

- 21st Century Warehouse (Base) Standards, applicable (in whole or in part) to logistics uses less than 250,000 square feet that are subject to AB 98, set forth in **Table 1: 21st Century Warehouse (Base) Standards**.
- Tier 1 21st Century Warehouse Standards, applicable to warehouses 250,000 square feet or more that are subject to AB 98, set forth in **Table 2: Tier 1 21st Century Warehouse Standards**.
- Additional Standards applicable to warehouses that are subject to AB 98 based on size, location, and zoning, set forth in **Table 3: Standards by Size, Location, and Zoning**.

Table 1: 21st Century Warehouse (Base) Standards

<p>(1) Comply with the <i>most current</i> Building Energy Efficiency Standards in the California Energy Code (“CEC”) <u>and</u> the California Green Building Standards Code, including, but not limited to:</p> <ul style="list-style-type: none"> (A) Photovoltaic system and battery storage. (B) Cool roofing. (C) Medium- and heavy-duty vehicle charging readiness. (D) Light-duty electric vehicle charging readiness and installed charging stations.
<p>(2) Skylights in at least 1% of the roof area, or equivalent LED lighting.</p>
<p>(3) Conduit and electrical hookups at all loading bays serving cold storage.</p>
<p>(4) Any heating, ventilation, and air conditioning (“HVAC”) is high-efficiency.</p>
<p>(5) Forklifts must be zero-emission by January 1, 2030, to the extent operationally feasible (without regard to cost), commercially off-the-shelf available, and adequate power available on-site; otherwise the cleanest commercially available technology must be used.</p>
<p>(6) Equipment used on-site using small off-road engines must be zero-emission to the extent operationally feasible (without regard to cost), commercially off-the-shelf available, and adequate power available on-site otherwise the cleanest commercially available technology must be used.</p>

Table 2: Tier 1 21st Century Warehouse Standards

<p>(1) 21st Century Warehouse (Base) Standards, with enhancements: Standard (1)(A): All warehouse square footage should be considered conditioned space. Standard (5): Compliance date is January 1, 2028.</p>
<p>(2) Microgrid-ready switchgear system to support distributed energy resources.</p>
<p>(3) Advanced smart metering ready.</p>
<p>(4) A minimum of 50% of all passenger vehicle spaces preinstalled with conduit and infrastructure to support future electric vehicle charging.</p>
<p>(5) A minimum of 10% of all passenger vehicle spaces installed with electric vehicle charging stations.</p>

Table 3: Standards by Size, Location, and Zoning

	SIZE, LOCATION, AND ZONING			
	≥250KSF; ≤900' from SR; Industrial	≤900' from SR; Non-Industrial	WCR; Non-industrial	<250KSF; ≤900' from SR; Industrial
STANDARD				
Base and/or Tier 1 Standards	All Tier 1 Standards	All Base Standards if <250KSF All Tier 1 Standards if ≥ 250KSF	All Base Standards if <250KSF All Tier 1 Standards if ≥ 250KSF	Base Standards (1), (3), and (4)
Orient truck loading bays on opposite side of logistics use development away from sensitive receptors to the extent feasible.	X	X	X	X
Locate truck loading bays minimum distance from the property line of the nearest sensitive receptor to the nearest truck loading bay opening. ¹	300'	500'	500'	N/A
Have separate entrance for heavy-duty trucks accessible via truck route, arterial road, major thoroughfare, or local road that serves predominantly commercial uses (per the Siting Criteria above).	X	X	X	X
Locate truck entry/exit/internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles prohibited from being used on sides of building directly adjacent to sensitive receptor property line.	X	X	X	X
Any new logistics facility within 900 feet of a sensitive receptor must have a buffer of a minimum width (measured from the property line) that fully screens the project from the sensitive receptor using walls, berms, landscaping, and trees.	50'	100'	100'	50'

¹ AB 98 would establish the following exceptions to this distance requirement if a new sensitive receptor is constructed, established, or permitted after the effective date of AB 98:

- A logistics use development in existence as of September 30, 2024, a proposed expansion of a logistics use development in the local entitlement process by September 30, 2024, or a proposed logistics use development in the local entitlement process by September 30, 2024.
- A new a new logistics use requiring a rezoning if the entitlements process for the logistics use started before any sensitive receptor started its own entitlement process, unless the proposed sensitive receptor was an allowable use according to local zoning regulations.
- A new or expanded logistics use if it was not already subject to the setback requirements prior to the new sensitive receptor being proposed or established.