within a 300-foot buffer adjacent to sensitive receptors.
- Remove two adopted exceptions pertaining to physical limitations and zero emission vehicles

Setback Restrictions (con't)

Considerations:

- Impacts to project site design via restrictions to building placement, parking and access location options, and what could be located within the 300-foot buffer.
- Would significantly impact site design for smaller projects and require additional land area.
- Accelerated annexation requests and resulting premature conversion of agriculture lands.

GP Industrial Areas (Blue)



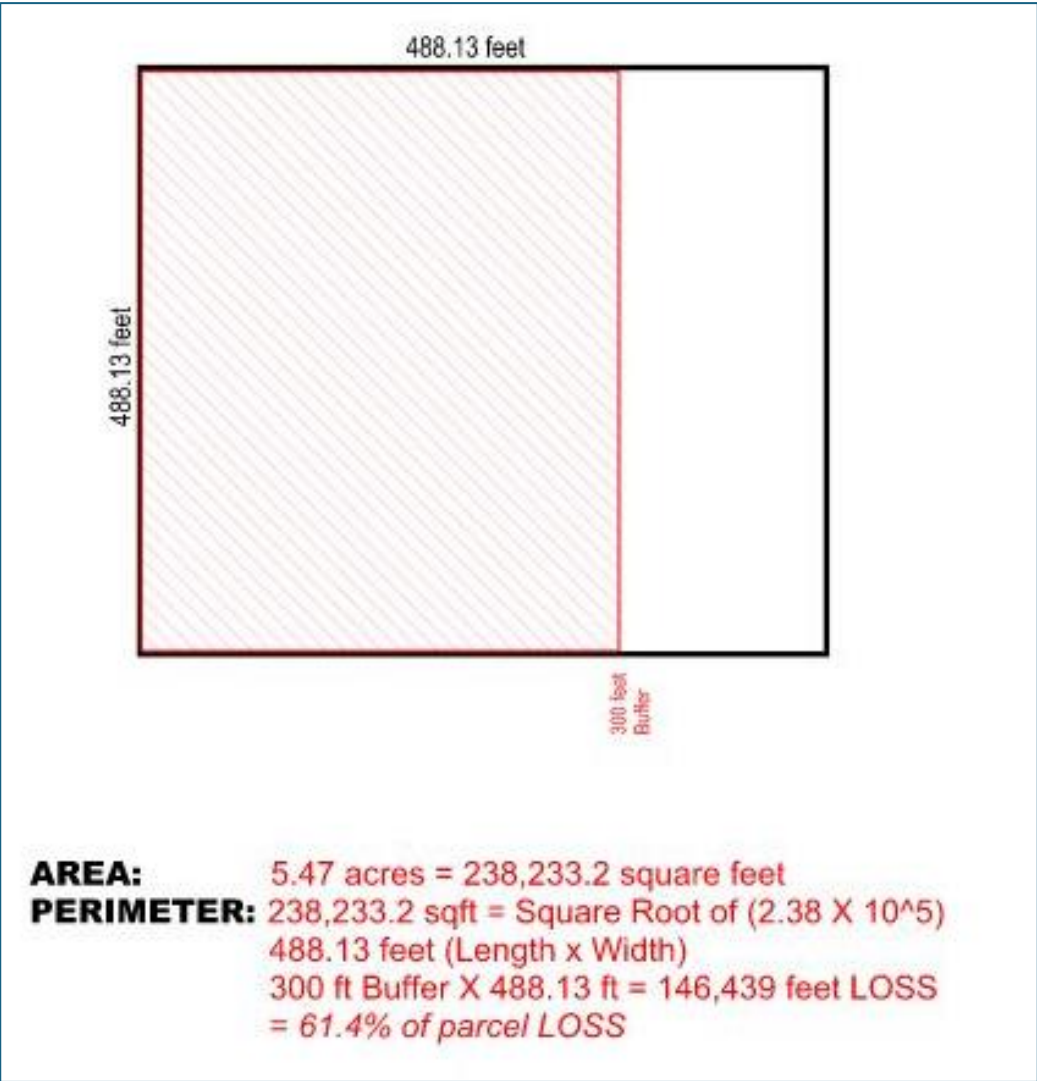
Warehouse Sizes & Required Land*

→
**Logistic
Warehouse
Size &
Acreage
Needed**

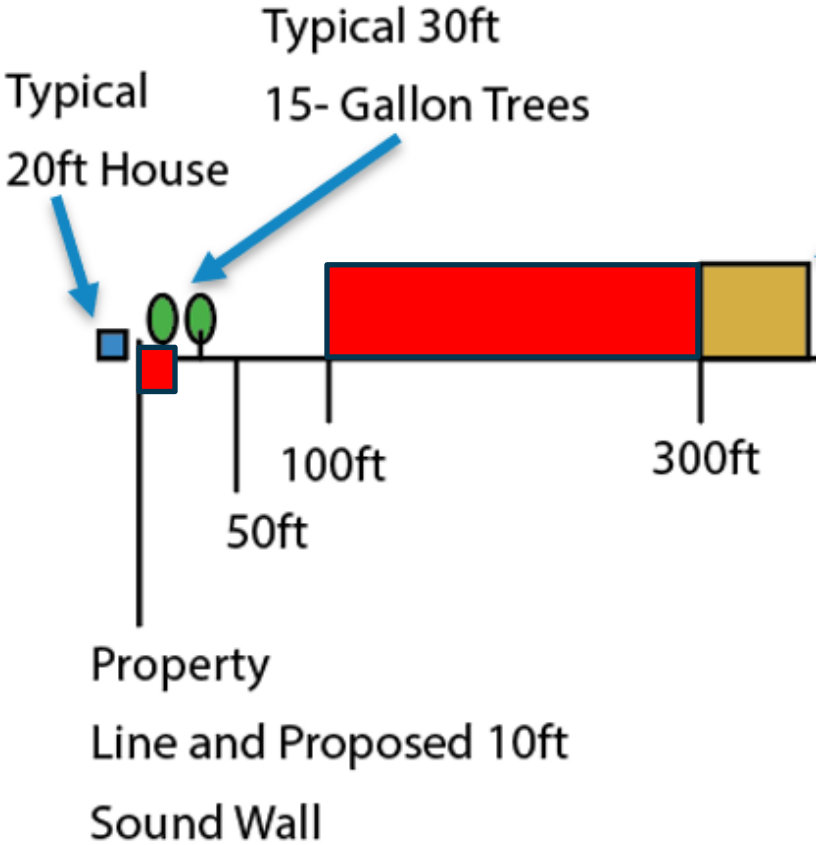
Potential Size (sqft)	Ave. Coverage	Est. Project Size (sqft)	Est. Project Size (ac)
100,000	0.42	238,095.24	5.47
200,000	0.42	476,190.48	10.93
300,000	0.42	714,285.71	16.40
400,000	0.42	952,380.95	21.86
500,000	0.42	1,190,476.19	27.33
600,000	0.42	1,428,571.43	32.80
700,000	0.42	1,666,666.67	38.26
800,000	0.42	1,904,761.90	43.73
900,000	0.42	2,142,857.14	49.19
1,000,000	0.42	2,380,952.38	54.66

* Based on adopted Ordinance language

Setback Project Example

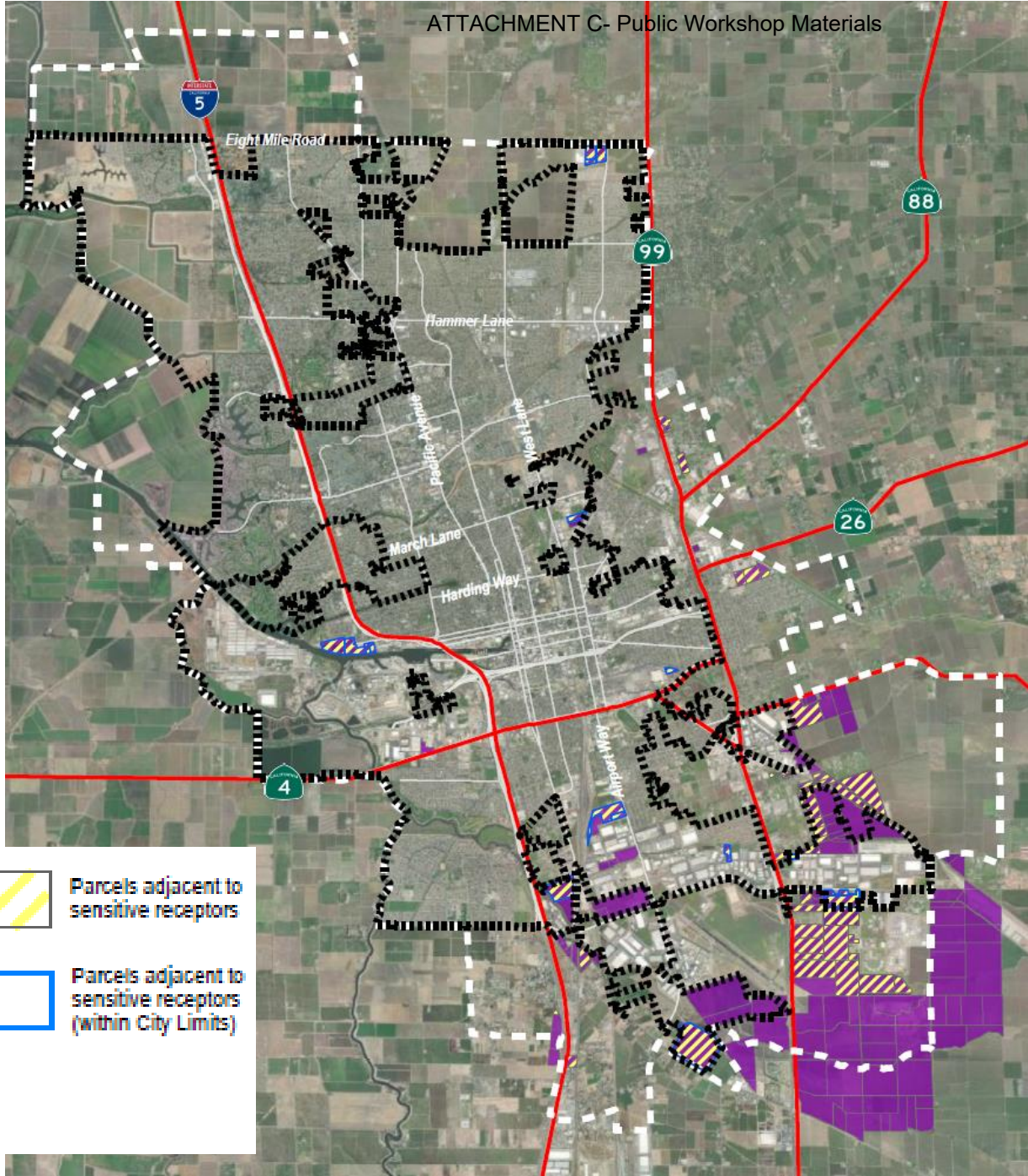


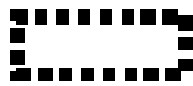
Setback Project Example



Vacant Industrial Parcels


Larger than 5.5-acres
(Required for 100,000+sf development)

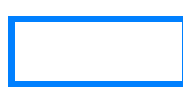


 Stockton City Limits

 Stockton Sphere of Influence (SOI)

 Large Industrial Parcels

 Parcels adjacent to sensitive receptors

 Parcels adjacent to sensitive receptors (within City Limits)

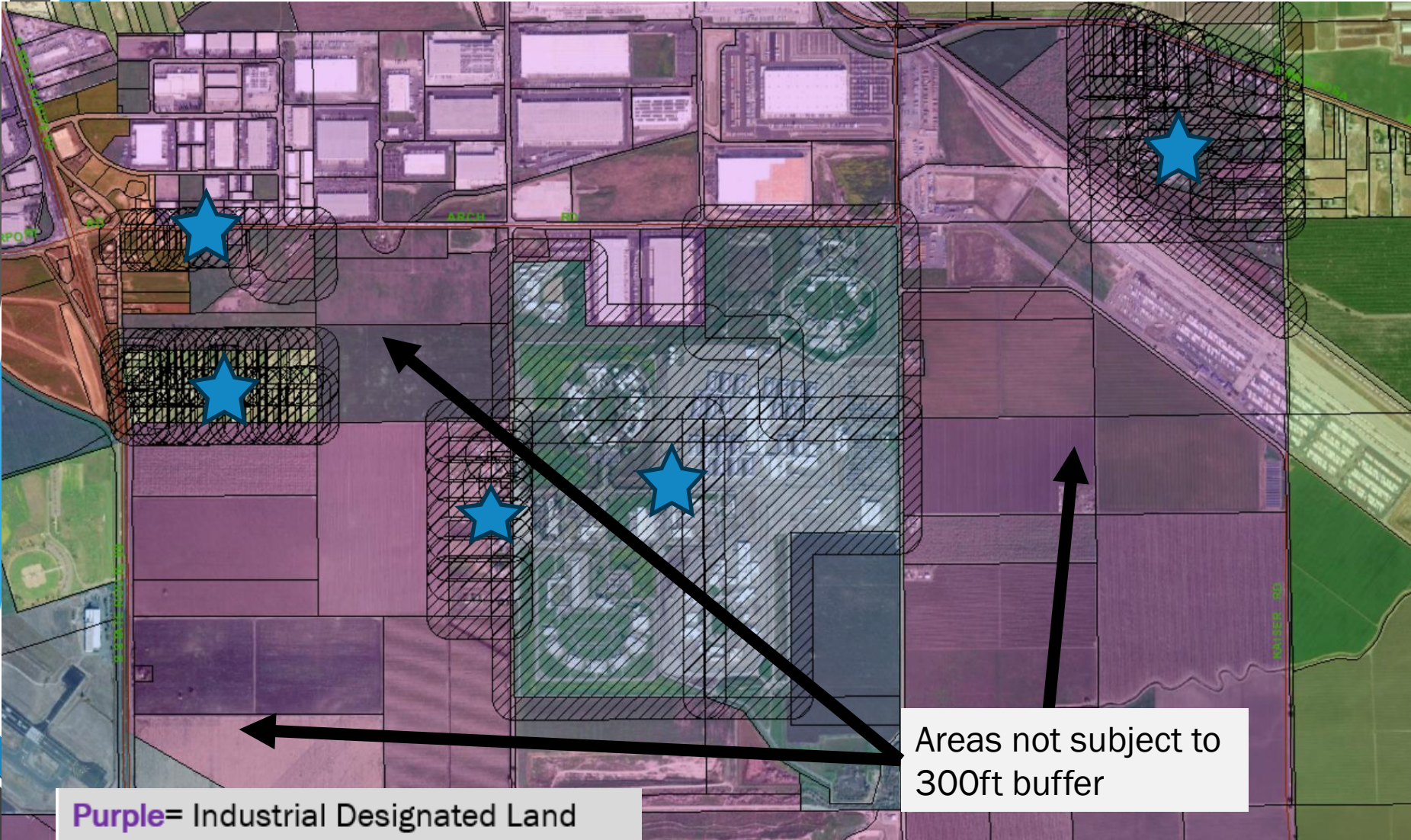
Setback/Buffer Example #1



Areas not subject to 300ft buffer

Purple= Industrial Designated Land
Hatch= 300 ft Buffer
★ Stars= Receptor Location

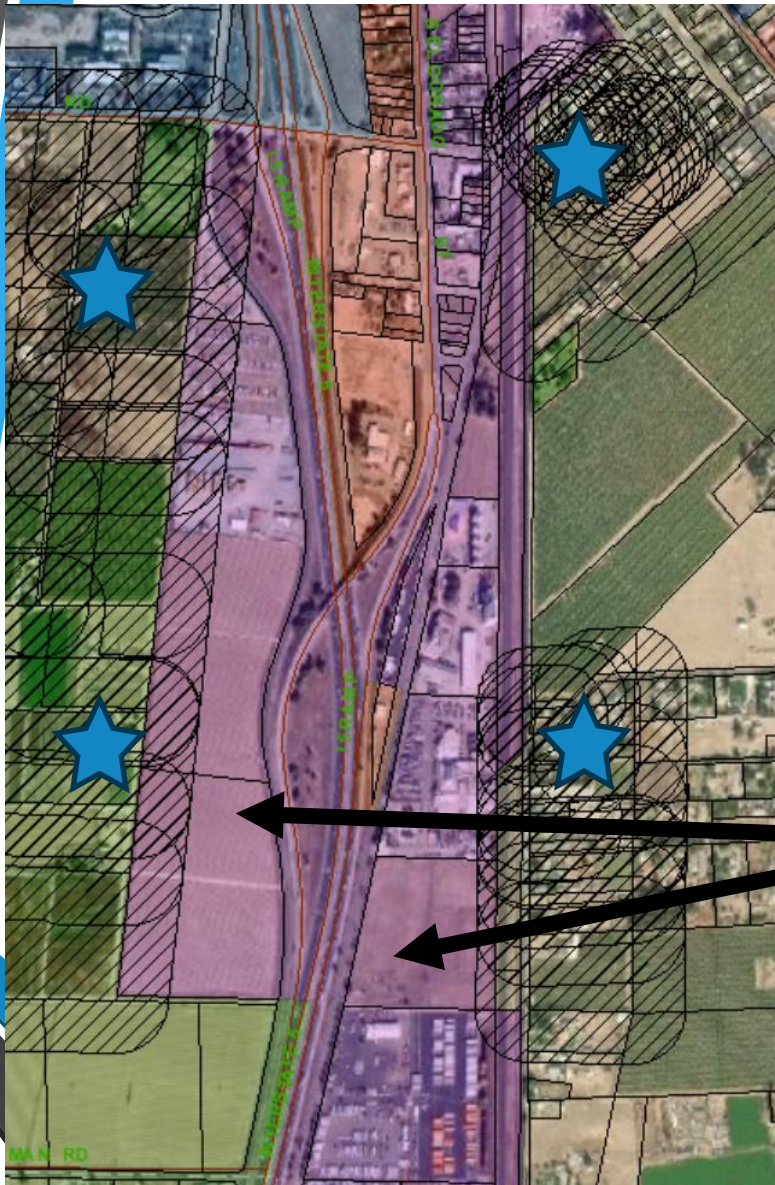
Setback/Buffer Example #2



Areas not subject to 300ft buffer

Purple= Industrial Designated Land
Hatch= 300 ft Buffer
★ Stars= Receptor Location

Setback/Buffer Example #3



Areas not subject to 300 ft buffers

- Purple= Industrial Designated Land
- Hatch= 300 ft Buffer
- ★ Stars= Receptor Location

Increased Size

Origin: Chamber of Commerce / San Joaquin Partnership

Proposed Modification: Increase the applicable minimal size requirement from the adopted 100,000 square feet to 400,000 square feet in size or greater.

Increased Size (con't)

Considerations:

- Smaller facilities (100,000 to 399,999 sqft) would not be subject to the warehouse standards.
- Over the last 7 years, the typical logistics warehouse project measured approximately 420,000 sf
- The last 10 entitled logistics projects measured an average total size range of 700,000sqft to 1,000,000 sf
- Since 2016, 37 building permits have been approved for new warehouses 100,000 sf or greater (average size \pm 420,000 sqft)
- The size required aligns with other City examples provided by the Attorney General's Office (i.e., Fontana)
- It is anticipated the increase would lessen the impact on smaller facilities and owners (i.e., non-fortune 500 companies).
- Minimum lot sizes for new facilities are anticipated to increase from 5.5 acres to 21 acres based on typical lot size needed for facilities of 100,000 and 400,000 square feet in size.

Annexation Applicability

Origin: Holman Investors, LLC

Proposed Modification(s):

Adopted Warehouse Ordinance standards shall not apply to any new building constructed on property located within the existing City of Stockton City Limits prior to December 31, 2023.

Considerations:

- The standards would only apply to qualifying industrial projects annexed after December 31, 2023.
- Entitled projects that were located within the City Limits prior to December 31, 2023 would be exempt from adopted Warehouse standards under this modification.

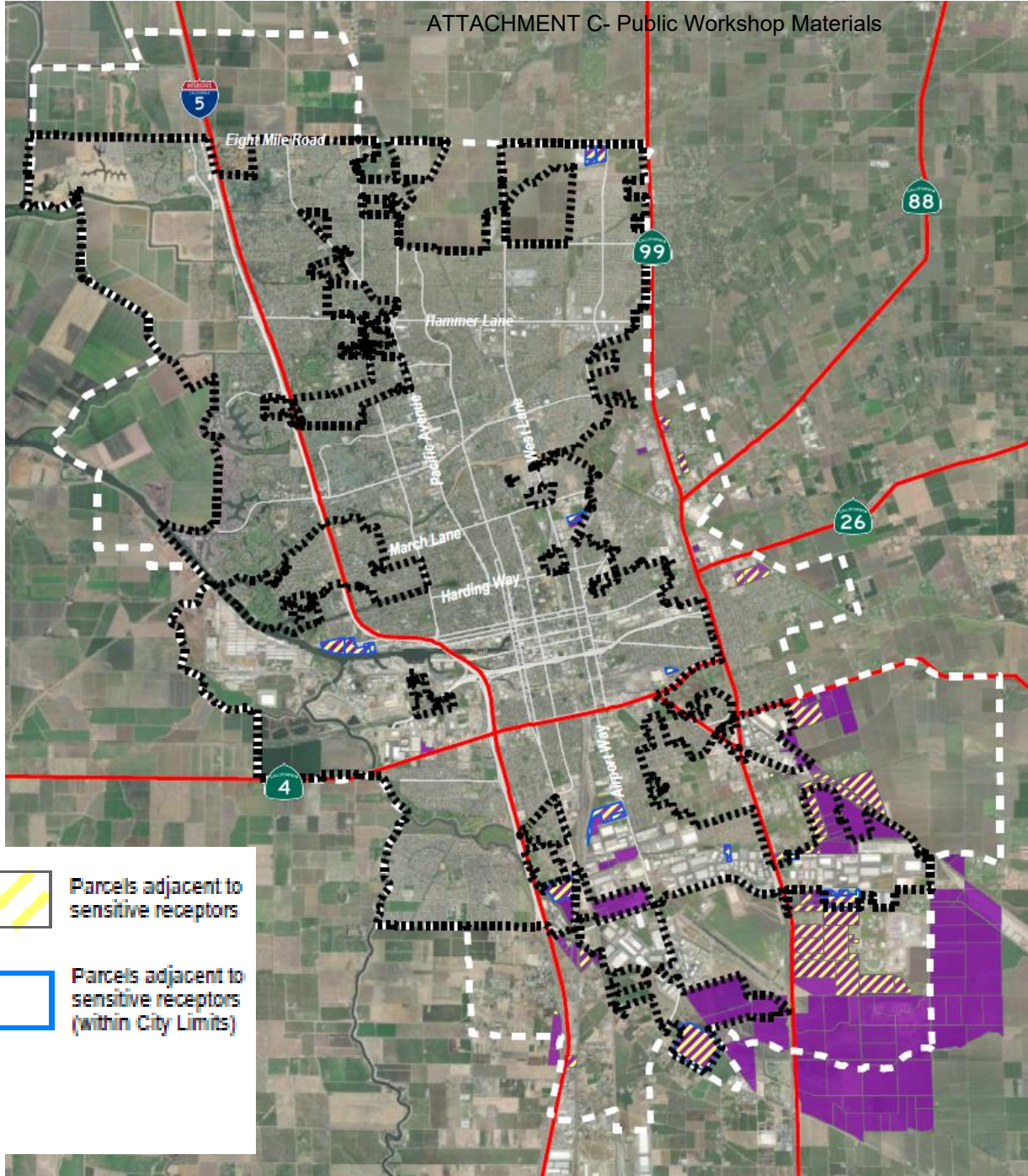
Annexation Applicability

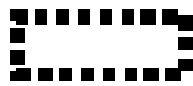
Considerations:

- Standards would only apply to future annexation projects.
- Unclear if the request would apply to annexations under the minimum size requirement or annexations approved but later amended to allow industrial uses.
- Current code already discusses project applicability and “vested” rights of applications when a new standard is adopted.
- Seems more a policy-driven request on how the City wishes to utilize the new warehouse standards, than an additional means to lock in development rights.

Vacant Industrial Parcels Outside of City Limits


Larger than 5.5-acres

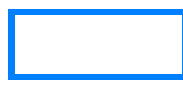


 Stockton City Limits

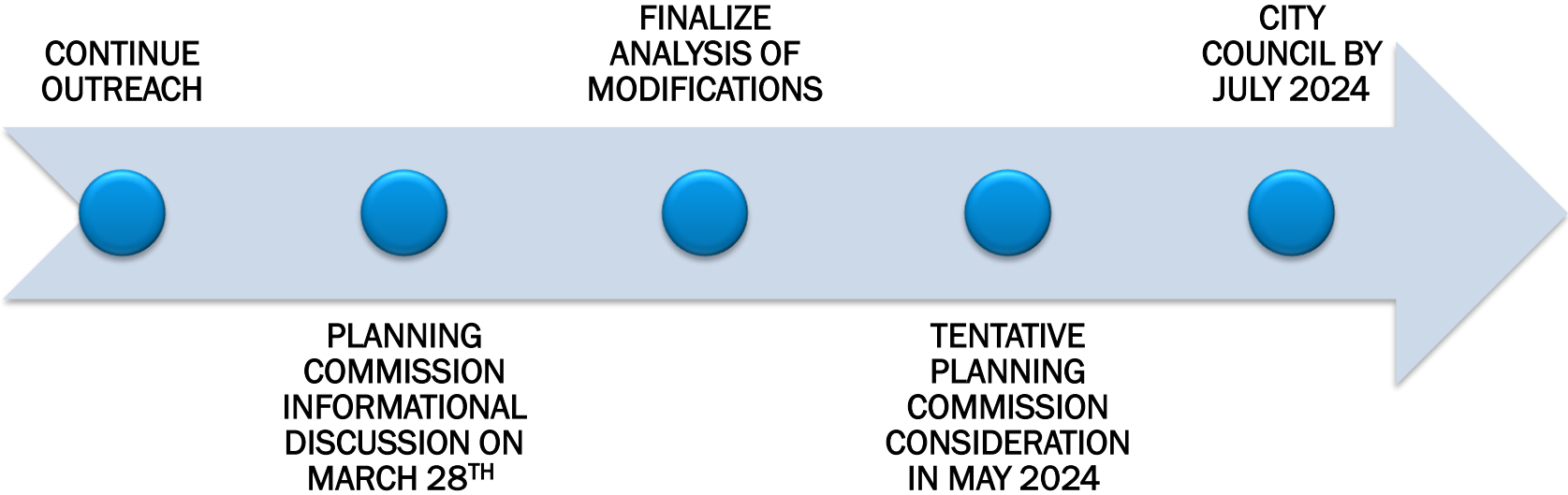
 Stockton Sphere of Influence (SOI)

 Large Industrial Parcels

 Parcels adjacent to sensitive receptors

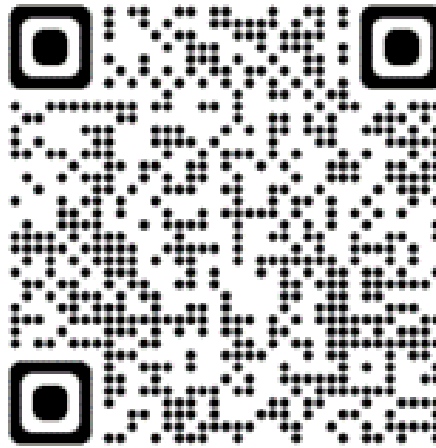
 Parcels adjacent to sensitive receptors (within City Limits)

Next Steps



QUESTIONS?

For a link and log-in information to attend online, use the QR code or visit the website:



Contact:

Community Development Department
Matt Diaz, Advanced Planning Manager
345 N. El Dorado Street, Stockton, CA 95202
(209) 937-8598 - or - Matt.Diaz@stocktonca.gov

Warehouse Ordinance Amendment Public Workshop Comment Board

“Increased Size ”

Existing: Code currently includes a minimum size requirement of 100,000 square feet (SQFT) or greater for the new standards to be applicable.

Proposed: Increase the applicable minimal size requirement from the adopted 100,000 SQFT to 400,000 SQFT in size or greater.

Comments:

Use
Example: Riverside * 10,000 SQFT
200 ft setback ++

*All Projects should require Health Risk Assessments
(of any size)

Warehouse Ordinance Amendment

Public Workshop Comment Board

“Annexation Applicability”

Existing: No requirement or related standards included in the current code.

Proposed: The standards would only apply to qualifying industrial projects annexed after December 31, 2023. Entitled projects that were located within the City Limits prior to December 31, 2023 would be exempt from adopted Warehouse standards under this modification.

Comments:

How many projects
are pending prior to
current code? ++

* Preserve Existing Green Space, even if
General Plan calls for Industrial

~~*~~

Warehouse Ordinance Amendment

Public Workshop Comment Board

“Setback Restrictions”

Existing: Code currently includes standards for a 300-foot loading dock buffer next to sensitive receptors (i.e., homes, schools) and no new setback requirements for warehouses.

Proposed: Add a building setback requirement of 2:1 setback-to-height ratio. Prohibit any truck (EV or fuel) movement/access within a 300-foot buffer adjacent to sensitive receptors. Remove two adopted exceptions pertaining to physical limitations and zero emission vehicles

Comments:

In agreement with proposal
minimize health risks

*Tie Setback Requirement to Proximity to Residential
& sensitive receptors

*Vegetative Buffers are needed around
warehouse facilities & along Walker Slough

Warehouse Ordinance Amendment Public Workshop Comment Board

“Truck Charging”

Existing: Code currently includes only HHD truck charging.

Proposed: Facilitate future charging stations by expanding the current electric vehicle charging station infrastructure requirement to include light-heavy duty (LHD) and medium-heavy duty (MHD) in addition to heavy-heavy duty (HHD) trucks.

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).

Comments:

What will happen
with the roads?
Truck routes w/ HHD.

who will pay? especially

* What is the spill-off impacts due to more trucks?

Warehouse Ordinance Amendment

Public Workshop Comment Board

“Automobile Charging”

Existing: Code currently does not include additional EV parking requirements beyond existing CALGreen Building standards.

Proposed: Facilitate future charging stations by expanding the current electric vehicle charging station infrastructure requirement to include light-heavy duty (LHD) and medium-heavy duty (MHD) in addition to heavy-heavy duty (HHD) trucks. 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).

Comments:

Be in compliance with
CARB standards like (e.g.
Pitt or add language

Warehouse Ordinance Amendment Public Workshop Comment Board “Solar Installation”

Existing: Code currently includes definitions for base power, options for using renewal energy, and building code requirements.

Proposed: Add following sentence *“The solar system installation should be done by owners, operators, tenants, or a qualified solar system contractor.”*

Comments:

Micro grid can be option
to offset community consumption

Agree w/ proposal

* More solar, Fewer Warehouses