

Fontana Ordinance Requirements	District at South by Relevant Project Commitment
<p>Ordinance No. 1891 Sec. 9-71.1: Any warehouse building larger than 50,000 square feet in size, a ten-foot-wide landscaping buffer shall be required, measured from property line of all adjacent sensitive receptors.</p>	<p>N/A. See below.</p>
<p>Ordinance No. 1891 Sec. 9-71.1: Any warehouse building larger than 400,000 square feet in size – a twenty-foot-wide landscaping buffer shall be required, measured from the property line of all adjacent sensitive receptors.</p>	<p>Exceeds. As stated in Section IV.A, <i>Land Use and Planning</i>, of the Draft SEIR, “The 2021 Project would include light industrial uses within PA3(a), which is located across Lenardo Drive from the residential uses proposed within PA1 and across the Torrance Lateral from the existing offsite residential uses to the west and south of the Project Site. Lenardo Drive would be approximately 80 feet in width, and the light industrial buildings within PA3(a) would maintain a variety of setbacks from the property line along the Torrance Lateral. The setbacks would be 55.5 feet at Building F; 70 feet at Building D (with the implementation of Mitigation Measure B-1); and 113 feet at Building A. In addition, the Torrance Lateral would provide an additional buffer of 75 feet from the property line to the nearest off-site residential uses. The loading areas would be screened by the orientation of the building and/or the installation of sound walls, as well as landscaping. Therefore, buffers between the light industrial uses and adjacent residential uses (both on and off site) would be provided.”</p> <p>In addition the Applicant must comply with PDF-A-4 to maintain vegetation and tree canopy along the project perimeter near offsite residents adjacent to project area. Trees should be selected by a registered arborist as appropriate for the location. Tree canopy coverage along the perimeter shall have a width of at least 20 feet with continuous unbroken coverage within 5 years subject to any limitations posed by the underlying geotechnical conditions or the specimen requirements, or other limitations, in the Specific Plan</p>
<p>Ordinance No. 1891 Sec. 9-71.1: Buffer areas shall include:</p>	
<ul style="list-style-type: none"> • a solid decorative wall(s) of at least ten feet in height 	<p>Exceeds. As stated in Section IV.E, Noise, of the Draft SEIR, “Project Characteristics proposed</p>

	<p>under the 2021 Project that would also serve to reduce noise and vibration generation include:</p> <ul style="list-style-type: none"> • All industrial loading dock areas will include concrete block walls and gated access for security purposes as shown in Figure IV.E 2, Preliminary Industrial Wall Plan. The standard height of such security walls is 12 feet, as provided for Buildings B, C, and E. However, due to the proximity of Buildings A, D, and F to noise-sensitive uses, the height of the walls associated with these buildings has been increased as described below: <ul style="list-style-type: none"> - Building A would include a 16-foot-high concrete block wall that encloses the northern (with a 10-foot-high truck access gate made of solid material such as steel) and western sides of the loading dock area. In addition, the western wall extends from the beginning of the truck drive aisle at the north to the parking area associated with Building D. - Building D would include a 14-foot-high concrete block wall enclosing the southeastern side of the loading dock with a 10-foot-high solid truck access gate. - Building F would include a 16-foot-high concrete block wall enclosing the south and southwestern sides of the loading dock area, a 10-foot-high solid truck access gate, and a 14-foot-high concrete block wall enclosing the northwestern and northern sides of the loading dock area. - A 16-foot-high concrete block wall extending from the Building F loading dock area wall to the edge of the utility lot would be provided for added noise attenuation.
<ul style="list-style-type: none"> • natural ground landscaping 	<p>Meets. As stated in Section IV.A, <i>Land Use and Planning</i>, of the Draft SEIR, “As noted in the 2018 SEIR, the Project Site is currently separated from the residential development to the south and west with a buffer created by the Torrance Lateral and the adjacent landscaped slope, which would not change under the 2021 Project”</p>

<ul style="list-style-type: none"> • solid screen buffering trees (unless there is an existing solid block wall) 	<p>Meets. “Trees would also be planted between the buildings and the property line, which would further serve to minimize the visual effect.”</p> <p>2021 SEIR PDF-A4: On PA3, vegetation and tree canopy along project perimeter near offsite residents adjacent to project area shall be improved and maintained. Trees should be selected by a registered arborist as appropriate for the location. Tree canopy coverage along the perimeter shall have a width of at least 20 feet with continuous unbroken coverage within 5 years subject to any limitations posed by the underlying geotechnical conditions or the specimen requirements, or other limitations, in the Specific Plan.</p>
<p>Ordinance No. 1891 Sec. 9-71.1: Any Warehouse building equal to or less than 50,000 square feet in size, a solid decorative wall(s) of at least ten feet in height shall be required when adjacent to any sensitive receptors.</p>	<p>Exceed. As stated in Section IV.E, Noise, of the Draft SEIR, “Project Characteristics proposed under the 2021 Project that would also serve to reduce noise and vibration generation include:</p> <ul style="list-style-type: none"> • All industrial loading dock areas will include concrete block walls and gated access for security purposes as shown in Figure IV.E 2, Preliminary Industrial Wall Plan. The standard height of such security walls is 12 feet, as provided for Buildings B, C, and E. However, due to the proximity of Buildings A, D, and F to noise-sensitive uses, the height of the walls associated with these buildings has been increased as described below: <ul style="list-style-type: none"> - Building A would include a 16-foot-high concrete block wall that encloses the northern (with a 10-foot-high truck access gate made of solid material such as steel) and western sides of the loading dock area. In addition, the western wall extends from the beginning of the truck drive aisle at the north to the parking area associated with Building D. - Building D would include a 14-foot-high concrete block wall enclosing the southeastern side of the loading dock with a 10-foot-high solid truck access gate. - Building F would include a 16-foot-high concrete block wall enclosing the south and southwestern sides of the loading

	<p>dock area, a 10-foot-high solid truck access gate, and a 14-foot-high concrete block wall enclosing the northwestern and northern sides of the loading dock area.</p> <ul style="list-style-type: none"> - A 16-foot-high concrete block wall extending from the Building F loading dock area wall to the edge of the utility lot would be provided for added noise attenuation.
<p>Ordinance No. 1891 Sec. 9-71.2: Trees shall be used as part of the solid screen buffering treatment. Trees used for this purpose shall be evergreen, drought tolerant, minimum 36-inch box, and shall be spaced at no greater than 40-feet on center.</p>	<p>Meets. . “Trees would also be planted between the buildings and the property line, which would further serve to minimize the visual effect.” As stated in Section IV.A, <i>Land Use and Planning</i>, of the Draft SEIR, “PA3(a) would include 0.62 acres of an Enhanced Parkway along the north side of Lenardo Drive that would include a 20- to 50-foot-wide linear park, including shade trees and native planting.”</p> <p>2021 SEIR PDF-A4: On PA3, vegetation and tree canopy along project perimeter near offsite residents adjacent to project area shall be improved and maintained. Trees should be selected by a registered arborist as appropriate for the location. Tree canopy coverage along the perimeter shall have a width of at least 20 feet with continuous unbroken coverage within 5 years subject to any limitations posed by the underlying geotechnical conditions or the specimen requirements, or other limitations, in the Specific Plan.</p>
<p>Ordinance No. 1891 Sec. 9-71.2: The property owner and any successors in interest shall maintain these trees for the duration of ownership, ensuring any unhealthy or dead trees are replaced timely as needed.</p>	<p>Meets.</p> <p>2021 SEIR PDF-A4: On PA3, vegetation and tree canopy along project perimeter near offsite residents adjacent to project area shall be improved and maintained. Trees should be selected by a registered arborist as appropriate for the location. Tree canopy coverage along the perimeter shall have a width of at least 20 feet with continuous unbroken coverage within 5 years subject to any limitations posed by the underlying geotechnical conditions or the specimen requirements, or other limitations, in the Specific Plan</p>
<p>Ordinance No. 1891 Sec. 9-71.3: All landscaping shall be drought tolerant, and to the extent</p>	<p>Meets. Mitigation Measure J.1 2: “The 2021 Project shall comply with the City’s landscape</p>

<p>feasible, species with low biogenic emissions – No palm trees</p>	<p>ordinance, “A Water Efficient Landscape Ordinance,” as required by the State Water Conservation Landscape Act.”</p> <p>In addition, Section 6.4.1H of the Specific Plan requires that the approved plant palette include plants that are native or adapted to the local climate, are not invasive, and can survive with limited amounts of water.</p>
<p>Ordinance No. 1891 Sec. 9-71.4: All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth.</p>	<p>Meets.. Mitigation Measure J.1-5: Automatic irrigation systems shall be set to ensure irrigation during early morning or evening hours to minimize water loss due to evaporation. Sprinklers must be reset to water less in cooler months and during rainfall season so that water is not wasted on excessive landscape irrigation.</p> <p>In addition, Specific Plan Section 6.4.1I requires irrigation of planting areas to be kept to a minimum to conserve water and to avoid damaging the landfill cap. Drip irrigation and a low-water-use native plant palette shall be used to the maximum extent feasible. Section 6.4.1J further requires recycled water to be used for irrigation.</p>
<p>Ordinance No. 1891 Sec. 9-71.5: Trees shall be installed in automobile parking areas to provide at least 35% shade cover of parking areas within fifteen years. Trees shall be planted that are capable of meeting this requirement.</p>	<p>Less stringent. Mitigation Measure B-4: “a minimum of 5% landscape coverage shall be provided in parking lots, including landscaping adjacent to edges of parking fields”</p>
<p>Ordinance No. 1891 Sec. 9-71.6: Unless physically impossible, loading docks and truck entries shall be oriented away from abutting sensitive receptors. To the greatest extent feasible, loading docks, truck entries, and truck drive aisles shall be located away from nearby sensitive receptors. In making feasibility decisions, the City must comply with existing laws and regulations and balance public safety and the site development’s potential impacts to nearby sensitive receptors. Therefore, loading docks, truck entries, and drive aisles may be located nearby sensitive receptors at the discretion of the Planning Director, but any such site design shall include measures designed to minimize overall impacts to nearby sensitive receptors.</p>	<p>Meets.. As stated in Chapter II, <i>2021 Project Description</i>, of the Draft SEIR, “Truck loading docks for each light industrial building adjacent to the Torrance Lateral (closest to the residential areas) will be designed to either face the interior of the Project Site or be screened from surrounding residents through the use of landscaping and/or sound walls.”</p> <p>In addition to minimize impacts to adjacent sensitive receptors, the City has imposed a Condition of Approval to restrict late evening activity in and around the loading docks of Buildings A and F, the parking and access areas between Buildings A and D; the parking and access areas between Building D and Lot 14, and the parking and access areas between Lot 14 and</p>

	<p>Building F. No outdoor industrial activities or outdoor operations, including truck reverse motion alarm/beeping (other than routine ingress and egress into and around the facility) shall be permitted within these restricted areas between 10:00 p.m. and 8:00 a.m.</p>
<p>Ordinance No. 1891 Sec. 9-71.7: For any Warehouse building larger than 400,000 square feet in size, the building’s loading docks shall be located a minimum of 300 feet away, measured from the property line of the sensitive receptor to the nearest dock door which does not exclusively serve electric trucks using a direct straight-line method.</p>	<p>Meets with Similar Intent. As stated in Section IV.A, <i>Land Use and Planning</i>, of the Draft SEIR, “The 2021 Project would include light industrial uses within PA3(a), which is located across Lenardo Drive from the residential uses proposed within PA1 and across the Torrance Lateral from the existing offsite residential uses to the west and south of the Project Site. Lenardo Drive would be approximately 80 feet in width, and the light industrial buildings within PA3(a) would maintain a variety of setbacks from the property line along the Torrance Lateral. The setbacks would be 55.5 feet at Building F; 70 feet at Building D (with the implementation of Mitigation Measure B-1); and 113 feet at Building A. In addition, the Torrance Lateral would provide an additional buffer of 75 feet from the property line to the nearest off-site residential uses. The loading areas would be screened by the orientation of the building and/or the installation of sound walls, as well as landscaping. Therefore, buffers between the light industrial uses and adjacent residential uses (both on and off site) would be provided.”</p> <p>Building D (456,670 square feet) would have loading dock doors facing away from the nearest sensitive receptors south of the Project Site and located over 500 feet to the north.</p> <p>In addition to minimize impacts to adjacent sensitive receptors, the City has imposed a Condition of Approval to restrict late evening activity in and around the loading docks of Buildings A and F, the parking and access areas between Buildings A and D; the parking and access areas between Building D and Lot 14, and the parking and access areas between Lot 14 and Building F. No outdoor industrial activities or outdoor operations, including truck reverse motion alarm/beeping (other than routine ingress and egress into and around the facility)</p>

	shall be permitted within these restricted areas between 10:00 p.m. and 8:00 a.m.
Ordinance No. 1891 Sec. 9-72.1: Entry gates into the loading dock/truck court area shall be positioned after a minimum of 140 feet of total available stacking depth inside the property line	N/A. The 2021 Project trucks would enter the 2021 Project Site and travel on the portion of Lenardo Drive contained within the Project Site before arriving at various loading dock facilities.
Ordinance No. 1891 Sec. 9-72.1: The stacking distance shall be increased by 70 feet for every 20 loading docks beyond 50 docks.	N/A. See above.
Ordinance No. 1891 Sec. 9-72.1: 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 facility	Meets.. See above. Further 2021 SEIR PDF-O12 restricts queuing on public streets where there are sensitive air quality receptors (e.g., residential or recreation related uses). Tenants shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. Staff in charge of keeping vehicle records shall be trained in diesel technologies and compliance with CARB regulations by attending CARB-approved courses as well as maintaining on-site records demonstrating compliance.
Ordinance No. 1891 Sec. 9-72.2: Applicants shall submit to the Engineering Department, 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	N/A
Ordinance No. 1891 Sec. 9-72.2: Unless impossible, 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.	Meets. As stated in Section IV.D, <i>Air Quality</i> , of the Draft SEIR, “by locating industrial facilities close to the intersection of two major freeways, it limits the distance along collector streets that the trucks proposed by the 2021 Project will have to travel to access freeways and leave the neighborhoods.”
Ordinance No. 1891 Sec. 9-72.3: Anti-idling signs indicating a 3-minute diesel truck engine idling restriction shall be posted at industrial commerce facilities along entrances to the site and in the dock areas and shall be strictly enforced by the facility operator.	Exceeds. 2021 SEIR PDF-O9: “When not in use all truck engines shall be turned off. Idling will be limited to 2 minutes or less per occurrence and location for PA3. Idling and operation restrictions shall be posted for view from both on-site and off-site personnel. Appropriate signage shall identify idling restrictions and contact information to report violations to CARB and SCAQMD within PA3.”
Ordinance No. 1891 Sec. 9-72.4: Prior to issuance of certificate of occupancy facility operators shall	Meets.. As discussed on page IV.D-49 of the Draft SEIR, City of Carson Municipal Code § 3260.2

<p>establish and submit for approval to the Planning Director a Truck Routing Plan to and from the State Highway System based on the City's latest Truck Route Map.</p>	<p>(Designated Routes of the Carson's Municipal Code) identifies the allowable truck routes within the City, including Del Amo Boulevard and Main between Broadway and Torrance. Also, as discussed on Page VI-23 of the 2021 Draft SEIR, the City of Carson has designated truck routes and the closest routes to the Project Site are Del Amo Boulevard and Main Street, both of which will be used to access the Project Site. The Project would comply with the City of Carson Municipal Code for truck routes. A Condition of Approval has also been added to restrict trucks from utilizing Avalon Boulevard.</p>
<p>Ordinance No. 1891 Sec. 9-72.4: The Truck Routing Plan shall describe the operational characteristics of the use of the facility operator including but not limited to:</p>	<p>Meets with Similar Intent. .</p> <p>The MMRP and Conditions of Approval include numerous detailed restrictions relative to truck access and movements, hours of operation and restricted access areas.</p>
<ul style="list-style-type: none"> • hours of operations 	
<ul style="list-style-type: none"> • types of items to be stored within the building 	
<ul style="list-style-type: none"> • proposed truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors 	
<p>Ordinance No. 1891 Sec. 9-72.4: The Truck Routing Plan shall include measures such as:</p>	<p>Meets with Similar Intent.</p>
<ul style="list-style-type: none"> • signage and pavement markings 	<p>2021 SEIR PDF-O18: For the uses within PA3(a), the following signage shall be posted:</p> <p>a) Both interior- and exterior-facing signs shall be posted, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager. (Applicable to PA3(a).)</p> <p>b) Signage shall be posted that clearly identifies the designated entry and exit points from the public street for trucks and service vehicles in order to minimize entrances directly adjacent to sensitive receptors. (Applicable to PA3(a).)</p> <p>c) Signage shall be posted indicating that all parking and maintenance of trucks must be within designated on-site areas and not within surrounding community or public streets. (Applicable to PA3(a).)</p>

<ul style="list-style-type: none"> • queuing analysis and enforcement 	<p>2021 SEIR PDF-O12: Restrict queuing on public streets where there are sensitive air quality receptors (e.g., residential or recreation related uses). Tenants shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. Staff in charge of keeping vehicle records shall be trained in diesel technologies and compliance with CARB regulations by attending CARB-approved courses as well as maintaining on-site records demonstrating compliance. (Applicable to uses in PA3(a).)</p>
<p>Ordinance No. 1891 Sec. 9-72.5: Signs and drive aisle pavement markings shall clearly identify the on-site circulation pattern to minimize unnecessary on-site vehicular travel.</p>	<p>Meets. 2021 SEIR PDF-O18: For the uses within PA3(a), the following signage shall be posted:</p> <p>a) Both interior- and exterior-facing signs shall be posted, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager. (Applicable to PA3(a).)</p> <p>b) Signage shall be posted that clearly identifies the designated entry and exit points from the public street for trucks and service vehicles in order to minimize entrances directly adjacent to sensitive receptors. (Applicable to PA3(a).)</p> <p>c) Signage shall be posted indicating that all parking and maintenance of trucks must be within designated on-site areas and not within surrounding community or public streets. (Applicable to PA3(a).)</p>
<p>Ordinance No. 1891 Sec. 9-72.6: Facility operators shall post signs 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</p>	<p>Meets with Similar Intent. 2021 SEIR PDF-O18: For the uses within PA3(a), the following signage shall be posted:</p> <p>a) Both interior- and exterior-facing signs shall be posted, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager. (Applicable to PA3(a).)</p> <p>b) Signage shall be posted that clearly identifies the designated entry and exit points from the public street for trucks and service vehicles in order to minimize entrances directly adjacent to sensitive receptors. (Applicable to PA3(a).)</p>

	<p>c) Signage shall be posted indicating that all parking and maintenance of trucks must be within designated on-site areas and not within surrounding community or public streets. (Applicable to PA3(a).)</p>
<p>Ordinance No. 1891 Sec. 9-72.7: Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the Truck Routing Plan and State Highway System.</p>	<p>Meets. As stated in Section IV.D, <i>Air Quality</i>, of the Draft SEIR, “Signage will be contained within PA3(a) that provides direction to trucks to the appropriate routes.”</p>
<p>Ordinance No. 1891 Sec. 9-72.8: Signs shall be installed in public view with contact information for a local designated representative who works for the facility operator and who is designated to receive complaints about:</p> <ul style="list-style-type: none"> - excessive dust, fumes, or odors - truck and parking complaints for the site - contact information for the SCAQMD’s on-line complaint system and its complaint call-line: 1-800-288-7664 	<p>Meets with similar intent. 2021 SEIR PDF-O18: For the uses within PA3(a), the following signage shall be posted:</p> <p>a) Both interior- and exterior-facing signs shall be posted, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager. (Applicable to PA3(a).)</p> <p>b) Signage shall be posted that clearly identifies the designated entry and exit points from the public street for trucks and service vehicles in order to minimize entrances directly adjacent to sensitive receptors. (Applicable to PA3(a).)</p> <p>c) Signage shall be posted indicating that all parking and maintenance of trucks must be within designated on-site areas and not within surrounding community or public streets. (Applicable to PA3(a).)</p>
<p>Ordinance No. 1891 Sec. 9-72.9: All signs under this Section shall be legible, durable, and weather-proof.</p>	<p>N/A</p>
<p>Ordinance No. 1891 Sec. 9-72.10: Prior to issuance of a business license, City shall ensure for any facility with a building or buildings larger than 400,000 total square feet:</p>	<p>Not addressed.</p>
<ul style="list-style-type: none"> • the facility shall include a truck operator lounge equipped with clean and accessible amenities (restrooms, vending machines, television, and air conditioning) 	
<p>Ordinance No. 1891 Sec. 9-73.1: On-site motorized operational equipment shall be ZE (zero emission).</p>	<p>Meets. 2021 SEIR PDF-O8: “All on-site equipment, such as forklifts and yard trucks shall be electric with the necessary electrical infrastructure and charging stations provided. (Applicable to PA3.)</p>

<p>Ordinance No. 1891 Sec. 9-73.2: All building roofs shall be solar-ready to include designing and constructing buildings to facilitate and optimize installation of rooftop solar photovoltaic (PV) system post building construction.</p>	<p>Exceeds. 2021 SEIR PDF-O15: “All light industrial buildings shall implement a combination of sky lights and solar photovoltaic (PV) infrastructure such that a minimum of 25 percent of the rooftops will include solar PV arrays at buildout. (Applicable to uses in PA3(a).)”</p>
<p>Ordinance No. 1891 Sec. 9-73.3: The office portion of a building’s rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index (“SRI”) of not less than 78.</p>	<p>Meets with similar intent. The City has a policy “Measure EE: F2—Incentivize or Require Light-Reflecting Surfaces: Replacing surface areas with light-reflecting materials can decrease heat absorption and lower outside air temperature. Both roofs and pavements are ideal surfaces for taking advantage of this advanced technology.”</p>
<p>Ordinance No. 1891 Sec. 9-73.3: Light colored roofing material shall be the minimum solar reflective rating of the roof material for the life of the building</p>	<p>Meets with similar intent. See above.</p>
<p>Ordinance No. 1891 Sec. 9-73.4: Prior to issuance of a business license for buildings over 400,000 square feet: the City shall ensure rooftop solar panels are installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.</p>	<p>Exceeds. 2021 SEIR PDF-O15: All light industrial buildings shall implement a combination of sky lights and solar photovoltaic (PV) infrastructure such that a minimum of 25 percent of the rooftops will include solar PV arrays at buildout. In addition, 25 percent of the rooftops not otherwise covered with solar shall be structurally designed and installed to accommodate solar in the future. (Applicable to uses in PA3(a).)</p> <p>It is anticipated that the Project’s PA3 solar requirement will result in surplus power generated beyond what is required to operate the light industrial development. Accordingly, the City secured a commitment through the Development Agreement that requires the Applicant to offer the City an option to purchase any excess energy generated from the Project’s on-site photovoltaic panels through a Power Purchasing Agreement (PPA).</p>
<p>Ordinance No. 1891 Sec. 9-73.5: At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready, with all necessary conduit and related appurtenances installed</p>	<p>Exceeds. 2021 SEIR PDF O7: Electric vehicle charging stations for PA3(a) shall be provided as follows:</p> <p>The Applicant of PA3 shall provide passenger vehicle charging stations for a minimum of 10 percent parking spaces (82 spaces). Compliance shall be in accordance with CALGreen Code applicable at the time building permits are issued. (Applicable to PA3.) In addition to the 10% baseline requirement, the PA3 applicant</p>

	<p>shall install Level 2 or better electric vehicle charging stations for a combined total of 325 spaces on site between the beginning of construction and December 2039. If on-site charging stations cannot be accommodated, charging stations may be distributed throughout the city. The 325 electrovoltaic (EV) supplied spaces will be provided for passenger and light-duty vehicles. Level 4 EV charging for trucks can be substituted at 0.11 truck spaces for every passenger vehicle space in PA3. Passenger and light-duty vehicle and truck charging requirements can be satisfied on or off site; however, on-site charging will be prioritized. (Applicable to PA1 and PA3.)</p> <p>Further the applicant must provide infrastructure, as the parking area is developed, to support the energy load for electric truck vehicle charging. Truck charging infrastructure shall be designed to support a minimum of 25 percent of the truck parking spaces for each of the light industrial use in PA3(a). (Applicable to the uses in PA3(a).)</p>
<p>Ordinance No. 1891 Sec. 9-73.5: At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building occupancy.</p>	<p>Exceeds. See above. In addition, as stated in Section IV.H, <i>Greenhouse Gas Emissions</i>, of the Draft SEIR, “Specifically, the 2021 Project would include the following as PDFs: (1) all truck loading docks will be electrified (2021 SEIR PDF-O10); (2) all truck parking spaces will be EV ready with conduits (2021 SEIR PDF-O7); (3) A minimum of 251 car parking spaces within PA3 and PA1 will have EV chargers and up to 325 additional EV chargers throughout the site, which is above the City of Carson Municipal Code requirement of 5 percent.”</p>
<p>Ordinance No. 1891 Sec. 9-73.5: Signage shall be installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles</p>	<p>Meets with Similar Intent.</p> <p>The Specific Plan requires a comprehensive sign program and extensive signage regulations that would ensure proper signage identifying EV charging facilities throughout the development</p>
<p>Ordinance No. 1891 Sec. 9-73.5: Unless superior technology is installed to replace EV units, facility operator and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the facility</p>	<p>Meets with Similar Intent.</p> <p>The Project Development Agreement, Specific Plan and Conditions of Approval will be binding on the Applicant and future tenants. The Development Agreement and Conditions of</p>

	Approval will also be recorded against the property to ensure the Project commitments, including EV charging requirements, remain for the life of the facility.
<p>Ordinance No. 1891 Sec. 9-73.6: 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 chilled, cooled, or freezer warehouse space, 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.</p>	<p>Exceeds. 2021 SEIR PDF-O10: All dock doors shall be equipped with electric plugs for electric transportation refrigeration units (TRUs). All TRUs operating on site would be required to be electric (no diesel-powered TRUs permitted at all in PA3(a)) and certification and maintenance records shall be maintained for all TRUs. (Applicable to the light industrial uses in PA3(a).)</p>
<p>Ordinance No. 1891 Sec. 9-73.6: When tenant improvement building permits are issued for any refrigerated warehouse space, electric plug-in units shall be installed at every dock door servicing the refrigerated space to allow transport refrigeration units (TRUs) to plug in.</p>	<p>Exceeds. See above.</p>
<p>Ordinance No. 1891 Sec. 9-73.6: Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.</p>	<p>Exceeds. See above.</p> <p>Additionally, the Project goes beyond by requiring the 2021 Project to “implement a phase-in of zero-emissions (ZE) or near-zero-emissions (NZE) trucks for the light industrial portion of PA3(a). For trucks of model year 2021 or newer, 75 percent of trucks shall be ZE or NZE by 2035 and 100 percent of trucks shall be required to be ZE or NZE by 2040.”</p>
<p>Ordinance No. 1891 Sec. 9-73.7: Bicycle racks are required per Section 30-714 and in the amount required for warehouse uses by Table 30-714 of the Zoning and Development Code and include:</p> <ul style="list-style-type: none"> - locks as well as electric plugs to charge electric bikes - shall be located as close as possible to employee entrance(s) 	<p>Meets. 2021 SEIR PDF-O5: The Applicant(s) of each planning area within the Project Site shall implement the following trip demand measures:</p> <ul style="list-style-type: none"> a) Provide bicycle racks located at convenient locations throughout the 2021 Project. (Applicable to PA1, PA2, and PA3.) b) Provide bicycle paths along the main routes throughout the Project Site consistent with the 2021 Specific Plan Amendment. (Applicable to PA1, PA2, and PA3.) c) Provide convenient pedestrian access throughout the Project Site. (Applicable to PA1, PA2, and PA3.) d) Provide on-site shower facilities for use by all employees bicycling/walking to work. (Applicable to the light industrial uses in PA3(a).) e) Light industrial tenants shall provide preferential parking for employees using clean air vehicles. Percentage of parking to be allotted by

	<p>facility shall be governed by City or CALGreen standards. (Applicable to the light industrial uses in PA3(a).)</p> <p>f) Each light industrial tenant within PA3(a) shall be responsible for having a designated coordinator to oversee a carpool match or other ride-share program for the facility. To the extent feasible, the programs for all tenants shall be interlinked to provide expanded resources for ride-share/carpool opportunities. (Applicable to the light industrial uses in PA3(a).)</p>
<p>Ordinance No. 1891 Sec. 9-74.1: Cool surface treatments shall be added to all drive aisles and parking areas or such areas shall be constructed with a solar-reflective cool pavement such as concrete.</p>	<p>Meets with Similar Intent. 2021 SEIR PDF-O19: For the uses within PA3, cool pavement shall be used to the maximum extent feasible unless prevented by geotechnical conditions associated with the existing landfill. (Applicable to the light industrial uses in PA3.)</p>
<p>Ordinance No. 1891 Sec. 9-74.2: To ensure that warehouse electrical rooms are sufficiently sized to accommodate the potential need for additional electrical panels with either:</p>	<p>Not addressed.</p>
<ul style="list-style-type: none"> • a secondary electrical room shall be provided in the building 	
<ul style="list-style-type: none"> • or the primary electrical room shall be sized 25% larger than is required to satisfy the service requirements of the building 	
<ul style="list-style-type: none"> • the electrical gear shall be installed with the initial construction with 25% excess demand capacity 	
<p>Ordinance No. 1891 Sec. 9-74.3: Use of super-compliant VOC architectural and industrial maintenance coatings (e.g., paints) for construction is required.</p>	<p>Meet with Similar Intent. Mitigation Measure G-7: To reduce VOC emissions associated with construction activities, painting within each of the Planning Areas would not overlap and would also use low-VOC paints pursuant to SCAQMD Rule 1113. (Applicable to PA1, PA2, and PA3.)</p> <p>Mitigation Measure G-17: Building materials shall comply with all applicable SCAQMD rules and regulations. The 2021 Project shall incorporate the use of low-VOC architectural coating pursuant to SCAQMD Rule 1113 for repainting and maintenance/touch-up of the non-residential buildings and residential buildings for all common/non-living space/outdoor areas. (Applicable to PA1, PA2, and PA3.)</p>
<p>Ordinance No. 1891 Sec. 9-74.4: The facility operator shall incorporate a recycling program.</p>	<p>Meets. Mitigation Measure J.3-1: “All structures constructed or uses established within any part</p>

	<p>of the Project Site shall be designed to be permanently equipped with clearly marked, durable, source-sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.”</p>
<p>Ordinance No. 1891 Sec. 9-74.5: The following environmentally responsible practices shall be required during construction:</p>	
<ul style="list-style-type: none"> • A. The applicant shall use reasonable best efforts to deploy the highest rated CARB Tier technology that is available at the time of construction. 	<p>Exceeds. 2021 SEIR PDF-C1: “Mobile off-road construction equipment (wheeled or tracked) and all diesel-fueled off-road construction equipment used during construction of the 2021 Project shall meet the USEPA Tier 4 final standards, either as original equipment or equipment retrofitted to meet the Tier 4 final standards. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, then the equipment shall, at a minimum, meet the Tier 3 standard. Zero-emissions construction equipment shall be incorporated when commercially available at no more than a 30 percent price differential compared to non-zero-emissions equipment. For purposes of this project design feature, “commercially available” is defined as equipment built by the original manufacturer and available for lease or hire within 20 miles of the City of Carson and available in a similar timeframe to fossil-fueled options. If Tier 4 Final engine equipment or zero-emissions equipment is not commercially available, the contractor must show proof that the equipment is not commercially available by providing letters from at least two independent rental companies, each of which must own or operate a construction equipment fleet with total maximum horsepower of greater than 2,500 horsepower, for each piece of off-road equipment where the Tier 4 Final engine or zero-emissions equipment is not available. This requirement shall be incorporated into 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. A copy of each unit’s certified tier specification or model year specification shall be available upon request at the time of mobilization of each</p>

	applicable unit of equipment. (Modified from a 2018 SEIR PDF) (Applicable to PA1, PA2, and PA3.)”
<ul style="list-style-type: none"> • A. 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. 	Exceeds. See above.
<ul style="list-style-type: none"> • B. Use of electric-powered hand tools, forklifts, and pressure washers. 	Exceeds. 2021 SEIR PDF-C4: “Electric hook-ups to the power grid or battery power shall be used rather than temporary diesel- or gasoline-powered generators for electric construction tools, such as saws, drills, and compressors, whenever feasible. For PA3 and PA1, mobile off-road construction equipment of less than 50 horsepower shall be electric. including: air compressors, concrete/industrial saws, welders and plate compactors. Mobile off-road construction equipment with a power rating of 19 kilowatts or less shall be battery powered. If generators need to be used to reach remote portions of the site, non-diesel generators shall be used. (Modified from 2018 SEIR Mitigation Measure G-4) (Applicable to PA1, PA2, and PA3.)”
<ul style="list-style-type: none"> • C. Designation of an area in any construction site where electric-powered construction vehicles and equipment can charge 	Meets with Similar Intent. MM-C-1 requires preparation and City approval of a Construction Traffic Management Plan (CTMP) to address all issues related to construction circulation, parking and access. A designated on-site charging area for construction vehicles would be assessed through the CTMP.
<ul style="list-style-type: none"> • D. Identification in site plans of a location for future electric truck charging stations and installation of a conduit to that location. 	Meets with Similar Intent. Compliance with Development Agreement and Specific Plan requirements will ensure proper electric vehicle related signage on site.
<ul style="list-style-type: none"> • E. Diesel-powered generators shall be prohibited except in case of emergency or to establish temporary power during construction. 	Meets. See above.
Ordinance No. 1891 Sec. 9-74.6: Prior to the issuance of building permits, a Property Maintenance Program shall be submitted for review and approval by the Planning Director or his/her designee.	Meets with Similar Intent. The Project would be governed by a Specific Plan that extensively regulates the facility to ensure long term proper maintenance and upkeep. The Applicant will be required to comply with all

	Specific Plan regulations related to aesthetic building enhancements, infrastructure maintenance, landscaping, trash maintenance and security.
Ordinance No. 1891 Sec. 9-74.6: The Property Maintenance Program shall provide for:	Meets with Similar Intent. See above.
<ul style="list-style-type: none"> the regular maintenance of building structures 	
<ul style="list-style-type: none"> the regular maintenance of landscaping 	
<ul style="list-style-type: none"> the regular maintenance of paved surfaces in good physically condition 	
<ul style="list-style-type: none"> overall site appearance 	
<ul style="list-style-type: none"> maximum intervals for maintenance of each component shall be specified in the program 	
Ordinance No. 1891 Sec. 9-74.7: Property owner shall provide facility operator with information on incentive programs such as the Carl Moyer Program and Voucher Incentive Program.	Meets. 2021 SEIR PDF-O14: “Tenants shall be provided with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets. (Applicable to the uses in PA3(a).)”
Ordinance No. 1891 Sec. 9-74.7: Property owner shall require all facility operators to enroll in the United States Environmental Protection Agency’s SmartWay Program.	Meets. 2021 SEIR PDF-O13: “As applicable, tenants shall be required to enroll in U.S. EPA’s SmartWay program and shall use carriers that are SmartWay carriers. (Applicable to the uses in PA3(a).)”