SAN GORGONIO CHAPTER

Moreno Valley Group

Good afternoon Mr Galvan, September 18, 2023

RE: NOP Comments on the Moreno Valley Business Park Building 5 warehouse project.

Since the Sierra Club wrote comments on the Moreno Valley Business Park (MVBP) and this project seems to be basically the same building on the same land, why were we not made aware of this Notice of Preparation (NOP)?

The City's General Plan Update (GPU) and Climate Action Plan (CAP) which is inadequate are currently in litigation by the State Attorney General.

"Communities in Moreno Valley experience some of the highest levels of air pollution in the state. ***We're intervening today so that those communities do not continue to bear the brunt of poor land use decisions that site warehouses outside their doors.*** *At the California Department of Justice,* ***we're fighting day in and day out for communities who live at the intersection of poverty and pollution."*** *said Attorney General Bonta.*

The title of the project tries to give the impression that this is part of a larger project when in fact this project site was excluded and therefore should not include "Building 5" in its title. When the previous version of the Moreno Valley Business Park (MVBP) was initiated and while going through environmental review there was a water tank on the project site which was later moved to a nearby location. Both the tank and all its infrastructure removal and re-installation also needed to be part of the MVBP environmental review. The fact that the water tank/infra-structure removal and re-installation was not part of MVBC's or this projects environmental review indicates both projects are being segmented. The environmental documents for this new version of the MVBP must include all impacts related to the water tank/infrastructure's removal/re-installation or it will be inadequate.

This project must now include the cumulative impacts of all projects that currently exist or proposed for the area. This must include, but not limited to the Sprouts building, Starbucks, new Woodspring Suites hotel, and the recently approved gas station/connivance store at Hemlock Ave/Heacock St. Right now there are many times when I and others try to turn right onto Heacock St from the SR-60 west bound offramp there is no place to turn because of traffic has backed up from the signal at Hemlock Ave/Heacock St. This will only become worse when the service station/connivence store is built at the NE Hemlock Ave/Heacock St intersection and the hotel is in full operation. The idea of even just one semi-truck added to the mix will make it a

nightmare. All on/off ramps from SR-60 to Heacock Street need to be fully analyzed at peak travel times of the day and year or the EIR will be inadequate. In fact all of Heacock St and its intersections from south of Sunnymead Blvd to north of Ironwood Ave needs to be fully analyzed because this roadway already is seriously congested at different times of the day — including weekends. The project must provide solutions to these currently intolerable road condition and not try to add to the problem without developing/implementing solutions to make things significantly better. The analysis of Hemlock Ave/Indian Street intersection and Ironwood Ave/Davis Street intersection must also be fully analyzed with solutions provided to improve their degradation.

Ironwood Ave is currently not the problem that exist on Heacock St, but it is becoming bad and this project will only add to the problems — especially at Davis Street. The use of Ironwood Ave also poses problems caused by the project's diesel truck traffic being very close to family homes and their yards which they should be able to enjoy without concern from the cumulative health impacts caused by diesel pollution — as mentioned in the quote found above from Attorney General Bonta. Just because a road is politically designated a truck route doesn't mean it was selected because it will cause no impacts to the health of families living near it.

Important areas which need to be incorporated into the project to reduce its impacts on people and the environment include the following:

--Trees must be used as part of the solid screen buffering treatment along the perimeter of the property that provide a solid overlapping wall of evergreen, drought tolerant trees, which grow at least 50 feet tall. No palm trees shall be used. Trees maintained for life of project and replace dead or dying trees immediately with a tree of a similar species.

—Trees must have own dedicated irrigation system and provided sufficient water for the life of the warehouse. This separate system must be installed to allow trees to continue to be watered when watering other plants must be stopped in a drought to conserve water. Trees must also be allowed to reach their full width/height with no pruning that would limit that from happening.

--Within a maximum of ten (10) years, parking lot trees shall shade a minimum of 50% of employee/visitor parking space pavement, unless otherwise covered by solar carport structures

--Lights of all exterior lighting fixtures must be compliant with the Mount Palomar Lighting Standards (as indicated in Riverside County Ordinance No. 655) and that the light color of all Project exterior lighting will be 2,700 Kelvin or below

--Developer shall ensure through tenant lease(s) or other appropriate means that all outdoor on-site cargo handling and similar equipment (including, but not limited to the following forklifts, pallet jacks, yard equipment, yard goats, yard hostlers, sweepers, yard trucks and tractors) shall be equipped with "self-adjusting" back-up beepers (alarms) to reduce (or increase) noise levels to no more than 5 decibels above the ambient noise level throughout every 24 hours each day.

--All motorized equipment (including, but not limited to the following forklifts, pallet jacks, yard equipment, yard goats, yard hostlers, sweepers, yard trucks and tractors) must be electric/zero emissions with infrastructure to support all electric equipment installed prior to occupancy.

--Since the Project is served by Edison it must install photovoltaic (PV) solar arrays to provide 100% of the anticipated electricity used by the entire project facility, equipment, and vehicles, inclusive of anticipated project operations and electric vehicle charging, prior to certificate of occupancy. Solar arrays shall be maintained fully operational for at least 25 years. Within 18 months of certificate(s) of occupancy of the first full-use, business operating tenant, Developer shall provide written verification that solar power is sufficient to meet 100% of electricity used by the entire Project site including operation activities and electric vehicle charging. If it is not sufficient, the developer must agree to upgrade solar energy system to supply 100% of the Project site's electricity demands.

--At least 15% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready with working Level 2 Quick charge EV charging stations of at least 19 kW installed and operational, prior to building occupancy. These stations must be maintained or replaced with equal or better for the life project.

—The project must have significant lockers for bicycles and there must be lockers for electric bicycles which permit charging.

—Auxiliary power units (APU) plug-ins must be provided at each warehouse dock door and maintained or improved for life of project.

—The Moreno Valley Business Park Building 5 warehouse must be all electric, including HVAC, water heating, refrigeration, ovens, cooktops, and automated equipment shall be powered by electricity for the lifetime of the Project. Natural gas and/or propane shall not be used

---A minimum of 10% of the big rig parking spaces shall be equipped with electric vehicle infrastructure for future use by electric trucks and big rigs. Expansion capabilities shall be available for future expansion. At least one big-rig charger shall be installed by year 2026.

The state Attorney General (AG) has provide the warehouse guidelines found below for "Warehouse Project: **Best Practices and Mitigation Measures** to Comply with the California Environmental Quality Act" beginning with section IV on page 4. The Moreno Valley Business Park Building 5 warehouse project must incorporate these Best Practices and Mitigation measure in all environmental documents and included in the final project or the documents will be inadequate.. There needs to be full analysis of all of this Best Practices and Mitigations and how they will make the project much better for people and the environment — especially in our non-attainment area and in the project's census tract and many homes along Ironwood Ave where they are in the worst 15% of all of California for pollution and other socio-economic impacts as can be read below according to CalEnviroScreen. In some cases they are in the worst 1 % - like Ozone.

This project must show they will do everything to reduce these impacts and not add to them.

The results for each indicator range from 0-100 and represent the percentile ranking of the project's census tract 6065042515 relative to other census tracts.

Overall Percentiles	
CalEnviroScreen 4.0 Percentile	86

Pollution Burden Percentile	62
Population Characteristics Percentile	94
Exposures	
Ozone	99
Particulate Matter 2.5	61
Diesel Particulate Matter	78
Toxic Releases	61
Traffic	66
Pesticides	0
Drinking Water	10
Lead from Housing	90
Environmental Effects	
Cleanup Sites	58
Groundwater Threats	7
Hazardous Waste	58
Impaired Waters	0
Solid Waste	0
Sensitive Populations	
Asthma	75
Low Birth Weight	77
Cardiovascular Disease	91
Socioeconomic Factors	
Education	79
Linguistic Isolation	79
Poverty	91
Unemployment	89
Housing Burden	75

In another census tract (6065042404) along Ironwood Ave where the project's diesel trucks would travel lists Diesel Particulate Matter at 86% which means only 13% of California live in a worse situation – and this project will only add to this already unacceptable health-impacting pollution. The Draft EIR must show how this warehouse project will reduce these impacts and not add to the problems these families currently suffer.

The Attorney General (AG) office has made these Best Practices and Mitigation Measures for warehouses available well before the application by the C&E developer to build a warehouse in this location. Most Moreno Valley planners have also received them either from me or other sources prior to processing this project. There is no excuse for not making them part of this project from day one.

AG's Warehouse Project: **Best Practices and Mitigation Measures** beginning with section IV on page 4

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near other sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local

communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- • Per CARB guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.[14]
- • Creating physical, structural, and/or vegetative buffers that adequately prevent or substantially reduce pollutant dispersal between warehouses and any areas where sensitive receptors are likely to be present, such as homes, schools, daycare centers, hospitals, community centers, and parks.
- • Providing adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from parking or idling on public streets.
- • Placing facility entry and exit points from the public street away from sensitive receptors, e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- • Locating warehouse dock doors and other onsite areas with significant truck traffic and noise away from sensitive receptors, e.g., placing these dock doors on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- • Screening dock doors and onsite areas with significant truck traffic with physical, structural, and/or vegetative barriers that adequately prevent or substantially reduce pollutant dispersal from the facility towards sensitive receptors.
- • Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- • Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers

[14] California Air Resources Board (CARB), Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted under varying scenarios; this document may be found on CARB's website and is entitled: "California Sustainable Freight Initiative: Concept Paper for the Freight Handbook" (December 2019).

should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as regulations tighten and demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- • Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation. CEQA Guidelines § 15369.
- • When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- • Preparing a quantitative air quality study in accordance with local air district guidelines.
- • Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- • Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is a baseline expectation.
- • Fully analyzing impacts from truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin. Emissions beyond the air basin are not speculative, and, because air pollution is not static, may contribute to air basin pollution. Moreover, any contributions to air pollution outside the local air basin should be quantified and their significance should be considered.

- • Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

  Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

• Requiring off-road construction equipment to be zero-emission, where available, and all diesel-fueled off-road construction equipment, to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable

bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.

- • Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- • Requiring on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled.
- • Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- • Limiting the amount of daily grading disturbance area.
- • Prohibiting grading on days with an Air Quality Index forecast of greater than 100

  for particulates or ozone for the project area.

- • Forbidding idling of heavy equipment for more than two minutes.
- • Keeping onsite and furnishing to the lead agency or other regulators upon request,

  all equipment maintenance records and data sheets, including design

  specifications and emission control tier classifications.

- • Conducting an on-site inspection to verify compliance with construction

  mitigation and to identify other opportunities to further reduce construction

  impacts.

- • Using paints, architectural coatings, and industrial maintenance coatings that have

  volatile organic compound levels of less than 10 g/L.

- • Providing information on transit and ridesharing programs and services to

construction employees.

- • Providing meal options onsite or shuttles between the facility and nearby meal

  destinations for construction employees.

  Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- • Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- • Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.
- • Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- • Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- • Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.
- • Posting both interior- and exterior-facing signs, including signs directed at all

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dock and delivery areas, identifying idling restrictions and contact information to

report violations to CARB, the air district, and the building manager.

- • Installing and maintaining, at the manufacturer's recommended maintenance

  intervals, air filtration systems at sensitive receptors within a certain radius of

  facility for the life of the project.

- • Installing and maintaining, at the manufacturer's recommended maintenance

  intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.

- • Constructing electric truck charging stations proportional to the number of dock doors at the project.

- • Constructing electric plugs for electric transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
- • Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- • Installing solar photovoltaic systems on the project site of a specified electrical generation capacity, such as equal to the building's projected energy needs.
- • Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- • Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- • Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- • Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- • Achieving certification of compliance with LEED green building standards.
- • Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- • Posting signs at every truck exit driveway providing directional information to the truck route.
- • Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- • Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- • Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants to use carriers that are SmartWay carriers.

• Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- • Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- • Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

  Examples of measures to mitigate noise impacts include:

- • Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- • Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- • Verifying that construction equipment has properly operating and maintained mufflers.
- • Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- • Limiting operation hours to daytime hours on weekdays.
- • Paving roads where truck traffic is anticipated with low noise asphalt.
- • Orienting any public address systems onsite away from sensitive receptors and

  setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if

truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- • Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- • Installing signs in residential areas noting that truck and employee parking is prohibited.
- • Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- • Consulting with the local public transit agency and securing increased public transit service to the project area.
- • Designating areas for employee pickup and drop-off.
- • Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- • Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- • Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- • Constructing roadway improvements to improve traffic flow.
- • Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- • Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- • Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.

- • Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- • Directing all lighting at the facility into the interior of the site.

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- • Using full cut-off light shields and/or anti-glare lighting.
- • Using cool pavement to reduce heat island effects.
- • Installing climate control in the warehouse facility to promote worker well-being.
- • Installing air filtration in the warehouse facility to promote worker well-being.

The final environmental documents must make sure what you read above from the AG's office is incorporated into this proposed warehouse project to protect current residents on Ironwood Ave as well as warehouse workers from both the project site as well as from the project's diesel equipment and truck traffic.. The impacts to the environment will be significantly reduced in our non-attainment area if the project's final documents/staff report/conditions of approval includes what the AG wrote above.

Stanley Armstrong wrote for the California Air Resources Board (CARB) in their Notice of Preparation (NOP) comments as you can read in the following:

To reduce the exposure of toxic diesel PM emissions in disadvantaged communities already disproportionally impacted by air pollution as are those in the project's and nearby census tracts, the final design of the Project needs to include all existing and emerging zero-emission technologies to minimize diesel PM and oxides of nitrogen (NO_x) emissions, as well as the greenhouse gases that contribute to climate change. CARB encourages cities like Moreno Valley and the Moreno Valley Business Park applicant to implement the measures listed in Attachment A found below to reduce the Project's construction and operational air pollution emissions.

The CARB's Attachment A on **Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers** above is found below my name. The Sierra Club believes this project's Daft EIR must incorporate CARB's concerns and strongly worded recommendations for warehouses…..otherwise it will be inadequate.

The California Air Resources Board (CARB) provided Attachment A to the city on the Moreno Valley Trade Center (MVTC), and the Heacock Commerce Center (HCC) warehouses. The

city therefore has this knowledge for the processing of this project's warehouse application and environmental documents.

There is no excuse for the city not to apply/require that which is contained in CARB's Attachment A from day one of this project and the Sierra Club expects to see them in the final project prior to approval.

Please keep me as well as the Sierra Club informed of all documents and meetings related to this project.

Sincerely,

George Hague

Sierra Club

Moreno Valley Group

Conservation Chair

ATTACHMENT A

Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and

providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.

2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical
(e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NO_x) standard starting in the year 2022.[1]

[1.] In 2013, CARB adopted optional low-NO_x emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NO_x emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model year 2010 and later. CARB's optional low-NO_x emission standard is available at: https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm.

Attachment - 1

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB is available to assist in implementing this recommendation.

Recommended Operation Measures

6. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
7. Include contractual language intenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport

refrigeration are encouraged and can also be included in lease agreements.[2]

8. Include contractual language in tenant lease agreements that requires all TRUs entering the project site be plug-in capable.
9. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
10. Include contractual language in tenant lease agreements requiring all TRUs, trucks, and cars entering the Project site be zero-emission.
11. Include contractual language intenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available.
12. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2014 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.

[2] CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf.

Attachment - 2

13. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,[3] Periodic Smoke Inspection Program (PSIP),[4] and the Statewide Truck and Bus Regulation.[5]
14. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than 5 minutes while on site.

10. Include contractual language in tenant lease agreements that limits on-site TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted, and the health impacts fully mitigated.

11. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

[3] In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: https://www.arb.ca.gov/cc/hdghg/hdghg.htm.

[4] The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: https://www.arb.ca.gov/enf/hdvip/hdvip.htm.

[5.] The regulation requires that newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.