

WORKING DRAFT WAREHOUSE DEVELOPMENT STANDARDS

The following table reflects the following:

1. First column - Numbering assigned to MOA Measures
2. Second column - MOA Measures
3. Third column - Conversion of the MOA Measures into Ordinance format Development Standards
4. Fourth column - Initial draft standards based on feedback from Planning Commission Ad Hoc Committee, Committee Advisors, Public Comment, and research performed
5. Fifth column - City staff notes and references relating to initial draft standards contained in Column 4

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0.	MOA indicates a minimum applicable size of the facility to be 100,000 square feet.	These standards shall apply to logistic warehouses 100,000 square feet in size or greater.	Researching industry standards and practices.	Under Review
Construction Mitigation				
1.	San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII Compliance: Construction plans and specifications shall include a Dust Control Plan incorporating the applicable requirements of Regulation VIII, which shall be submitted to the SJVAPCD for review and approval prior to beginning construction in accordance with the requirements of Regulation VIII.	Qualifying facilities shall comply with the San Joaquin Valley Air Pollution Control District (SJVAPCD) requirements prior to beginning construction.	Qualifying facilities shall comply with the San Joaquin Valley Air Pollution Control District (SJVAPCD) requirements prior to beginning construction.	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.
2.	Construction Vehicles & Equipment: a) The use of electric-powered, battery-powered, natural gas, or hybrid construction equipment and vehicles are required during construction if commercially available. If substantial evidence is provided by the permittee or its contractor that such equipment is not	<ul style="list-style-type: none"> • All off-road construction equipment, with a power rating of less than 19 kilowatts (e.g., plate compactors, pressure washers, shall be electric-powered. 	<ul style="list-style-type: none"> • All off-road construction equipment, with a power rating of less than 19 kilowatts (e.g., plate compactors, pressure washers, shall be electric-powered. • The use of electric-powered, battery-powered, natural gas, or hybrid construction equipment and vehicles are required during construction if commercially available meeting the highest rated California Air 	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.

• ¹ Measures highlighted in blue involve more discussion and possible alternatives.

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	<p>commercially available, including a description of commercially reasonable efforts to secure such equipment, diesel-powered construction equipment greater than 50 horsepower meeting the highest rated California Air Resources Board (CARB) Tier technology available at the time of construction may be used. Prior to permit issuance, the construction contractor shall submit an equipment list confirming equipment used is compliant with the highest CARB Tier at the time of construction. Equipment proposed for use that does not meet the highest CARB Tier in effect at the time of construction, shall only be approved for use at the discretion of Stockton’s Community Development Department (CDD) and shall require proof from the construction contractor that, despite reasonable best efforts to obtain the highest CARB Tier equipment, such equipment was unavailable.</p> <p>b) All off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during construction of the qualifying facility(ies) shall be electric powered.</p> <p>c) Subject to all other idling restrictions, off-road diesel-powered equipment shall not be left in the “on position” for more than 10 hours per day.</p>	<ul style="list-style-type: none"> The use of electric-powered, battery-powered, natural gas, or hybrid construction equipment and vehicles are required during construction if commercially available meeting the highest rated California Air Resources Board (CARB) Tier technology available at the time of construction may be used. Subject to all other idling restrictions, off-road diesel-powered construction equipment shall not be left in the “on position” for more than 10 hours per day 	<p>Resources Board (CARB) Tier technology available at the time of construction may be used.</p> <ul style="list-style-type: none"> Subject to all other idling restrictions, off-road diesel-powered construction equipment shall not be left in the “on position” for more than 10 hours per day 	
3.	Owners, operators or tenants of qualifying facilities shall provide “cool roof” specifications in construction plans verifying that the proposed roof	All qualifying facilities shall be constructed using “cool roof” materials with an aged reflectance	Researching industry standards and practices. The measure may be consolidated by the overall building code standards mentioned in MOA#10.	Under Review but will keep in some form.

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	will utilize cool roofing materials with an aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of the CAL Green Building Standards Code, Table A5.106.11.2.3 for Tier 1 and the City’s Green Building Standards within Chapter 15.72 of the Stockton Municipal Code.	and thermal emittance values that are equal to or greater than those specified in the current edition of the California (CAL) Green Building Tier 1 Standards.		
4.	Temporary electrical hookup to the construction yard and associated work areas shall be required.	Temporary electrical hookups to all construction yards and associated work areas shall be required.	Temporary electrical hookups to all construction yards and associated work areas shall be required.	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.
5.	The idling of heavy construction equipment for more than 5 minutes shall be prohibited. The owners, operators or tenants shall provide verification that construction specifications establish a five-minute idling limit for all heavy-duty construction equipment utilized during construction of the proposed qualifying facility(ies). Signage shall be posted throughout the construction site regarding the idling time limit, and the construction contractor shall maintain a log for review. The log shall verify that construction equipment operators are advised of the idling time limit at the start of each construction day. Idling limits shall be noted in the construction specifications. The maintenance of logs documenting compliance shall be required.	Temporary signage shall be posted throughout the construction site indicating truck idling lasting more than five (5) minutes is prohibited. The signs shall include all idling and restrictions in addition to contact information for the San Joaquin Valley Air Pollution Control District’s for those interested in filing a complaint.	Temporary signage shall be posted throughout the construction site indicating truck idling lasting more than five (5) minutes is prohibited. The signs shall include all idling and restrictions in addition to contact information for the San Joaquin Valley Air Pollution Control District’s for those interested in filing a complaint.	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.
6.	The construction contractors shall maintain on the construction site an inventory of construction equipment, maintenance records, and datasheets, including design specifications and emission control tier classifications.	The construction contractor(s) shall maintain on the construction site an inventory of construction equipment, maintenance records, and datasheets, including design specifications and emission control tier classifications.	The construction contractor(s) shall maintain on the construction site an inventory of construction equipment, maintenance records, and datasheets, including design specifications and emission control tier classifications.	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.

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7.	Architectural and industrial maintenance coatings (e.g., paints) applied on the qualifying facility(ies) shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite by a third party.	All architectural and industrial maintenance coatings (e.g., paints) applied on site shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite by a third party.	All architectural and industrial maintenance coatings (e.g., paints) applied on site shall be consistent with Volatile Organic Compounds (VOC) content consistent with California Green Building code Tier 1 Standards.	VOC 10g/L or less has been found to be infeasible and difficult to implement. Parts may be superseded by overall building standard mentioned in MOA#10.
8.	Qualifying facilities shall require the construction contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.	The facilities shall require the construction contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.	The facilities shall require the construction contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.
9.	Qualifying facilities shall require the construction contractor to provide transit and ridesharing information for construction workers.	The facilities shall require the construction contractor to provide transit and ridesharing information for construction workers.	The facilities shall require the construction contractor to provide transit and ridesharing information for construction workers.	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.
Site Design				
10.	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 to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of the California Green Building Standards code, Divisions A5.1, A5.2 and A5.5, Energy Efficiency as outlined under Section A5.203.1.2.	All buildings shall be constructed consistent with the California (CAL) Green Building Tier 2 Standards.	Researching industry standards and practices.	Under Review

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11.	Qualifying facilities and their associated loading docks must be located no closer than 300 feet from sensitive receptors, and the City staff should consider the public health and safety benefits of requiring a larger buffer, up to 1,000 ft. All such setbacks will be measured from the loading dock or any building edge, whichever is closer to the property line of any nearby sensitive receptors using the straight-line method. The setbacks and buffers required in this ordinance shall prevail over any less-stringent standards in the City’s Development Code. Sensitive receptor shall be defined as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers, correctional facilities, parks/recreation facilities, in-home daycares, and health facilities such as hospitals, long term care facilities, retirement and nursing homes.	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, and living quarters, schools, 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.	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, that is not assigned as a clean fuel or electric vehicle dock space, 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, and living quarters, schools, 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.	Staff is continuing to research appropriate buffer sizing based on likely areas to support warehousing greater than 100,000 sq ft and what increased buffering size could mean for the development of those sites.
12.	Qualifying facilities must include an onsite landscape buffer, measured from the property line of all adjacent sensitive receptors. The width of the buffer shall be proportionate to the height of the warehouse building with specified minimums as set forth below unless infeasible. Landscaping shall be installed at the periphery of the qualifying facility(ies) site along adjacent rights of way and the landscaping buffer area shall not include the right of way itself. Landscape buffers shall not be required on interior boundaries of the qualifying facility(ies). a) The width of the buffer shall be set at a 2:1 ratio for all warehouses—for every 1 foot of building height, the buffer shall be 2 feet. The landscaping portion of this buffer shall not be	<ul style="list-style-type: none"> All landscaping adjacent to residential or institution zoning designations or uses shall install an onsite landscape buffer. The buffer shall extend the property line 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 	<ul style="list-style-type: none"> All landscaping adjacent to residential or institution zoning designations or uses shall install an onsite landscape buffer. The buffer shall extend the property line abutting those designations and uses and be sized at a 1:1 ratio for the closest warehouse building(s)—for everyone (1) foot of building height, the buffer shall be one (1) 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). 	Language shortened and simplified for clarity. Staff is still researching the appropriate Landscaping Ratio (i.e., 1:1) and the potential impacts of those ratios on likely areas to support warehousing 100,000 sq ft and greater and what increased buffering size could mean for the development of those sites.

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	<p>less than 50% of this buffer, but may include areas to be used for bioswales, retention/detention areas and/or other stormwater and water quality management areas.</p> <p>b) The buffer area(s) shall include, at a minimum, a solid decorative wall(s) adjacent to sensitive receptors, natural ground landscaping, and solid screen buffering trees, as described below, unless there is an existing solid block wall. Onsite buffer areas shall not include deceleration lanes or right-turn lanes. To the extent allowed by other applicable City codes, policies and regulations the height of the decorative wall shall be at least 14 feet, except in buffer areas adjacent to sensitive receptors. For areas adjacent to sensitive receptors, the decorative wall shall be a minimum of 14 to 18 feet to the extent otherwise permitted by city codes, policies and regulations.</p> <p>c) Trees shall be used as part of the solid screen buffering treatment. Trees used for this purpose shall be evergreen, drought tolerant, and shall be spaced in two rows along the length of the buffer, with trees in each row offset, and each tree no greater than 15 feet on center. Spacing up to 20 feet may be allowed if wide canopy trees are used sufficient to create wall of vegetation that filters warehouse pollution. The property owner, tenant, operator, and any successors in interest shall maintain these trees for the duration of ownership, ensuring any unhealthy or dead trees are replaced with a similar tree as soon as possible.</p>	<p>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.</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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. 	

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	<p>d) All landscaping shall be drought tolerant, and to the extent feasible, species with low biogenic emissions. Palm trees shall not be utilized.</p> <p>e) All landscaping areas shall be properly irrigated for the life of the qualifying facility(ies) to allow for plants and trees to maintain growth with no undue pruning.</p>	<p>biogenic emissions. Palm trees shall not be utilized.</p> <ul style="list-style-type: none"> • 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. 		
Operational Mitigation				

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13.	<p>Solar Power/Battery Energy Storage Systems:</p> <p>a) The building permit application for qualifying facilities must demonstrate sufficient solar panels to provide power for the operation’s base power use at the start of operations and as base power use demand increases. The application shall include analysis of plans to meet (a) projected power requirements at the start of operations and as base power demand increases corresponding to the implementation of the “clean fleet” requirements, and (b) generating capacity of the solar installation.</p> <p>a) The photovoltaic system(s) shall include a battery energy storage system to serve the qualifying facility(ies) in the event of a power outage to the extent required by the most current edition of the California Building Standards Code.</p> <p>b) Stockton’s Community Development Department (CDD) shall verify the size and scope of the solar project based upon the analysis of the projected power requirements and generating capacity as well as the available solar panel installation space.</p> <p>c) In the event sufficient space is not available on the subject lot to accommodate the needed number of solar panels to produce the operation’s base or anticipated power use, the applicant of the qualifying facility(ies) shall demonstrate how all available space has been maximized (e.g., roof, parking areas, etc.)</p>	<ul style="list-style-type: none"> • 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. 	<p>Researching industry standards and practices. No industry standard or definition for “base power”.</p>	<p>Under Review</p>

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	<p>for photovoltaic and battery energy storage system use. Areas which provide truck movement may be excluded from these calculations unless otherwise deemed acceptable by the supplied reports and applicable building standards.</p> <p>d) The owners, operators or tenants, or qualified solar system contractor engaged by the developer or tenant, shall install the system when the City has approved building permits and the necessary equipment has arrived. The tenant/operator of the qualifying facility(ies) shall commence operation of the system only when it has received permission to operate from the utility. The photovoltaic system owner shall be responsible for maintaining the system(s) at not less than 80% of the rated power for 20 years. At the end of the 20-year period, the owners, operators or tenants shall install a new photovoltaic system meeting the capacity and operational requirements of this measure, or continue to maintain the existing system, for the life of the qualifying facility(ies).</p>			

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14.	<p>Electric Vehicles (EV): The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language to ensure the tenants/operators of the qualifying facility(ies) are informed of all on-going operational responsibilities.</p> <p>a) Heavy-Duty EV Trucks: The property owners, operators or tenants of the qualifying facility(ies) shall ensure that 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.</p> <p>b) Medium-Duty EV Vehicles: The property owners, operators or tenants of the qualifying facility(ies) shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) domiciled on site, the following "clean fleet" requirements apply: (i) 33% of the fleet will be zero emission vehicles at 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.</p>	<p>All applicable facilities shall maintain Electric Vehicle (EV) fleets in accordance with the following:</p> <ul style="list-style-type: none"> • 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 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. 	<p>Researching existing requirements already in place under the California Air Resources Board should be codified by the City of Stockton's. Staff are still conducting research on industry standards and best practices.</p>	<p>Under Review</p>

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	<p>c) "Domiciled on site" shall mean the vehicle is either (i) parked or kept overnight at the qualifying facility(ies) more than 70% of the calendar year or (ii) 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.</p> <p>d) Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.</p> <p>e) A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, https://californiahvip.org/ or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, https://globaldrivetozero.org/. The City shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. In</p>	<ul style="list-style-type: none"> • "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. • 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 		

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	<p>order for the City to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) EV dealers identified on the californiahvip.org website demonstrating the inability to obtain the required EVs, or equipment needed within 6 months.</p> <p>f) The tenant/operator of the qualifying facility(ies) shall utilize the zero emission vehicles/trucks required to meet the "clean fleet" requirements. 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. In the event that there is a disruption in the manufacturing of zero emission vehicles/trucks or that sufficient vehicles/trucks are not commercially available for the intended application, the "clean fleet requirements" may be adjusted as minimally as possible by the CDD to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks.</p> <p>g) The tenant/operator of the qualifying facility(ies) shall implement the proposed measures after CDD review and approval. Any extension of time granted to implement this condition shall be limited to the shortest period of time necessary to allow for 100% electrification under the clean fleet requirements. The CDD staff</p>	<p>issuance of a building permit for the new building demonstrating the inability to obtain the required EVs or equipment needed within 6 months.</p> <ul style="list-style-type: none"> • 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. 		

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	<p>may seek the recommendation of the California Air Resources Board in determining whether there has been a manufacturing disruption or insufficient vehicles/trucks commercially available for the intended application.</p> <p>h) Within 12 months of failing to meet a “clean fleet” requirement, the tenant/operator of the qualifying facility(ies) shall implement a Voluntary Emissions Reduction Agreement (VERA) providing pound for pound mitigation of the criteria pollutant, toxic air contaminants, and GHG emissions quantified by the City through a process that develops, funds, and implements emission reduction projects, with the Air District serving a role of administrator of the emission reduction projects and verifier of the successful mitigation effort. The VERA shall prioritize projects in the area surrounding the new qualifying facility(ies). The tenant/operator shall continue to fund the VERA each year in an amount necessary to achieve pound for pound mitigation of emissions resulting from not meeting the clean fleet requirements until the owner/tenant/lessee fully complies.</p>			
15.	At all times during operation, and to the extent the applicable utility authorizes and has capacity to support, the tenant/operator of the qualifying facility(ies) shall be required to provide electric charging facilities on site sufficient to charge all electric trucks domiciled on the site, and such	Electric charging facilities shall be provided onsite sufficient to charge all automobiles, and electric trucks domiciled on the site,	All onsite Electric charging facilities shall be provided onsite sufficient to charge all automobiles, and electric trucks domiciled on the site,	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.

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	facilities shall be made available for all electric trucks that use the qualifying facility(ies).			
16.	The tenant/operator of the qualifying facility(ies) shall require 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, to be electrically powered or zero-emission. The tenant/operator shall provide on-site electrical charging facilities to adequately service such electric vehicles and equipment.	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.	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.	Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.
17.	<p>EV Compliance Reporting:</p> <p>a) The tenant/operator of the qualifying facility(ies) shall procure the zero emission vehicles/trucks required to meet the "clean fleet" requirements above. Within 30 days of issuance of the final certificate of occupancy, the tenant/operator shall submit a condition of approval compliance report outlining compliance with each clean fleet requirement applicable and including documentation demonstrating compliance with each requirement. The tenant/operator shall submit similar reports every two years thereafter until full compliance with the applicable clean fleet requirements is achieved. The City shall consider each report at a noticed public hearing and determine whether the tenant/operator has complied with the applicable clean fleet requirements. If the tenant/operator has not met each 100% clean fleet requirement by December 31, 2027, then the tenant/operator shall submit reports</p>	<ul style="list-style-type: none"> All facilities shall maintain a zero emission vehicles/trucks required to meet the "clean fleet" requirements above. 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 	Staff research industry standards and practices.	Under Review

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	<p>annually until the 100% clean fleet requirement is implemented. The City shall consider each subsequent report at a noticed public hearing and determine whether the Operator has complied with the clean fleet requirements, including any minimal adjustments to the requirements by the CDD to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks, as described above. Notice of the above hearings shall be provided to all properties located within 1,000 feet of the qualifying facility(ies) site and through the ASK Stockton list service.</p> <p>b) After the 100% clean fleet requirement has been implemented and confirmed by the CDD, 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. At the time it confirms that the 100% clean fleet requirement has been implemented, the CDD will establish the due date for the first on- going compliance report. 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. The on-going compliance reports and accompanying documentation shall be made available to the public upon request.</p>	<p>the clean fleet requirements.</p> <ul style="list-style-type: none"> • The tenant/operator shall submit similar reports every two years thereafter until full compliance with the applicable clean fleet requirements is achieved. • 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. • 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. • 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. 		

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18.	For qualifying facilities at which cold storage and associated transport refrigeration units (TRUs) are proposed or may be a future use, unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide cold storage, a conduit shall be installed during construction of the building shell from the electrical room to 100% of the loading dock doors that have potential to serve the refrigerated space. If tenant improvement building permits are issued for any such cold storage space, electric plug-in units shall be installed at every dock door servicing the cold storage space to allow TRUs to plug in and truck operators with TRUs shall be required to utilize the electric plug-in units when at loading docks serving such refrigerated space.	Refrigeration Units: proposed cold storage and associated transport refrigerated units (TRUs) shall include electric plug-in units at loading docks serving such refrigerated space	Refrigeration Units: proposed cold storage and associated transport refrigerated units (TRUs) shall include electric plug-in units at loading docks serving such refrigerated space	Language shortened and simplified for clarity and covenant requirement removed from MOA language shortened and standard written in Ordinance format.
19.	Prior to the issuance of the first building permit, the applicant/developer shall demonstrate compliance with the SJVAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NOx and PM10 emissions, as required by SJVAPCD and City requirements.	Demonstration of compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 9510 (Indirect Source Review) is required prior to obtaining any building permit for a qualifying facility.	Demonstration of compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 9510 (Indirect Source Review) is required prior to obtaining any building permit for a qualifying facility.	Language shortened and simplified for clarity. May consolidate with MOA#1 as they both talk about SJCAPCD compliance.
20.	The tenant/operator of the qualifying facility(ies) shall enroll and participate the in SmartWay program for eligible businesses.	The tenant/operator of the qualifying facility(ies) shall enroll and participate the in SmartWay program. Proof of enrollment shall be given to the Community Development Department prior to issuance of a Building Permit for the facility.	Researching industry standards and practices.	Under Review

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21.	<p>Truck Routes and Egress:</p> <p>a) Entry gates into the loading dock/truck court area of the qualifying facility(ies) shall be sufficiently positioned to ensure all trucks and other vehicles are contained onsite and inside the property line. Queuing, or circling of vehicles, on public streets immediately pre- or post-entry to an industrial commerce facility is strictly prohibited unless queuing occurs in a deceleration lane or right turn lane exclusively serving the qualified facility(ies).</p> <p>b) Applicants shall submit to the CDD, and obtain approval of, all turning templates to verify truck turning movements at entrance and exit driveways and street intersection adjacent to industrial buildings prior to entitlement approval. Unless not physically possible, truck entries shall be located on collector streets (or streets of a higher commercial classification), and vehicle entries shall be designed to prevent truck access on streets that are not collector streets (or streets of a higher commercial classification), including, but not limited to, by limiting the width of vehicle entries.</p> <p>c) Prior to issuance of certificate of occupancy, the tenant/operator of the qualifying facility(ies) shall establish</p>	<ul style="list-style-type: none"> • All truck turning movements at entrances, exits, and street intersections shall be located on local industrial, collector or arterial streets and all vehicle entries shall be designed to prevent truck access to local and back-up residential collector streets. • All trucks and commercial vehicles serving the facility shall occur in compliance with the City of Stockton Truck Traffic Route Map in SMC 10.08.030 and Surface Transportation Assistance Act (STAA) Truck Route Map. • Off-street loading shall comply with Section 16.64.110 Off-street loading space standards. • Signs shall be posted inside and outside of the building and facility indicating all off-site parking is prohibited for adjacent street that do not permit parking. • All truck driveway exits shall include signs directing truck drivers to the truck 	<ul style="list-style-type: none"> • All truck turning movements at entrances, exits, and street intersections shall be located on local industrial, collector or arterial streets and all vehicle entries shall be designed to prevent truck access to local and back-up residential collector streets. • All trucks and commercial vehicles serving the facility shall occur in compliance with the City of Stockton Truck Traffic Route Map in SMC 10.08.030 and Surface Transportation Assistance Act (STAA) Truck Route Map. • Off-street loading shall comply with Section 16.64.110 Off-street loading space standards. • Signs shall be posted inside and outside of the building and facility indicating all off-site parking is prohibited for adjacent street that do not permit parking. • All truck driveway exits shall include signs directing truck drivers to the truck routes identified in the City of Stockton Truck Traffic Route Map and State Highway System designations. • Upon commencement of operations, the tenant/operator of the facility shall be required to restrict truck idling on site to a maximum of three (3) minutes, subject to exceptions defined by CARB’s commercial vehicle idling requirements. 	<p>Language shortened and simplified for clarity. No Change from MOA, development standard written in Ordinance format.</p>

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	<p>and submit for approval to the CDD a truck routing plan to and from the State Highway System based on the City’s latest Truck Route Map. The plan shall describe the operational characteristics of the use of the tenant/operator, including, but not limited to, hours of operations, types of items to be stored within the building, and proposed truck routing to and from the proposed facility(ies) to designated truck routes that avoids passing sensitive receptors, to the greatest extent possible. The plan shall include measures, such as signage and pavement markings, queuing analysis and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The tenant/operator shall be responsible for enforcement of the plan. A revised plan shall be submitted to the CDD prior to a business license being issued by the City for any new tenant/operator of the property. The CDD shall have discretion to determine if changes to the plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility(ies). Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern</p>	<p>routes identified in the City of Stockton Truck Traffic Route Map and State Highway System designations.</p> <ul style="list-style-type: none"> • Upon commencement of operations, the tenant/operator of the facility shall be required to restrict truck idling on site to a maximum of three (3) minutes, subject to exceptions defined by CARB’s commercial vehicle idling requirements. 		

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	<p>to minimize unnecessary on-site vehicular travel.</p> <p>d) The tenant/operator of the qualifying facility(ies) shall post signs, that may be required by the City, in prominent locations inside and outside of the building indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited. The city may require facility operator to post signs on surface or residential streets indicating that off-site truck parking is prohibited by City ordinance and/or the Truck Routing Plan.</p> <p>e) Signs shall be installed, as required by the City, at all qualifying facility(ies) truck exit driveways directing truck drivers to the truck route as indicated in the Truck Routing Plan and State Highway System.</p> <p>f) Upon commencement of operations, the tenant/operator of the qualifying facility(ies) shall be required to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by CARB’s commercial vehicle idling requirements. The facility must post highly visible signs identifying these idling restrictions at the site entry and at other on-site locations frequented by truck drivers and include these</p>			

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	<p>restrictions in employee training and guidance material.</p> <p>g) Signs at the qualifying facility(ies) shall be installed, as required by the City, in public view with contact information for a local designated representative who works for the facility(ies) operator and who is designated to receive complaints about excessive dust, fumes, or odors, and truck and parking complaints for the site, as well as contact information for the San Joaquin Valley Air Pollution Control District’s on-line complaint system and its complaint call-line: 1-800-281-7003. Any complaints made to the facility(ies) operator’s designee shall be answered within 72 hours of receipt.</p>			

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22.	<p>Workforce Related Mitigation</p> <p>a) Prior to issuance of occupancy permits, the applicant/developer shall demonstrate to the satisfaction of the City, that the proposed parking areas for employee passenger automobiles are designed and will be built to accommodate EV charging stations, at no cost to employees. At minimum, the parking areas and the number of EV charging stations for employee passenger automobiles shall equal the Tier 1 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.1.</p> <p>b) Prior to issuance of occupancy permits, the applicant/developer shall demonstrate to the satisfaction of the City, that the proposed parking areas for passenger automobiles are designed and will be built to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces for passenger automobiles shall equal the Tier 1 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.1.</p> <p>c) The tenant/operator of the qualifying facility(ies) shall establish locations for food or catering truck service and cooperate with food service providers to provide consistent food service to operations employees.</p> <p>d) The tenant/operator of the qualifying facility(ies) shall provide employees transit route and schedule information on systems serving the qualifying facility(ies) area and coordinate ridesharing amongst employees.</p>	<ul style="list-style-type: none"> • Employers shall provide employees with transit route and schedule information on systems serving the facility area and coordinate ridesharing amongst employees. • Employers shall provide on-site locations for food or catering truck service and cooperate with food service providers to accommodate food service to operations employees. • All outdoor areas allowing smoking shall be located at least 25 feet from the nearest property line. • All trucks, supportive vehicles and equipment shall be kept onsite in all loading, storage, and parking areas, and kept behind locked gates during nonbusiness hours. • Truck queuing, idling, or circling of vehicles, onsite or on public streets adjacent to the facility is prohibited. 	<ul style="list-style-type: none"> • Employers shall provide employees with transit route and schedule information on systems serving the facility area and coordinate ridesharing amongst employees. • Employers shall provide on-site locations for food or catering truck service and cooperate with food service providers to accommodate food service to operations employees. • All outdoor areas allowing smoking shall be located at least 25 feet from the nearest property line. • All trucks, supportive vehicles and equipment shall be kept onsite in all loading, storage, and parking areas, and kept behind locked gates during nonbusiness hours. • Truck queuing, idling, or circling of vehicles, onsite or on public streets adjacent to the facility is prohibited. 	<p>Language shortened and simplified for clarity. No Change from MOA, development standards written in Ordinance format. The standard may be superseded by overall building standard MOA#10.</p>

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	<p>e) Designated Smoking Areas: The tenant/operator of the qualifying facility(ies) shall ensure that any outdoor areas allowing smoking are at least 25 feet from the nearest property line.</p>			
23.	<p>Yard Sweeping: Owners, operators or tenants of the qualifying facility(ies) shall provide periodic yard and parking area sweeping to minimize dust generation.</p>	<p>Periodic yard and parking area sweeping shall be provided to minimize dust generation.</p>	<p>Periodic yard and parking area sweeping shall be provided to minimize dust generation.</p>	<p>Language shortened and simplified for clarity. No Change from MOA, development standards written in Ordinance format.</p>

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24.	Diesel Generators: Owners, operators or tenants of the qualifying facility(ies) shall prohibit the use of diesel generators, except in emergency situations (including when the utility delays a facility’s new electrical service connection), in which case such generators shall have Best Available Control Technology (BACT) that meets CARB’s Tier 4 emission standards.	Diesel Generators are prohibited, except in emergency situations and during construction when establishing the facility’s new electrical service connection. In those temporary cases, all generators shall have Best Available Control Technology (BACT) that meets CARB’s Tier 4 emission standards	Diesel Generators are prohibited, except in emergency situations and during construction when establishing the facility’s new electrical service connection. In those temporary cases, all generators shall have Best Available Control Technology (BACT) that meets CARB’s Tier 4 emission standards	Language shortened and simplified for clarity. No Change from MOA, development standards written in Ordinance format.
Additional Mitigation				
25.	To the extent a qualifying facility seeks and secures a Development Agreement with/from the City, the applicant, or its successor in interest, and the City shall comply with Government Code section 65865.1 and Stockton Development Code section 16.128.110. The City shall schedule a public hearing at the Planning Commission, with notice to all affected parties, at least every 12 months after approval of the Development Agreement, to receive and discuss the annual report on the status of the qualifying facility(ies)’s compliance with the Development Agreement. At those same hearings, the City shall review all the qualifying facility(ies)’s mitigation measures and conditions of approval for compliance.	Every development agreement, approved and executed in conjunction with the applicable warehouse, shall be subject to periodic review of the applicant’s/contracting party’s compliance with the agreement, by the Commission, during the full term of the agreement, as specified in the agreement, but in no case less frequently than once every 12 months as required per SMC 16.128.110 (Periodic Review). Appropriate fees to cover the City’s cost(s) to conduct the periodic reviews in compliance with the Council’s fee resolution shall be collected from the applicant/contracting party.	Staff proposes removal. Annual compliance reviews are already required by State Law and the Development Code.	Staff proposes removal. Annual compliance reviews are already required by State Law and the Development Code ordinance.

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26.	<p>Applicants seeking one or more discretionary permits for proposed qualifying facility(ies) shall engage in a community outreach effort to engage the existing community in determining issues of concern that can be addressed through site design and other means during the land use entitlement process. Suggested outreach efforts include but are not limited to, hosting community meetings, making presentations at advisory and community councils, and hosting job fairs.</p>	<p>A neighborhood meeting shall be required for any application requiring Council review. At the discretion of the Director, a neighborhood meeting may be required for other applications consistent with SMC section 16.88.025 (Neighborhood Meetings).</p>	<p>Staff proposes removal. Conflicts with ministerial reviews and already required for approvals requiring public hearings and annexations.</p>	<p>Staff proposes removal. Conflicts with ministerial reviews and already required for approvals requiring public hearings and annexations.</p>

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