

NEGOTIATED MITIGATION MEASURES

#	AG Recommended Text	Ordinance Comparative Text	Notes
1	Heavy-Duty Truck Minimum Model Year: All warehouse projects developed under the 2024 GPU shall utilize trucks with a minimum 2014 model year by 2027.	All trucks stored on-site as part of a facility’s fleet shall have a model year of 2014 or newer by 2027.	<i>Ordinance is equivalent to AG recommendation</i>
2	Truck Charging Infrastructure: All warehouse projects developed under the 2024 GPU shall be equipped with electric vehicle (EV)-ready conduits at each truck dock or parking spot to support an EV charger and at least 50% of these shall be installed fast chargers.	All logistics use facilities shall be equipped with EV-ready conduits for each truck dock or parking space with at least 50 percent of those installed with fast chargers.	<i>Ordinance is equivalent to AG recommendation</i>
3	Passenger Vehicle Charging Infrastructure: All warehouse projects developed under the 2024 GPU, shall have at least 25% of passenger car parking spots EV-ready, with at least 15% of passenger car parking spots equipped with Level 2 chargers.	<p>All passenger vehicle charging infrastructure shall be installed in compliance with 2025 California Green Building Code Sections A5.106.5.3 Electric Vehicle (EV) Charging. [N](2); A5.106.5.3.3 Tier 2(3); and Section A5.106.5.3.4 Tier 2 Electric Vehicle Charging Stations (EVCS)—Power Allocation Method(4).</p> <p>In no case shall less than a minimum of 50 percent of all passenger vehicle parking spaces preinstalled with conduit and all necessary physical infrastructure to support future charging of electric vehicles.</p> <p>In no case shall less than a minimum of 15 percent of all passenger vehicle parking spaces installed with electric vehicle charging stations.</p>	<i>Ordinance is better in EV readiness asking for 50% instead of 25% suggested by AG. The ordinance doesn’t mention Level 2 instead points to CAL Green Section A5.106.5.3.4 Tier 2 Electric Vehicle Charging Stations (EVCS)—Power Allocation Method(4) which is a combination of low-power Level 2, Level 2, or DCFC)</i>
4	Transportation Refrigeration Units (“TRUs”): All warehouse projects developed under the 2024 GPU, which are to be used for refrigerated storage, shall have TRU plug-in installed at all dock doors.	<p>All logistics use facility projects shall provide fully functional TRU plug-ins or similar electrical hookups at all truck loading bays / dock doors.</p> <p>Idling or use of auxiliary truck engine power to power climate control equipment shall be</p>	<i>Ordinance goes a step further to make sure the truck engine power is not used to power refrigeration needs if the truck is capable of plugging in at the loading bay and sufficient power is available.</i>

		<p>prohibited if the truck is capable of plugging in at the loading bay and sufficient power is available.</p>	
5	<p>Yard Equipment: All warehouse projects developed under the 2024 GPU shall use 100% ZEV for forklifts, yard trucks, and other on-site equipment</p>	<p>The logistics use facility operator shall ensure all classes of forklifts used on site shall be zero-emission by January 1, 2028, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on site.</p> <ul style="list-style-type: none"> • If not operationally feasible, commercially off-the-shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used. • Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph. <p>The logistics use facility operator shall ensure that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on site.</p> <ul style="list-style-type: none"> • If not operationally feasible, commercially off-the-shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used. • Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph. 	<p><i>Ordinance is equivalent to AG recommendation. Ordinance provides clarity and a deadline for achieving this. It also accounts for market availability and power needs and provides relief in such situations. It clarifies that cost should not be grounds for providing relief.</i></p>

		The logistics use facility operator shall ensure that any equipment used on site utilizing small off-road engines by contractors also conforms to the same standards.	
6	Idling Limits: All warehouse projects developed under the 2024 GPU shall have signage noting a 3-minute idling limit and include the SCAQMD complaint line to submit idling complaints.	Anti-idling signs indicating a three-minute heavy-duty truck engine idling restriction shall be posted at logistics use facilities along entrances to the site and at the dock doors / truck loading bays. The signs should include the SCAQMD complaint line.	<i>Ordinance is equivalent to AG recommendation.</i>
7	Construction Equipment and Operations: All warehouse projects developed under the 2024 GPU shall take steps to control construction emissions, including using zero emission construction equipment where feasible, and requiring facility operators to provide charging equipment for electric construction equipment to facilitate their use. However, where zero-emission equipment is infeasible, the facility shall use equipment certified to California Air Resources Board (CARB) Tier 4 and use of low-polluting fuels (e.g., low NOx diesel).	All construction equipment including smaller equipment (hand tools and power washers) shall be zero-emission if feasible and commercially available within the State of California. If it is not feasible to utilize zero-emission construction equipment, or such equipment is not commercially available within the State of California, all such construction equipment shall meet the Environmental Protection Agency's (EPA) Tier 4 Final standards.	<i>Ordinance is equivalent to AG recommendation.</i>
8	Construction Equipment and Operations: All construction equipment idling shall be limited to 3 minutes and all smaller equipment, including hand tools and power washers, shall be zero emission. In addition, grading operations shall be prohibited on days with an Air Quality Index greater than 100.	The idling of all construction equipment and construction-related vehicles shall be limited to 3 minutes. All construction equipment including smaller equipment (hand tools and power washers) shall be zero-emission if feasible and commercially available within the State of California. If it is not feasible to utilize zero-emission construction equipment, or such equipment is not commercially available within the State of California, all such construction equipment shall meet the Environmental	<i>Ordinance is equivalent to AG recommendation.</i>

		<p>Protection Agency's (EPA) Tier 4 Final standards.</p> <p>Grading and earthmoving activities shall be prohibited on days when the Air Quality Index (AQI) is 100 or greater.</p>	
9	Generators: All warehouse projects developed under the 2024 GPU shall be prohibited from using diesel except for emergencies	Diesel generators shall not be used or operated during construction except in emergencies or where no feasible alternative power source exists.	<i>Ordinance is equivalent to AG recommendation. Ordinance provides relief for emergency situations and unavailability of alternative source.</i>
10	Worker Transit Programs: All warehouse projects developed under the 2024 GPU shall provide workers with secure bike storage facilities with outlets for e-bikes	Provide bicycle parking equal to five percent of the required automobile parking spaces, with a minimum of two bicycle parking stalls. At least 50 percent of required bicycle parking spaces shall be equipped with electrical outlets suitable for electric bicycle charging	<i>Ordinance is equivalent to AG recommendation. Ordinance provides specifics for number of spaces.</i>
11	Worker Transit Programs: on-site meals or lunch shuttle programs.	Provide on-site meals or a lunch shuttle to nearest area with at least one restaurant or fast-food place for workers in the logistic facility.	<i>Ordinance is equivalent to AG recommendation.</i>
12	Worker Transit Programs: provide workers with transit route information and incentives to carpool, such as dedicated carpool parking spaces.	Provide employee transit route information and designate a minimum of fifty percent (50%) of the total on-site parking spaces for any combination of zero-emission vehicles, fuel-efficient vehicles, and carpool/vanpool vehicles.	<i>Ordinance is equivalent to AG recommendation. Ordinance also articulates the carpool incentive.</i>
13	Worker Transit Programs: Facilities over 400,000 square feet shall maintain a lounge for truck operators with amenities including restrooms, vending machines, and air conditioning to reduce the need for additional truck trips to find these services elsewhere.	Provide a truck driver lounge with a minimum floor area of 400 square feet, equipped with restroom facilities, seating, vending machines, and air conditioning, and increase the lounge area by 50 square feet for each additional 100,000 square feet of building area, up to a maximum of 1,000 square feet.	<i>Ordinance is stringent as it requires all logistics facilities to provide lounge instead of just facilities over 400,000 square feet as recommended by AG. It also clarifies the size of lounge and increments based on logistics facility size.</i>

14	Worker Training Programs: All warehouse projects developed under the 2024 GPU shall implement training programs for managers and employees on efficient scheduling and load management to minimize truck queuing and idling.	All logistics facilities should implement training programs for managers and employees on efficient scheduling and load management to minimize truck queuing and idling.	<i>Ordinance is equivalent to AG recommendation.</i>
15	Setbacks: All warehouse projects developed under the 2024 GPU shall be located at least 1,000 feet from sensitive receptors.	No dock doors or truck bay doors shall be located within 1,000 feet from any sensitive receptor.	<i>Ordinance is equivalent to AG recommendation and provides clarification on where the setback should be measured from.</i>
16	Charging Infrastructure: All warehouse projects developed under the 2024 GPU shall install charging infrastructure on each truck door or parking spot, with 50 percent of those having installed DC fast chargers.	All logistics use facilities shall be equipped with EV-capable conduits for all Class 7 and 8 truck parking space and truck docks with at least 50 percent of those installed fast chargers.	<i>Ordinance is equivalent to AG recommendation.</i>
17	Construction Equipment and Generators: All warehouse projects developed under the 2024 GPU shall utilize zero emission construction equipment and charging infrastructure for that equipment. When zero emission options are infeasible, the facility may only utilize equipment certified under CARB Tier 4 and use of low-polluting fuels (e.g., low NOx diesel). Diesel generators shall be used only in cases of emergencies, limiting idling to 3 minutes, and prohibiting grading on day where the air quality index was over 100.	See previous- #7, 8, 9	<i>Ordinance is equivalent to AG recommendation.</i>
18	Air Filtration Abatement Fund: The City shall create an abatement fund for subsidizing air filtration and/or HVAC systems for residents within 1,000 feet of any warehouse or truck route, thereby abating air quality impacts for the most impacted sensitive receptors. The City may choose to administer abatement fund or designate its administration to a third party which will require an additional 10 percent administrative fee. All warehouse projects	Prior to issuance of the first certificate of occupancy, a logistics use facility project applicant shall pay a one-time air quality abatement fee of \$1,500 for each estimated daily truck trip into a city-designated Heating, Ventilation, and Air Conditioning (HVAC) and Air Filtration Abatement Fund, which shall be used to subsidize air filtration and/or HVAC systems for any existing structures constituting or	<i>Ordinance is equivalent to AG recommendation.</i>

	<p>developed under the 2024 GPU shall pay a one-time fee of \$1,500 for each daily truck trip the warehouse project is estimated to induce.</p>	<p>situated within a sensitive receptor located within 1,000 feet of the property line of the proposed logistics use facility or within 1,000 feet of a dedicated truck route.</p>	
19	<p>Requiring projects to include a solid wall and/or landscaped berm of at least 15 feet in height, separating the project and nearby sensitive receptors.</p>	<p>Any new logistics use facility within 1,000 feet of a sensitive receptor shall have a buffer that is a minimum of 100 feet in width measured from the property line of any adjacent sensitive receptor.</p> <p>Buffer areas shall include a solid decorative wall, landscaped berm and wall, or landscaped berm 15 feet or more in height, that includes drought tolerant natural ground landscaping with proper irrigation, and solid-screen buffering trees and may include other hardscape, access, and passenger vehicle parking improvements.</p> <p>Trees shall be used as part of a solid-screen buffering treatment and planted in two rows along the length of the property line adjacent to a sensitive receptor. Trees used for this purpose shall be evergreen, drought tolerant, to the extent feasible, composed of species with low biogenic emissions, of a minimum 36-inch box size at planting, and spaced at no greater distance than 40 feet on center. Palm trees shall not be utilized. The buffer area may include any landscaped areas within a public right-of-way or public or private pedestrian walkways.</p>	<p><i>Ordinance is equivalent to AG recommendation. Ordinance adds more information on the type of landscaping and trees to be used. Adds minimum distance between the trees.</i></p> <p><i>Goes above and beyond for buffer requirement- AB 98 for facilities that are less than 250,000 SF requires only 50 feet buffer, the ordinance requires 100 feet buffer for all facilities.</i></p>

20	At least 35% of tree shade cover in project parking lots is established within 15 years of commencement of operations	Minimum 35% tree shade for parking lots reserved for the parking of traditional passenger vehicles (15-Year establishment period from issuance of first Certificate of Occupancy; Demonstrated in Plan Check Submittal)	<i>Ordinance is equivalent to AG recommendation.</i>
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