



City of Arts & Innovation

Utility Services / Land Use / Energy Development Committee

TO: UTILITY SERVICES / LAND USE / ENERGY DEVELOPMENT COMMITTEE MEMBERS **DATE: MARCH 10, 2016**

FROM: COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT **WARDS: ALL**

SUBJECT: WAREHOUSE DEVELOPMENT STANDARDS IN INDUSTRIAL ZONES ADJACENT TO RESIDENTIAL

ISSUE:

The issue for Utility Services/Land Use/Energy Development Committee consideration is to receive a report summarizing the City's development criteria for industrial zoned properties when adjacent to residentially zoned properties.

RECOMMENDATION:

That the Utility Services/Land Use/Energy Development Committee receive this report and provide direction regarding for additional regulations or guidelines.

BACKGROUND

At the May 19, 2015, City Council meeting Councilmember Melendrez requested staff present to the Utility Services/Land Use/Energy Development Committee a report on the areas in the City where industrial zones abut residential zones, specifically in regards to the potential for large warehouses to encroach on residences. This report summarizes the existing conditions related to the construction of large industrial warehouses in proximity to residentially zoned properties.

Industrial and Residential Adjacent Zones

It is not uncommon in the City of Riverside for industrial zoned properties to abut residential zones. In some cases industrial zones were established many decades ago, based on practical considerations, such as access to railroad tracks (e.g., old citrus packing houses, etc.), or within a reasonable walking distance to commerce and employee housing. These old industrial zones have long been an integral part of a neighborhood, even after the old buildings are demolished and new structures constructed in their place. An example of such an industrial area is the warehouses east of Downtown, which abut the Eastside Neighborhood. In other cases industrial zoned land have been developed on large parcels with available freeway access.

Many of these areas have been developed with business centers or local warehouses, which have limited impact on nearby residents because the industrial buildings are relatively low in height, have low intensity uses, and are often buffered from residential neighborhoods by streets, alleys or parking lots. These types of industrial zones were mostly developed after 1960, and

often accommodate small local businesses. Examples of these developments are the low-scale industrial centers off of 3rd Street, west of the 215 freeway; as well as buildings on the north side of Spruce Street, in the Hunter Park Industrial area.

In many areas of the City industrial zoned properties are compatible with residential tracts, where they are quite neighbors during the night and on weekends. However, recent concern with industrial/residential compatibility has arisen due to the growth of the Inland Empire's Logistics industry, which has created a demand for large warehouse buildings with high pile storage systems and a significant amount of nighttime activity. These structures often maximize the permitted building heights and floor areas; and generate significant amounts of truck traffic.

When considering compatibility of industrial areas with residential uses, it is important to recognize that the industrial zoning itself is not necessarily the problem, but rather the design of the buildings and the intensity of their activities. Unfortunately, with modern technology it has to be possible to construct, fill and manage the processing of goods in mega-warehouses, which can be larger than a million square feet.

Development Standards vs. Guidelines

When considering the development regulations related to the construction of warehouses, it is necessary to note a distinction between development "standards" and development "guidelines". Standards are requirements that must be complied with. Guidelines are recommendations, and provide criteria useful during the review of discretionary projects. Guidelines are, essentially, what "should" be done; whereas standards are requirements.

Development Standards:

The City's Zoning Code has four defined industrial zones, including Business and Manufacturing Park (BMP), General Industrial (I), Airport Industrial (AI) and Airport Zone (AIR). Warehouse facilities 400,000 square feet or less are permitted by right in all four zones; Warehouses greater than 400,000 square feet require the approval of a Minor Conditional Use Permit (MCUP).

Attachment 1 reflects two tables taken from the Zoning Code, which specifies the basic requirements for buildings in the industrial zones. As illustrated in the tables, the maximum heights in the BMP, I and AIR zones is 45 feet, and 20 feet in the AI zone. There are no special height restrictions associated with a building's proximity to a residential zone.

The Zoning Code also establishes regulations that limit how close a building can be constructed to a property line. As reflected in Table A, any building constructed in the BMP, I or AIR zones must be at least 50 feet from the property line when adjacent to a lot with a residential zone or use. In the AI zones, the side and rear setbacks shall be the same as the required front yard setback whenever a side or rear yard abuts a lot zoned for residential use. In the AI zone, the minimum front setback depending on the size of the lot; with 20 and 15 foot setbacks allowed for properties smaller than 20,000 and 14,000 square feet, respectively.

TABLE A - Minimum Required Building Setbacks				
	Zones			
	BMP	I	AIR	AI
Front Setback				
Buildings over 30' high	50', or 40' if setback is landscaped in entirety	20'	15'	15', 20' or 50' based on lot size
Buildings under 30' high	20' of landscaping	20'	15'	15', 20' or 50' based on lot size
Side Setbacks				
Interior	0'	0'	0'	20'; or 0' for lots < 20,000 sf
Street or Alley	Same as front	20'	15'	20'; or 0' for lots < 20,000 sf
To Adj. Residential Zone	50'	50'	50'	Same as front yard setback
Rear Setbacks				
Interior	0'	0'	15'	20'; or 0' for lots < 20,000 sf
Street Adjacent	Same as Front	20'	20'	20'; or 0' for lots < 20,000 sf
To Adj. Residential Zone	50'	50'	50'	Same as front yard setback

While Table A summarizes building setbacks, it does not clarify what part of the setback must be landscaped. If not landscaped, then parking, outdoor activities and minor structures are allowed within the building setbacks. Table B summarizes the Zoning Code's landscape setback requirements.

TABLE B - Minimum Landscaped Setbacks				
	Zones			
	BMP	I	AIR	AI Zones
Front Landscape Setback				
Buildings over 30' high	20'	20'		20', except 15' in AI-4 @ <14,000 sf lots
Buildings under 30'	20'	20'		20', except 15' in AI-4 @ <14,000 sf lots
Side Landscape Setback				
Interior	0'	0'	0'	0'
Street or Alley	20	10'	10'	"Suitably landscaped" per RMC § 19.130.040.A
Adj. to Residential Zone	0'	0'	0'	Same as front setback (i.e., 20')
Rear Landscape Setback				
Interior	0'	0'	0'	0'
Street Adjacent	20'	0'	0'	"Suitably landscaped" per RMC § 19.130.040.A
Adj. to Residential Zone	0'	0'	0'	Same as front setback (i.e., 20')

In addition to the height and setback requirements illustrated above, the Riverside Municipal Code (RMC) also requires the construction of a 6-foot high solid masonry wall along a property line if an industrial area is adjacent to a residential zones, or along an alley adjacent to a residential zone (RMC sec. 19.130.040.A).

In addition to the Zoning Code, the City has specific plans that establish development criteria that are intended to address the unique characteristics of an area. As such a specific plan may create development standards that are different than the Zoning Code. The specific plans that are most relevant to large warehouse facilities include the Sycamore Canyon Business Park Specific Plan, and the Hunter Park Specific Plan.

The Sycamore Canyon Specific Plan was initially adopted in July 1982, and has been amended numerous times as development has occurred within its boundaries. Most of the Sycamore Canyon Specific Plan has been built out, and the last large undeveloped parcel has an application pending. For the most part, the Sycamore Canyon Specific Plan refers back to the Zoning Code for the application of development standards, except that it does establish the unique setbacks requirements reflected in Table C.

TABLE C – Specific Plan Setbacks	
Front Building Setbacks	
Arterial streets and buildings over 30 feet in height	Same as Zoning Code for buildings over 30 feet in height in BMP Zone
All streets where building is less than thirty feet in height	Same as Zoning Code for buildings less than 30 feet in height in BMP Zone
Side and Rear Building Setback	
Interior, except where a lot abuts any R Zone	None required
Abutting an R Zone	50 feet
Street	Same as front setback

The Hunter Park Specific Plan was initially adopted in 1988, and has been amended numerous times. Like the Sycamore Canyon Specific Plan, Hunter Park mostly defers to the Zoning Code for development standards. Also like Sycamore Canyon, Table C reflects those unique setback requirements that apply to the Hunter Park area; except, however, there is a provision that approved lots less than one acre in size shall have a 20 foot minimum front yard setback.

Guidelines:

The City has adopted citywide design guidelines that provide best practices for site planning and architectural design. These design guidelines are general in context, and help ensure consistent review and approval of Design Review applications, which are required for all warehouse projects in industrial zones. The citywide design guidelines can also be helpful in reviewing and conditioning discretionary project, such as warehouse projects that require a minor conditional use permit.

In 2003, at the direction of the Riverside County Board of Supervisor's, a Regional Air Quality Task Force (RAQTF) was formed to study air quality in the region, and make recommendations on how to improve it. An outcome of that effort was the Western Riverside Council of Government's (WRCOG) "*Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities*". WRCOG's Good Neighbor Guidelines were completed in September, 2005, and identify goals to reduce air pollution, strategies that support the goals, and recommended regional guidelines (Attachment 2).

Subsequently, in October 2008 the Riverside City Council adopted the “*City of Riverside’s Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities*”. The City’s document is a modified version of WRCOG’s Guidelines, and was intended to include goals and strategies tailored to the unique characteristics and specific needs of the City of Riverside. The City’s Good Neighbor Guidelines were intended to focus on the relationship between land use, permitting, and air quality, and highlight strategies that help minimize the impacts of diesel emissions associated with warehouse/distribution centers (Attachment 3).

Both the WRCOG and City Guidelines focus on reducing impacts of diesel emission on sensitive receptors, including residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time. However, there are significant differences between the two documents. Attachment 4 summarizes the goals and strategies of the two documents, and notes the significant differences. One issue that has been identified in recent months is that the WRCOG Guidelines stipulate that sensitive uses should be buffered 300 meters (~1,000 feet) from warehouse/distribution facilities by offices, parking, landscaping, etc; whereas the City’s Guidelines require that a health risk assessment be done in compliance with SCAQMD guidelines/policies when a project is within 1,000 feet of a sensitive receptor.

Another significant difference is that the City’s Guidelines only apply to facilities of 400,000 sq. ft. or great. The basis of the 400,000 sq. ft. is unclear in the guidelines, but it likely simply based on the premise that the Zoning Code, which underwent a comprehensive update in 2007, allows facilities under 400,000 square feet by right, whereas larger facilities require a conditional use permit.

To help illustrate where there are industrial and single family residential adjacencies, staff has provided a Citywide map that reflects all the industrial zones (BMP, I, AIR & AI), and all the single family residential zones (R-1, RR, RC, RE & RA-5). The map is provided as Attachment 5.

FISCAL IMPACT:

There is no fiscal impact associated with this report.

Submitted by: Rafael Guzman, Community & Economic Development Director
Certified as to
availability of funds: Brent A. Mason, Finance Director/Treasurer
Approved by: Al Zelinka, FAICP, Assistant City Manager
Approved as to form: Gary G. Geuss, City Attorney

Attachments:

1. RMC, Tables 19.130.030. A & B; Development Standards for Industrial Zones.
2. Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities, WRCOG, 2005
3. Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities, City of Riverside, 2008
4. Comparison Matrix of WRCOG and City Good Neighbor Guidelines
5. Citywide Map Showing Industrial/Single-Family Residential Adjacencies
6. Presentation

Table 19.130.030 A

BMP, I and AIR Industrial Zones Development Standards

Development Standards	BMP	I	AIR	Notes, Exceptions & Special Provisions
Floor-Area-Ratio (FAR) - Maximum ¹	1.50	0.60	0.60	
Lot Area - Minimum	40,000 sq. ft. ²	10,000 sq. ft.	8,000 sq. ft.	
Lot Width - Minimum	140 ft.	60 ft.	60 ft.	
Lot Depth - Minimum	100 ft.	100 ft.	100 ft.	
Building Height - Maximum ³	45 ft.	45 ft.	45 ft.	
Front Yard Setback - Minimum ^{5, 6}	—	20 ft.	15 ft.	In the BMP Zone, 20-feet of the required 50-foot front yard setback shall be landscape.
a. Buildings over 30 ft. in height/on an arterial street	50 or 40 ft. ⁵ (See Notes)	—	—	However, a 40-foot front yard setback shall be permitted if it is landscaped in its entirety.
b. Buildings 30 ft. or less in height/not on an arterial	20 ft. (See Notes)	—	—	In the BMP zone, the 20-foot front yard setback required for buildings 30-feet or less in height shall be landscaped in its entirety.
Side Yard setbacks - Minimum ⁸				
a. Interior Side	0 ft.	0 ft.	0 ft.	
b. Adjacent to Street or Alley	Same as Front Yard	20 ft. ⁸	15 ft. ⁸	
Rear Yard Setback - Minimum	0 ft. ⁹	0 ft. ⁹	15 ft. ⁹	
Adjacent to Streets	Same as Front Yard	20 ft.	20 ft.	

Table 19.130.030 A

Notes:

1. The Approving or Appeal Authority may make findings to allow a development project to exceed a maximum FAR when it is determined that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses. Variance findings pursuant to Chapter 19.720 (Variance) are not required.
2. Smaller minimum lot areas may be established by a specific plan or master plan in the BMP Zone. A master plan must include provisions for common access, parking and maintenance. A total master plan area of 5 acres is required. Site Plan Review approval by the Zoning Administrator is required for any master plan.
3. See restrictions in Chapter 19.170 for AP Overlay Zone.
4. In the BMP Zone, off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than 6 feet in height shall be permitted in the rear 30 feet of the required 50-foot front yard setback.
5. Sidewalks, vehicular access drives and railroad tracks that are perpendicular to the front property line shall be permitted in the front setback of the BMP, I and AIR Zones.
6. Meter pits, and utility manholes extending not more than 6 inches above the finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in the front yard of any industrial zone.
7. A minimum 10-foot on-site landscape planter shall be required along the street side yard of the I and AIR Zones.
8. A minimum side yard of 50 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts a lot or parcel in any residential zone or use.
9. A minimum rear yard of 50 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts a lot or parcel in any residential zone or use.

Table 19.130.030 B
AI Industrial Zones Development Standards

Development Standards	Zones			
	AI-1	AI-2	AI-3	AI-4
Floor Area Ratio (FAR) - Maximum ⁵	1.50	1.50	1.50	1.50
Lot Area - Minimum ²	5 acres			
Major Arterial Frontage		40,000 sq. ft.	40,000 sq. ft.	40,000 sq. ft.
All Other Streets		20,000 sq. ft.	20,000 sq. ft.	14,000 sq. ft.
Lot Width - Minimum	300 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		140 ft.	140 ft.	140 ft.
20,000 sq. ft. Lot		100 ft.	100 ft.	
14,000 sq. ft. Lot				100 ft.
Building Height - Maximum ⁴	45 ft.	45 ft.	45 ft.	45 ft.
Front Yard Setback - Minimum	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)
40,000 sq. ft. Lot (Major Arterial Frontage)				
20,000 sq. ft. Lot		20 ft. (all landscaped)	20 ft. (all landscaped)	
14,000 sq. ft. Lot				15 ft. (all landscaped)
Side Yard Setback - Minimum ¹	20 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	
14,000 sq. ft. Lot				None
Rear Yard Setback - Minimum ¹	20 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	
14,000 sq. ft. Lot				None

Table 19.130.030 B

Notes:

1. The side or rear yard setback shall be the same as the required front yard setback wherever a side or rear yard abuts any lot zoned for residential use.
2. Smaller minimum lot areas may be established by a specific plan or airport master plan. A master plan must include provisions for common access, parking and maintenance. A total master plan area of 5 acres is required. Plot plan approval by the Zoning Administrator is required for any master plan.
3. See also restrictions in Chapter 19.170 for AP Overlay Zone.
4. No building, structure or tree may penetrate the flight zone of an airport per the "imaginary surfaces" established by Federal Aviation Regulations FAR Part 77.25. Any height variance will be subject to the approval of the Zoning Administrator and Airport Director.
5. The Approving or Appeal Authority may make findings to allow a development project to exceed a maximum FAR when it is determined that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses. Variance findings pursuant to Chapter 19.720 (Variance) are not required.

**Good Neighbor Guidelines
For Siting New and/or Modified
Warehouse/Distribution Facilities**

(Final, September 12, 2005)



Regional Air Quality Task Force

Western Riverside Council of Governments

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The RAQTF is convened by WRCOG, and is comprised of representatives from South Coast Air Quality Management, County of Riverside, Office of District 2 Supervisor John F. Tavaglione, Eastern Municipal Water District, American Lung Association of the Inland Counties, Center for Community Action and Environmental Justice, March Joint Powers Authority, City of Riverside, City of Norco, Clean Energy, City of Moreno Valley, and the Waste Haulers Association. Their suggestions and input throughout the development of these guidelines are appreciated.

In particular, the following individuals are acknowledged for their work on this document:

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Introduction

On January 16, 2003, the Riverside County Board of Supervisors (Board) directed Executive Office staff to initiate the establishment of a Regional Air Quality Task Force to study air quality issues in western Riverside County. This task force was envisioned to be an important tool for implementing air quality mitigation measures for the region.

The Regional Air Quality Task Force (RAQTF) continues to research the different areas of air quality mitigation that is needed for the subregion. Since many communities within the region either have a separate air quality element or address air quality issues in their land use section of their General Plan, the RAQTF undertook the need for a policy for local governments to voluntarily adopt when siting new warehouse/distribution centers. It should be noted that air quality agencies, such as, SCAQMD and CARB have broadly addressed this issue with in their Guidance Documents and Air Quality Handbook, but have not created stand alone documentation. The Guidelines that follow appear to be the first stand alone document that local governments can use when siting warehouses.

The RAQTF has developed these "Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities," (referred to as "Good Neighbor Guidelines") to promote and assist planning departments, developers, property owners, elected officials, community organizations, and the general public as a tool to potentially help address some of the complicated choices associated with permitting warehouse/distribution facilities and understanding the options available when addressing environmental issues. These Good Neighbor Guidelines are designed to help minimize the impacts of diesel particulate matter (PM) from on-road trucks associated with warehouses and distribution centers on existing communities and sensitive receptors located in the subregion.

Sensitive receptors are considered:

- ✚ Residential Communities;
- ✚ Schools;
- ✚ Parks;
- ✚ Playgrounds;
- ✚ Day care centers;
- ✚ Nursing homes;
- ✚ Hospitals;
- ✚ And other public places where residents are most likely to spend time.

Objective

The mission of the RAQTF is to develop air quality measures that can be considered and potentially adopted by local governing bodies to address adverse air quality issues in the inland region through their planning activities.

The RAQTF has developed the Good Neighbor Guidelines to help achieve the following objectives:

✚ **Provide local governments with specific strategies that can be considered and implemented to minimize potential diesel impacts from new warehouse and distribution centers;**

✚ **Educate existing warehouse and distribution centers about strategies that can be implemented to minimize potential diesel impacts from their operations.**

Some communities in western Riverside County, because of their proximity to freeways, arterial highways, rail lines, and warehouse/distribution facilities experience higher diesel emissions exposure associated with warehouse/distribution centers than others. In particular, warehouse/distribution center projects sited close to sensitive receptors (homes, schools, parks, day care centers, nursing homes, hospitals and other places public places) can result in adverse health impacts. The reverse is also true – siting sensitive receptors too close to an existing source of diesel emissions can also be a problem.

Audience

These Good Neighbor Guidelines focus on the relationship between land use, permitting, and air quality, and highlight strategies that can help minimize the impacts of diesel emissions associated with warehouse/distribution centers.

The California Resources Air Board (CARB) defines warehouses/distribution centers as facilities that serve as a distribution point for the transfer of goods. Such facilities include cold storage warehouses; goods transfer facilities, and inter-modal facilities such as ports. These operations involve trucks, trailers, shipping containers, and other equipment with diesel engines.

For the purpose of these Guidelines, warehouse/distribution center means a building or premises in which the primary purpose is to store goods, merchandise or equipment for eventual distribution and may include office and maintenance areas. A warehouse or distribution center includes 3 or more loading bays, or is expected to have more than 150 diesel truck trips per day. For the purpose of these Guidelines, a warehouse and distribution center is not intended to include "big box" discount or warehouse stores that sell retail goods, merchandise or equipment, or storage and mini-storage facilities that are offered for rent or lease to the general public.

While the primary users of these Guidelines will likely be agencies responsible for land use planning and air quality, they may also be useful for:

- ✚ Planners;
- ✚ Architects;
- ✚ Developers;
- ✚ Elected officials;
- ✚ School districts;
- ✚ Community advisory councils;
- ✚ Public/community organizations.

Purpose

The purpose of the Good Neighbor Guidelines is to provide local government and developers with a variety of strategies that can be used to reduce diesel emissions from heavy-duty trucks that are delivering goods to and from warehouse and distribution centers.

In 1998, the SCAQMD conducted its second Multiple Air Toxics Emissions Study (MATES II) ¹. Considered the nation's most comprehensive study of toxic air pollution to date, the study found that:

- Diesel exhaust is responsible for about 70 percent of the total cancer risk from air pollution;
- Emissions from mobile sources -- including cars and trucks as well as ships, trains and planes -- account for about 90 percent of the cancer risk. Emissions from businesses and industry are responsible for the remaining 10 percent; and
- The highest cancer risk occurs in south Los Angeles County -- including the port area-- and along major freeways.

The RAQTF is recommending that the Good Neighbor Guidelines be approved by WRCOG member jurisdictions and considered for all new warehouse/distribution centers that attract diesel trucks. Implementation of the recommended guidance for proposed facilities is technically more feasible than retroactive application to existing warehouse/distribution centers. However and as previously mentioned, there is an educational component of these Guidelines aimed at existing facilities. There are mechanisms in the planning process that will encourage developers to incorporate the recommended guidelines upfront in the design phase of a project.

The RAQTF recommends that jurisdictions consider these Guidelines when issuing permits such as conditional use permits, or zoning permits. In addition, the recommended Guidelines can be used to mitigate potentially significant adverse environmental impacts that are identified under the California Environmental Quality Act (CEQA). The recommended Guidelines are intended to be used for new warehouses and can be incorporated in the design phase of the proposed warehouse or distribution center. Many of the recommended guidelines can, however, be incorporated into existing facilities.

The recommended Guidelines format identifies the overall goal, benefits and the recommended strategies that can be implemented to achieve the goal. The Guidelines include a series of strategies that can be implemented in part or whole, or tailored to the specific needs of a project. The purpose of the guidelines is to provide a general framework for planners and developers regarding how they can achieve a specified goal.

It should be noted that CARB has adopted two airborne toxic control measures that will reduce diesel particulate materials (PM) emissions associated with warehouse/distribution centers. The first will limit nonessential (or unnecessary) idling of diesel-fueled commercial vehicles, including those entering from other states or countries. This measure prohibits idling of a vehicle for more than five minutes at any one location. The second measure requires that transport refrigeration units (TRUs) operating in California become cleaner over time. The measure establishes in-use performance standards for existing TRU engines that operate in California, including out-of-state TRUs. The requirements are phased-in beginning in 2008, and extend to 2019.²

CARB also operates a smoke inspection program for heavy-duty diesel trucks that focuses on reducing truck emissions in California communities. Areas with large numbers of distributions centers are a high priority.

While CARB has these measures in place, local agencies need to acknowledge that the enforcement of these measures is through the California Highway Patrol and do not provide a swift resolve to local air quality issues. Local agencies can adopt local control measures, like the ones being mentioned, that can be enforced by code enforcement and law enforcement officials and provide a more immediate affect to the regions air quality.

Recommended Local Guidelines

1. Goal: Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

Benefits:

1. Reduces exposure of diesel emissions to residences and other sensitive receptors.
2. Reduces potential future health, odor and noise related issues, particularly when in close proximity to residential neighborhoods.

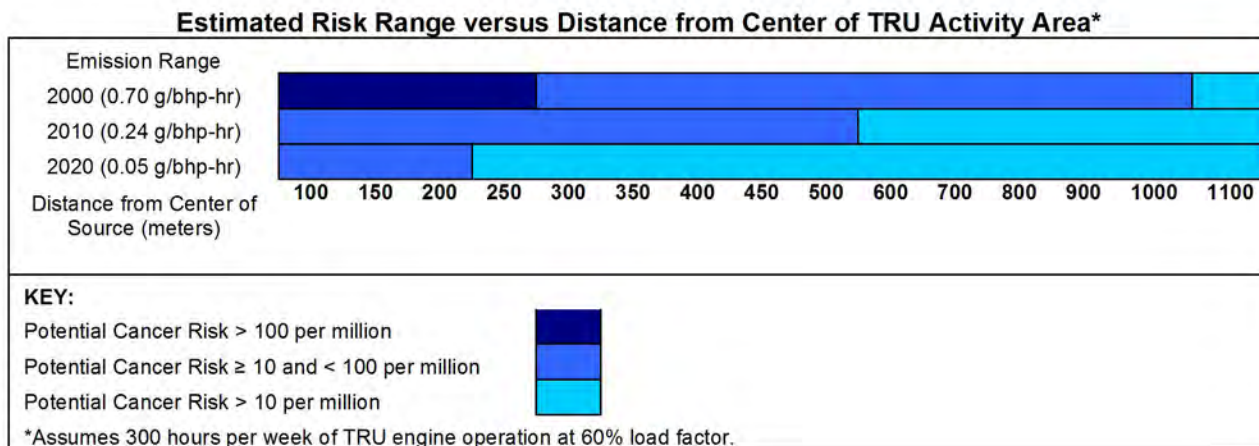
Recommended Strategies:

- Create buffer zone of at least 300 meters (roughly 1,000 feet, can be office space, employee parking, greenbelt) between warehouse/distribution center and sensitive receptors (housing, schools, daycare centers, playground, hospitals, youth centers, elderly care facilities, etc.);
- Site design shall allow for trucks to check-in within facility area to prevent queuing of trucks outside of facility;
- Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points³;
- Design warehouse/distribution center so that interior vehicular circulation shall be located away from residential uses or any other sensitive receptors.

Why do we suggest buffer zones?

The reduction of potential cancer risk levels at locations where TRUs operate is a direct result of the reduction of diesel PM emissions. Figure 1-1 compares the cancer risk range at various distances assuming 300 hours of TRU activity per week. For year 2000, the current fleet average emission rate of 0.7 g/bhp-hr was used. In 2020, the statewide fleet PM emission rate would be reduced 92 percent from the 2000 baseline year to 0.05 g/bhp-hr. Figure 1-1 below illustrates the significant reduction of the estimated near source risk as the diesel PM emission rate is reduced from the current fleet emission rate to the much lower emission rate in 2020.⁴

Figure 1-1



2. Goal: Eliminate diesel trucks from unnecessarily traversing through residential neighborhoods.

Benefits:

1. Reduces exposure of diesel emissions to residences and other sensitive receptors.
2. Reduces or eliminates trucks in residential neighborhoods.
3. Reduces truckers' travel time if key destinations are clearly identified.

Recommended Guidelines:

- Require warehouse/distribution centers to clearly specify on the facility site plan primary entrance and exit points;
- Require warehouse/distribution centers to establish specific truck routes and post signage between the warehouse/distribution center and the freeway and/or primary access arterial that achieves the objective. The jurisdiction may not have an established truck route, but may take the opportunity to consider the development of one;
- Provide food options, fueling, truck repair and/or convenience store on-site or within the warehouse/distribution center complex;
- Require warehouse/distribution centers to provide signage or flyers identifying where food, lodging, and entertainment can be found, when it is not available on site;

3. Goal: Eliminate trucks from using residential areas and repairing vehicles on the streets.

Benefits:

1. Reduces exposure of diesel emissions to residences and sensitive receptors.

Recommended Guidelines:

- Allow homeowners in the trucking business to acquire permits to park vehicles on property, residential areas or streets;
Note: Some jurisdictions already restrict parking of oversized vehicles on residential streets regardless of ownership.
- Establish overnight parking within the warehouse/distribution center;
- Allow warehouse/distribution facilities to establish an area within the facility for repairs.

4. Goal: Reduce and/or eliminate diesel idling within the warehouse/distribution center

Benefits:

1. Reduces exposure of diesel emissions to residences and other sensitive receptors.

Recommended Guidelines:

- Require the installation of electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading, and when trucks are not in use;
- Train warehouse managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks within the facility;
- Require signage that informs truck drivers of the California Air Resources Board (CARB) regulations (which include anti-idling regulations);
- Post signs requesting that truck drivers turn-off engines when not in use;
- Restrict idling within the facility to less than ten (10) minutes.

5. Goal: Establish a diesel minimization plan for on- and off-road diesel mobile sources to be implemented with new projects.

Benefits:

1. Reduces exposure of diesel emissions to residences and sensitive receptors.
2. Establishes long-term goal for facility to eliminate diesel emissions at the facility.
3. Reduces on- and off-road diesel emissions that are associated with use of the facility.

Recommended Guidelines:

- Encourage warehouse/distribution center fleet owners to replace their existing diesel fleets with new model vehicles and/or cleaner technologies, such as electric or compressed natural gas;
- Require all warehouse/distribution centers to operate the cleanest vehicles available;
- Provide incentives for warehouses/distribution centers and corporations which partner with trucking companies that operate the cleanest vehicles available;
- Encourage the installation of clean fuel fueling stations at facilities.

6. Goal: Establish an education program to inform truck drivers of the health effects of diesel particulate and the importance of reducing their idling time.

Benefits:

1. Educates truck drivers of the health effects of diesel particulate to encourage drivers to implement diesel reduction measures.

Recommended Guidelines:

- Provide warehouse/distribution center owners/managers with informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and the importance of being a good neighbor. The following information should include:
 - Health effects of diesel particulates;
 - Benefits of minimizing idling time;
 - ARB idling regulations;
 - Importance of not parking in residential areas.

7. Goal: Establish a public outreach program and conduct periodic community meetings to address issues from neighbors.

Benefits:

1. Informs the community regarding proactive strategies that the warehouse/distribution center has or is doing to reduce exposure to diesel particulate.
2. Allows the warehouse/distribution center to be more proactive.
3. Encourages partnerships to develop solutions for both parties.

Recommended Guidelines:

- Encourage facility owners/management to conduct periodic community meetings inviting neighbors, community groups, and other organizations;
- Encourage facility owners/management to have site visits with neighbors and members of the community to view measures that the facility has taken to reduce/and or eliminate diesel particulate emissions;
- Encourage facility owners/management to coordinate an outreach program that will educate the public and encourage discussion relating to the potential for cumulative impacts from a new warehouse/distribution center.
- Provide facility owners/management with the necessary resources and encourage the utilization of those resources such as, the California Air Resources Board (ARB) and the South Coast Air Quality Management District regarding information about the types and amounts of air pollution emitted in an area, regional air quality concentrations, and health risks estimates for specific sources;
- Require the posting of signs outside of the facility providing a phone number where neighbors can call if there is an air quality issue.

Recommended Regional Guidelines

The following guidelines can be implemented at the regional level for the siting of new and/or modified warehouses/distribution center (s):

- Develop, adopt and enforce truck routes both in and out of a jurisdiction, and in and out of facilities;
- Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas;
- Promote the benefits of fleets rapidly adopting cleaner technologies;
- Provide incentives for local fleets to acquire cleaner technologies that can reduce idling;
- Adopt and implement the regional idling ordinance (being developed by this task force) to minimize idling at delivery locations warehouses, truck stops, etc;
- Provide local warehouses/distribution facilities incentives to reduce idling (i.e. reduce noise);
- Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride;
- Educate the local enforcement agencies (including law enforcement) on diesel emissions minimization strategies (specifications, how, etc.);
- Educate local governments of potential air quality impacts;
- Provide food options, fueling, truck repair and or convenience store on-site to minimize the need for trucks to traverse through residential neighborhoods.

GLOSSARY OF KEY TERMS

Buffer Zone: An area of land separating one parcel or land from another that acts to soften or mitigate the effects of one land use on the other.

California Environmental Quality Act (CEQA): A California law that sets forth a process for public agencies to make informed decisions on discretionary projects approvals. The process helps decision-makers determine whether any potential, significant, adverse environmental impacts are associated with a proposed project and to identify alternatives and mitigation measures that will eliminate or reduce such adverse impacts.

Distribution Center: See Warehouse

Idling: The operation of the engine of a vehicle while the vehicle is not in motion.

Land Use Agency: Local government agency that performs functions associated with the review, approval, and enforcement of general plans and plan elements, zoning, and land use permitting. For the purpose of these Guidelines, a land use agency is typically a local planning department.

Mobile Source: Sources of air pollution such as automobiles, motorcycles, trucks, off-road vehicles, boats, trains and airplanes.

Ordinance: A law adopted by a City Council or County Board of Supervisors. Ordinances usually amend, repeal or supplement the municipal code; provide zoning specifications; or appropriate money for specific purposes.

Risk: For cancer health effects, risk is expressed as an estimate of the increase chances of getting cancer due to facility emissions over a 70-year lifetime. This increase in risk expressed as chances in a million (e.g., 1,400 in a million).

Stationary Sources: Non-mobile sources such as manufacturing facilities, power plants, and refineries.

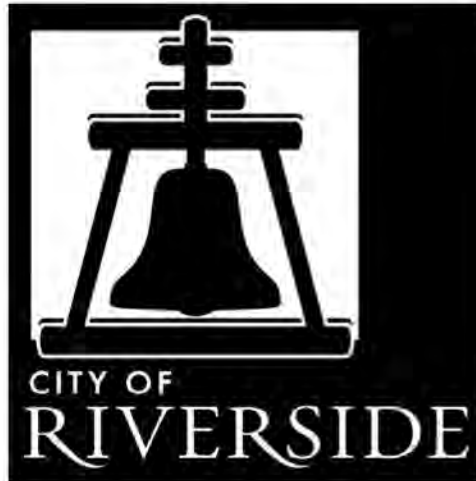
Warehouse(s): For the purpose of these Guidelines, warehouse/distribution center means a building or premises in which the primary purpose is to store goods, merchandise or equipment for eventual distribution and may include office and maintenance areas. A warehouse or distribution center includes 3 or more loading bays, or is expected to have more than 150 diesel truck trips per day. For the purpose of these Guidelines, a warehouse and distribution center is not intended to include "big box" discount or warehouse stores that sell retail goods, merchandise or equipment, or storage and mini-storage facilities that are offered for rent or lease to the general public

Zoning Ordinances: City councils and county boards of supervisors adopts zoning ordinances that set forth land use classifications, divides the county or city into land use zones as delineated on the official zoning, maps, and set enforceable standards for future development.

References

1. *Multiple Air Toxics Emissions Study (MATES II) (2000)*. South Coast Air Quality Management District.
2. *Air Quality and Land Use Handbook: A Community Health Perspective*. (April 2005) California Air Resources Board.
3. *Air Quality and Land Use Handbook: A Community Health Perspective*. (April 2005) California Air Resources Board.
4. *Air Quality and Land Use Handbook: A Community Health Perspective*. (April 2005) California Air Resources Board.

CITY OF RIVERSIDE GOOD NEIGHBOR GUIDELINES
FOR
SITING NEW AND/OR MODIFIED
WAREHOUSE DISTRIBUTION FACILITIES



CITY OF RIVERSIDE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

3900 MAIN STREET
RIVERSIDE, CA 92522

ADOPTED OCTOBER 14, 2008
RESOLUTION No. 21734

In September, 2005, the Western Riverside Council of Governments (WRCOG) and the Regional Air Quality Task Force (RAQTF) approved the *Good Neighbor Guidelines For Siting New and/or Modified Warehouse/Distribution Facilities*. The Good Neighbor Guidelines that follow, adopted by the City Council on October 14, 2008, are a modified version of the WRCOG's RAQTF Guidelines, and include goals and strategies tailored to the unique characteristics and specific needs of the City of Riverside.

These "Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities," (referred to as "Good Neighbor Guidelines") focus on the relationship between land use, permitting, and air quality, highlighting strategies that can help minimize the impacts of diesel emissions associated with warehouse/distribution centers. These Guidelines are intended to assist developers, property owners, elected officials, community organizations, and the general public address some of the complicated choices associated with siting warehouse/distribution facilities and understanding the options available when addressing environmental issues. The Guidelines will help to minimize the impacts of diesel particulate matter (PM) from on-road trucks associated with warehouses and distribution centers on existing communities and sensitive receptors located in the City. Sensitive receptors include residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

For the purpose of these Guidelines, warehouse/distribution center means a building used for the storage, receiving, shipping, or wholesaling of goods and merchandise, and any incidental or accessory activities that is greater than 400,000 square feet. This shall be cumulative to include multiple warehouse buildings exceeding a total combined building area of 400,000 square feet, including phased projects. For the purpose of these Guidelines, a warehouse and distribution center is not intended to include "big box" discount or warehouse stores that sell retail goods, merchandise or equipment, or storage and mini-storage facilities that are offered for rent or lease to the general public.



PURPOSE

The purpose of the Good Neighbor Guidelines is to provide the City and developers with a variety of strategies that can be used to reduce diesel emissions from heavy-duty trucks that are delivering goods to and from warehouse and distribution centers.

In 1998, the South Coast Air Quality Management District (SCAQMD) conducted its second Multiple Air Toxics Emissions Study (MATES II)¹. Considered the nation's most comprehensive study of toxic air pollution to date, the study found that:

- Diesel exhaust is responsible for about 70 percent of the total cancer risk from air pollution;
- Emissions from mobile sources -- including cars and trucks as well as ships, trains and planes -- account for about 90 percent of the cancer risk. Emissions from businesses and industry are responsible for the remaining 10 percent; and
- The highest cancer risk occurs in south Los Angeles County -- including the port area--and along major freeways².

Implementation of the recommended guidance for proposed facilities is technically more feasible than a retroactive application to existing warehouse/distribution centers. However, there is an educational component of these Guidelines aimed at existing facilities. As well, there are mechanisms in the planning process that will encourage developers to incorporate the recommended guidelines upfront in the design phase of a project.

These Guidelines are intended to be considered when issuing permits such as conditional use permits, or zoning permits. In addition, the recommended Guidelines can be used to mitigate potentially significant adverse environmental impacts that are identified under the California Environmental Quality Act (CEQA). The recommended Guidelines are intended to be used for new warehouses and can be incorporated in the design phase of the proposed warehouse or distribution center.

The recommended Guidelines format identifies the overall goal and the recommended strategies that can be implemented to achieve the goal. The Guidelines include a series of strategies that can be implemented in part or whole, or tailored to

¹ For more information on the MATES II Study visit <http://www.aqmd.gov/matesiidf/matestoc.htm>.

² Taken from the MATES II Fact Sheet found at <http://www.aqmd.gov/news1/2005/matesiiifactsheet.html>.

the specific needs of a project. They will provide a general framework for planners and developers regarding how to achieve a specified goal.

It should be noted that the California Air Resources Board (CARB) has adopted two airborne toxic control measures that will reduce diesel particulate materials (PM) emissions associated with warehouse/distribution centers. The first will limit nonessential (or unnecessary) idling of diesel-fueled commercial vehicles, including those entering from other states or countries³. This measure prohibits idling of a vehicle for more than five minutes at any one location. The second measure requires that transport refrigeration units (TRUs) operating in California become cleaner over time⁴. The measure establishes in-use performance standards for existing TRU engines that operate in California, including out-of-state TRUs. The requirements are phased-in beginning in 2004, and extend to 2019.

CARB also operates a smoke inspection program for heavy-duty diesel trucks that focuses on reducing truck emissions in California communities. Areas with large numbers of distributions centers are a high priority.

While CARB has these measures in place, local agencies need to acknowledge that the enforcement of these measures is through the California Highway Patrol and do not provide a swift resolve to local air quality issues.

ACRONYMS USED THROUGHOUT THIS DOCUMENT

CARB	California Air Resources Board
CEQA	California Environmental Quality Act
EMFAC	EMission FACtors (EMFAC) Model for On-Road Vehicle Emissions
PM	Particulate Matter
RAQTF	Regional Air Quality Task Force
SCAQMD	South Coast Air Quality Management District
TRU	Transportation Refrigeration Unit
URBEMIS	Urban Emissions Software
WRCOG	Western Riverside Council of Governments

³ For more information visit <http://www.arb.ca.gov/regact/idling/idling.htm>.

⁴ For more information visit <http://www.arb.ca.gov/diesel/tru.htm>.



CITY OF RIVERSIDE GOOD NEIGHBOR GUIDELINES

GOAL 1: Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

Recommended Strategies:

- 1a. Design facilities to allow for the queuing of trucks on-site and away from sensitive receptors. Conversely, prevent the queuing of trucks on streets or elsewhere outside of facility in compliance with Title 10 – Vehicles and Traffic – Chapter 10.44 – Stopping, Standing and Parking.
- 1b. To the extent possible, locate driveways, loading docks and internal circulation routes away from residential uses or any other sensitive receptors.
- 1c. In compliance with CEQA, conduct SCAQMD URBEMIS and EMFAC computer models, as appropriate, to initially evaluate warehouse and distribution projects on a case by case basis to determine the significance of air quality impacts and whether air quality thresholds would be exceeded as a result of a project. Where thresholds are exceeded, a more detailed air quality analysis/health risk assessment prepared by an air quality specialist is required to be prepared and submitted by the project applicant. As a general rule, the following guidelines can be used to determine whether a proposed project will be required to prepare additional technical analyses:
 - i. An air quality study for an industrial project is required when the proposed project has the potential to exceed established thresholds as noted by URBEMIS and EMFAC computer models provided by SCAQMD. If these models indicate the project will exceed thresholds due to existing or proposed site conditions, intensity of development, location of nearest sensitive receptor, or any other exceptional circumstance warranting the need for

additional review the preparation of an air quality study will be required.

- ii. A health risk assessment is required when the truck traffic areas of an industrial project are located within 1,000 feet of sensitive receptors, in accordance with SCAQMD guidelines and/or practices.
- 1d. Enforce compliance with Riverside Municipal Code Section 19.880 – “Transportation Demand Management Regulations”. This section of the Code requires trip reduction plans to be submitted for all businesses, including warehouses, with over one hundred employees to reduce work-related vehicle trips by six and one half percent from the number of trips related to the project.

GOAL 2: Eliminate diesel trucks from unnecessarily traversing through residential neighborhoods.

Recommended strategies:

- 2a. Require warehouse/distribution centers to establish a specific truck route between the warehouse/distribution center and the SR-60 and I-215 freeways for City approval as part of the Design Review process. In addition, a haul route plan for construction activities should also be provided as part of the Design Review process.
- 2b. Require warehouse/distribution centers to clearly specify all entrance and exit points on the site plan submitted for City review and approval.
- 2c. Require warehouse/distribution centers to provide on-site signage for directional guidance to trucks entering and exiting the facility
- 2d. Require warehouse/distribution centers to provide signage or flyers that advise truck drivers of the closest restaurants, fueling stations, truck repair facilities, lodging and entertainment.

GOAL 3: Eliminate trucks from using residential areas and repairing vehicles on the streets.

Recommended Strategies:

- 3a. Enforce compliance with Riverside Municipal Code Section 10.44.155 – “Parking of certain commercial vehicles, trailers and semi-trailers prohibited; exceptions”.
- 3b. Enforce compliance with Riverside Municipal Code Section 10.44.160 – “Parking of certain commercial vehicles prohibited in residential districts”.
- 3c. Enforce compliance with Section 10.44.040 Parking for certain purposes prohibited.

GOAL 4: Reduce and/or eliminate diesel idling within the warehouse/distribution center.

Recommended Strategies:

- 4a. Promote the installation of on-site electric hook-ups to eliminate the idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where TRUs are proposed to be used.
- 4b. Implement General Plan 2025 Program Final Program Environmental Impact Report, Mitigation Measure MM Air 12. This Mitigation Measure requires that all new truck terminals, warehouses and other shipping facilities requiring the use of refrigerated trucks and with more than 50 truck trips per day shall provide electrical hookups for the refrigerated units to reduce idling and its associated air quality pollutants. Additionally, future tenant improvements involving conversion of a warehouse for refrigeration storage shall include electrical hookups for refrigerated units.
- 4c. Require signage (posted inside and outside of the warehouse facility) to inform truck drivers of CARB regulations, idling limits, authorized truck routes, and designated truck parking locations. Post signs requesting truck drivers to turn off engines when not in use and restrict idling within facilities to less than 5 minutes.

DEFINITIONS

Buffer Zone:	An area of land separating one parcel or land from another that acts to soften or mitigate the effects of one land use on the other.
DPM - Diesel Particulate Matter:	Refers to the particles found in the exhaust of diesel-fueled CI engines. DPM may agglomerate and absorb other species to form structures of complex physical and chemical properties (identified in 1998 as a toxic air contaminant).
Idling:	The operation of the engine of a vehicle while the vehicle is not in motion.
Mobil Source:	Sources of air pollution such as automobiles, motorcycles, trucks, off-road vehicles, boats, trains and airplanes.
PM - Particulate Matter:	Refers to the particles found in the exhaust of CI engines, which may agglomerate and absorb other species to form structures of complex physical and chemical properties.
Risk:	For cancer health effects, risk is expressed as an estimate of the increase chances of getting cancer due to facility emissions over 70-year lifetime. The increase in risk expressed as chances in a million (e.g., 1,400 in a million)
TRU:	A Transport Refrigeration Unit refers to refrigeration systems powered by integral internal combustion engines designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.

Warehouse/Distribution Center: For the purpose of these Guidelines, a warehouse/distribution center means a building used for the storage, receiving, shipping, or wholesaling of goods and merchandise, and any incidental or accessory activities that is greater than 400,000 square feet. This shall be cumulative to include multiple warehouse buildings exceeding a total combined building area of 400,000 square feet including phased projects. For the purpose of these Guidelines, a warehouse and distribution center is not intended to include "big box" discount or warehouse stores that sell retail goods, merchandise or equipment, or storage and mini-storage facilities that are offered for rent or lease to the general public.

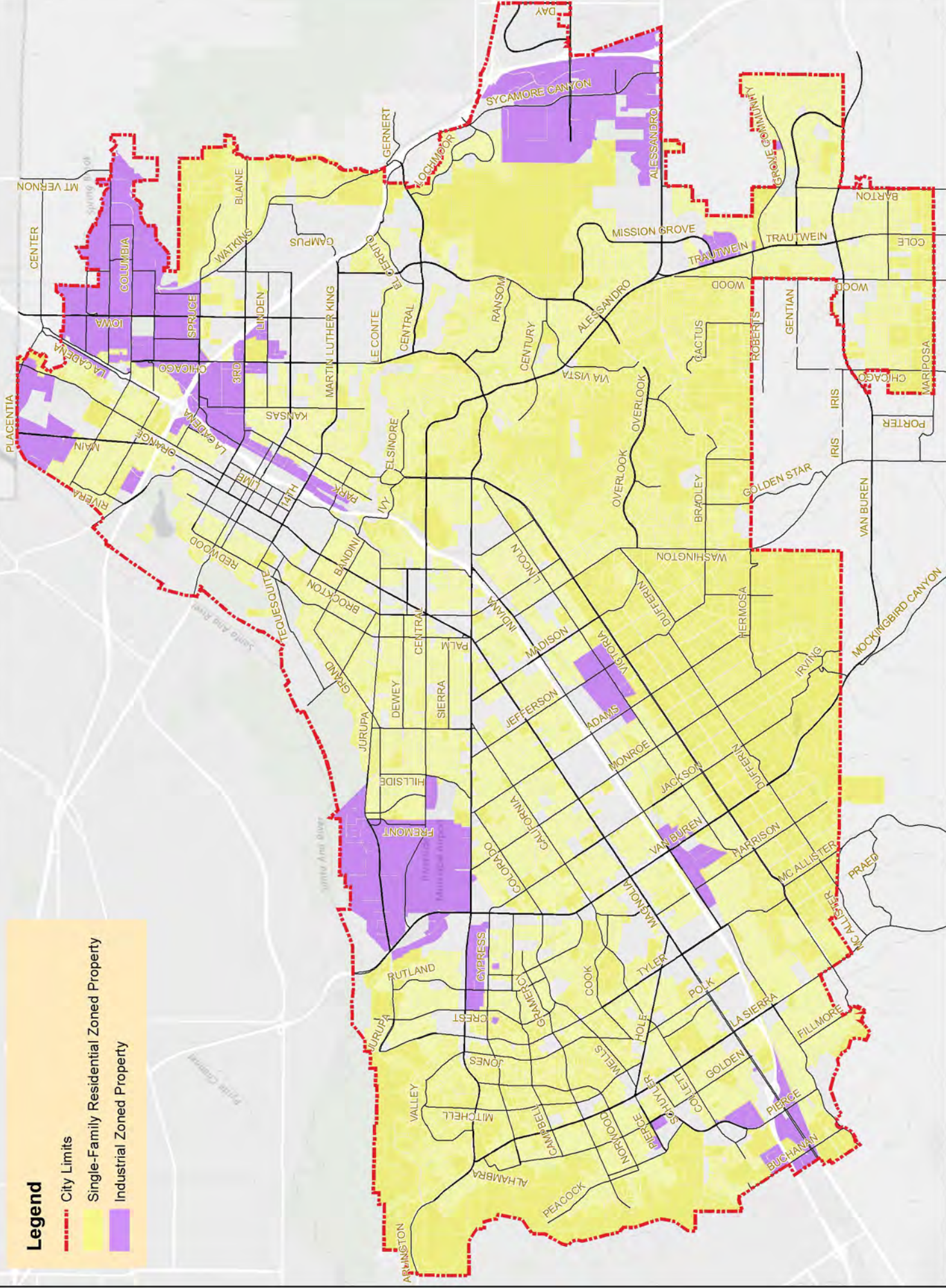
WRCOG: Western Riverside Council of Governments

2005 WRCOG Good Neighbor Guidelines		October 2008 City of Riverside Good Neighbor Guidelines		Notes Comparing City to WRCOG Guidelines	
<p>1. Goal: Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.</p> <p>Strategies Under Goal 1</p> <p>Create buffer zone of at least 300 meters (roughly 1,000 feet, can be office space, employee parking, greenbelt) between warehouse/distribution center and sensitive receptors (housing, schools, daycare centers, playground, hospitals, youth centers, elderly care facilities, etc.);</p> <p>Site design shall allow for trucks to check-in within facility area to prevent queuing of trucks outside of facility;</p> <p>Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points;</p> <p>Design warehouse/distribution center so that interior vehicular circulation shall be located away from residential uses or any other sensitive receptors.</p>		<p>Goal 1: Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.</p> <p>1a. Design facilities to allow for the queuing of trucks on-site and away from sensitive receptors. Conversely, prevent the queuing of trucks on streets or elsewhere outside of facility in compliance with Title 10 – Vehicles and Traffic – Chapter 10.44 – Stopping, Standing and Parking.</p> <p>1b. To the extent possible, locate driveways, loading docks and internal circulation routes away from residential uses or any other sensitive receptors.</p> <p>1c. In compliance with CEQA, conduct SCAQMD URBEMIS and EMFAC computer models, as appropriate, to initially evaluate warehouse and distribution projects on a case by case basis to determine the significance of air quality impacts and whether air quality thresholds would be exceeded as a result of a project. Where thresholds are exceeded, a more detailed air quality analysis/health risk assessment prepared by an air quality specialist is required to be prepared and submitted by the project applicant. As a general rule, the following guidelines can be used to determine whether a proposed project will be required to prepare additional technical analyses:</p> <p>i. An air quality study for an industrial project is required when the proposed project has the potential to exceed established thresholds as noted by URBEMIS and EMFAC computer models provided by SCAQMD. If these models indicate the project will exceed thresholds due to existing or proposed site conditions, intensity of development, location of nearest sensitive receptor, or any other exceptional circumstance warranting the need for additional review the preparation of an air quality study will be required.</p> <p>ii. A health risk assessment is required when the truck traffic areas of an industrial project are located within 1,000 feet of sensitive receptors, in accordance with SCAQMD guidelines and/or practices.</p>		<p>Goal 1 – Same</p> <p>Significant difference is that the City strategies do not include the 300 meter buffer zone requirement between warehouses and sensitive receptors as indicated in WRCOG Strategy 1.</p> <p>City adopted a strategy that allows greater flexibility, as the WRCOG strategy of requiring a 300 meter buffer would make many existing warehouse buildings non-conforming, and preclude development of many I & BMP properties. City approach allows greater flexibility, in that site design could orient buildings and locate truck traffic docks and circulation as far from sensitive receptors as would be needed to eliminate health risks.</p> <p>The City's Guidelines also established that a warehouse distribution facility is a facility 400,000 s.t. or greater.</p> <p>City strategies 1a & 1b are slightly different yet similar to WRCOG Strategies 2 through 4.</p>	
<p>2. Goal: Eliminate diesel trucks from unnecessarily traversing through residential neighborhoods.</p> <p>Recommended Guidelines/Strategies Under Goal 2</p> <p>Require warehouse/distribution centers to clearly specify on the facility site plan primary entrance and exit points;</p> <p>Require warehouse/distribution centers to establish specific truck routes and post signage between the warehouse/distribution center and the freeway and/or primary access arterial that achieves the objective. The jurisdiction may not have an established truck route, but may take the opportunity to consider the development of one;</p> <p>Provide food options, fueling, truck repair and or convenience store on-site or within the warehouse/distribution center complex;</p> <p>Require warehouse/distribution centers to provide signage or flyers identifying where food, lodging, and entertainment can be found, when it is not available on site;</p>		<p>Goal 2: Eliminate diesel trucks from unnecessarily traversing through residential neighborhoods.</p> <p>2a. Require warehouse/distribution centers to establish a specific truck route between the warehouse/distribution center and the SR-60 and I-215 freeways for City approval as part of the Design Review process. In addition, a haul route plan for construction activities should also be provided as part of the Design Review process.</p> <p>2b. Require warehouse/distribution centers to clearly specify all entrance and exit points on the site plan submitted for City review and approval.</p> <p>2c. Require warehouse/distribution centers to provide on-site signage for directional guidance to trucks entering and exiting the facility</p> <p>2d. Require warehouse/distribution centers to provide signage or flyers that advise truck drivers of the closest restaurants, fueling stations, truck repair facilities, lodging and entertainment.</p>		<p>Goal 2 - Same</p> <p>Guideline for specifying primary entrance & exit points basically the same as WRCOG's including adding directional signage for trucks entering & exiting a facility.</p> <p>Slightly different guideline for truck routes. City omits signage requirement for truck routes but added haul route plan requirement for construction.</p> <p>City guideline for on-site signage and directional guidance on food, fueling stations, etc., but does not require these</p>	

			conveniences to be provided on site or in an industrial complex.
3. Goal: Eliminate trucks from using residential areas and repaving vehicles on the streets.		Goal 3: Eliminate trucks from using residential areas and repaving vehicles on the streets.	Goal 3 - Same
Recommended Guidelines/Strategies Under Goal 3			
Allow homeowners in the trucking business to acquire permits to park vehicles on property, residential areas or streets; Note: Some jurisdictions already restrict parking of oversized vehicles on residential streets regardless of ownership. Establish overnight parking within the warehouse/distribution center;	3a. Enforce compliance with Riverside Municipal Code Section 10.44.155 – "Parking of certain commercial vehicles, trailers and semi-trailers prohibited; exceptions".	City refers to RMC parking requirements which restrict trucks use of residential streets but does not add the WRCOG requirements for overnight or repair facilities to be provided in warehouse distribution facilities.	
Allow warehouse/distribution facilities to establish an area within the facility for repairs.	3b. Enforce compliance with Riverside Municipal Code Section 10.44.160 – "Parking of certain commercial vehicles prohibited in residential districts".		
	3c. Enforce compliance with Section 10.44.040 Parking for certain purposes prohibited.		
4. Goal: Reduce and/or eliminate diesel idling within the warehouse/distribution center		Goal 4: Reduce and/or eliminate diesel idling within the warehouse/distribution center	Goal 4 – Same
Recommended Guidelines/Strategies Under Goal 4			
Require the installation of electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading, and when trucks are not in use;	4a. Promote the installation of on-site electric hook-ups to eliminate the idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where TRUs are proposed to be used.	City's guidelines are similar with the following differences: <ul style="list-style-type: none"> Emphasizes General Plan 2025 FPER Air Quality Mitigation Measure for electrical hookups for refrigerated trucks/TRU's. Omits requirement for training on efficient scheduling and load management. Shortens restriction on idling time from 10 to 5 minutes. 	
Train warehouse managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks within the facility;	4b. Implement General Plan 2025 Program Final Program Environmental Impact Report, Mitigation Measure MM Air 12. This Mitigation Measure requires that all new truck terminals, warehouses and other shipping facilities requiring the use of refrigerated trucks and with more than 50 truck trips per day shall provide electrical hookups for the refrigerated units to reduce idling and its associated air quality pollutants. Additionally, future tenant improvements involving conversion of a warehouse for refrigeration storage shall include electrical hookups for refrigerated units.		
Require signage that informs truck drivers of the California Air Resources Board (CARB) regulations (which include anti-idling regulations);	4c. Require signage (posted inside and outside of the warehouse facility) to inform truck drivers of CARB regulations, idling limits, authorized truck routes, and designated truck parking locations. Post signs requesting truck drivers to turn off engines when not in use and restrict idling within facilities to less than 5 minutes.		
Post signs requesting that truck drivers turn-off engines when not in use; Restrict idling within the facility to less than ten (10) minutes.			
5. Goal: Establish a diesel minimization plan for on- and off-road diesel mobile sources to be implemented with new projects.		No City Goal	
Recommended Guidelines/Strategies Under Goal 5			
Encourage warehouse/distribution center fleet owners to replace their existing diesel fleets with new model vehicles and/or cleaner technologies, such as electric or compressed natural gas;		No City Guidelines/Strategies	
Require oil warehouse/distribution centers to operate the cleanest vehicles available;			
Provide incentives for warehouses/distribution centers and corporations which partner with trucking companies that operate the cleanest vehicles available; Encourage the installation of clean fuel fuelling stations at facilities.			
6. Goal: Establish an education program to inform truck drivers of the health effects of diesel particulate and the importance of reducing their idling time.		No City Goal	
Recommended Guidelines/Strategies Under Goal 6			

Provide warehouse/distribution center owners/managers with informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and the importance of being a good neighbor. The following information should include: <ul style="list-style-type: none"> o Health effects of diesel particulates; o Benefits of minimizing idling time; o ARB idling regulations; o Importance of not parking in residential areas. 	No City Guidelines/Strategies
7. Goal: Establish a public outreach program and conduct periodic community meetings to address issues from neighbors.	No City Goal
Recommended Guidelines/Strategies Under Goal 7	No City Guidelines/Strategies
Encourage facility owners/management to conduct periodic community meetings inviting neighbors, community groups, and other organizations;	
Encourage facility owners/management to have site visits with neighbors and members of the community to view measures that the facility has taken to reduce/and or eliminate diesel particulate emissions;	
Encourage facility owners/management to coordinate an outreach program that will educate the public and encourage discussion relating to the potential for cumulative impacts from a new warehouse/distribution center.	
Provide facility owners/management with the necessary resources and encourage the utilization of those resources such as, the California Air Resources Board (ARB) and the South Coast Air Quality Management District regarding information about the types and amounts of air pollution emitted in an area, regional air quality concentrations, and health risks estimates for specific sources;	
Require the posting of signs outside of the facility providing a phone number where neighbors can call if there is an air quality issue.	
WRCOG Recommended Regional Guidelines	
<p>WRCOG's Guidelines included the following additional Regional Guidelines:</p> <ul style="list-style-type: none"> • Develop, adopt and enforce truck routes both in and out of a jurisdiction, and in and out of facilities; • Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas; • Promote the benefits of fleets rapidly adopting cleaner technologies; • Provide incentives for local fleets to acquire cleaner technologies that can reduce idling; • Adopt and implement the regional idling ordinance (being developed by this task force) to minimize idling at delivery locations warehouses, truck stops, etc; • Provide local warehouses/distribution facilities incentives to reduce idling (i.e. reduce noise); • Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride; • Educate the local enforcement agencies (including law enforcement) on diesel emissions minimization strategies (specifications, how, etc.); • Educate local governments of potential air quality impacts; • Provide food options, fueling, truck repair and or convenience store on-site to minimize the need for trucks to traverse through residential neighborhoods. 	Regional Guidelines not included in City Guidelines

Industrial and Single-Family Residential Zoned Properties





WAREHOUSE DEVELOPMENT STANDARDS IN INDUSTRIAL ZONES ADJACENT TO RESIDENTIAL

**Community & Economic
Development Department**

**Utility Services/Land Use/Energy Development Committee
March 10, 2015**

RiversideCa.gov

Background

1. May 2015, City Council directed staff to present a report on development criteria for industrial zoned properties adjacent to residential zones.
2. Industrial zones near residential is common
3. Community concerns regarding large warehouse facilities constructed, under application review or being considered.



2

RiversideCa.gov

Background

- City has four industrial zones
 1. Business Manufacturing Park (BMP)
 2. General Industrial (I)
 3. Airport Zone (AIR)
 4. Airport Industrial (AI)



3

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Development Standards

Citywide Zoning Code

1. Height
 - a. 45 feet height limit : BMP, I & AIR
 - b. 20 feet height limit : AI
2. Building Setbacks
3. Landscape Setbacks



4

RiversideCa.gov

Development Standards

Minimum Required Building Setbacks					
		Zones			
		BMP	I	AIR	AI
Front Setback					
	Buildings over 30' high	50', or 40' if setback is landscaped in entirety	20'	15'	15', 20' or 50' based on lot size
	Buildings under 30' high	20' of landscaping	20'	15'	15', 20' or 50' based on lot size
Side Setbacks					
	Interior	0'	0'	0'	20'; or 0' for lots < 20,000 sf
	Street or Alley	Same as front	20'	15'	20'; or 0' for lots < 20,000 sf
	To Adj. Residential Zone	50'	50'	50'	Same as front yard setback
Rear Setbacks					
	Interior	0'	0'	15'	20'; or 0' for lots < 20,000 sf
	Street Adjacent	Same as Front	20'	20'	20'; or 0' for lots < 20,000 sf
	To Adj. Residential Zone	50'	50'	50'	Same as front yard setback

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Development Standards

Minimum Landscaped Setbacks				
	Zones			
	BMP	I	AIR	AI Zones
Front Landscape Setback				
Buildings over 30' high	20'	20'		20', except 15' in AI-4 @ <14,000 sf lots
Buildings under 30' high	20'	20'		20', except 15' in AI-4 @ <14,000 sf lots
Side Landscape Setback				
Interior	0'	0'	0'	0'
Street or Alley	20'	10'	10'	"Suitably landscaped" per RMC § 19.130.040.F
Adj. to Residential Zone	0'	0'	0'	Same as front setback (i.e., 20')
Rear Landscape Setback				
Interior	0'	0'	0'	0'
Street Adjacent	20'	0'	0'	"Suitably landscaped" per RMC § 19.130.040.F
Adj. to Residential Zone	0'	0'	0'	Same as front setback (i.e., 20')

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Development Standards

Specific Plan Setbacks	
Front Building Setbacks	
Arterial streets and buildings over 30 feet in height	Same as Zoning Code for buildings over 30 feet in height in BMP Zone
All streets where building is less than thirty feet in height	Same as Zoning Code for buildings less than 30 feet in height in BMP Zone
Side and Rear Building Setback	
Interior, except where a lot abuts any R Zone	None required
Abutting an R Zone	50 feet
Street	Same as front setback

1. Sycamore Canyon Specific Plan – 1982, amended
2. Hunter Park Specific Plan – 1988, amended

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Development Standards

Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities

- **WRCOG / RAQTF**

1. County effort to reduce air pollution
2. Adopted 2005
3. Recommends 300 meter buffer from sensitive receptors

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Development Standards

Good Neighbor Guidelines for Siting New
and/or Modified Warehouse/Distribution
Facilities

- **City of Riverside**

1. Modified WRCOG Guidelines to meet City needs
2. Adopted 2008
3. Establishes 1,000 foot Health Assessment zone
4. Only applies to facilities 400,000 sf and over



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RECOMMENDATION

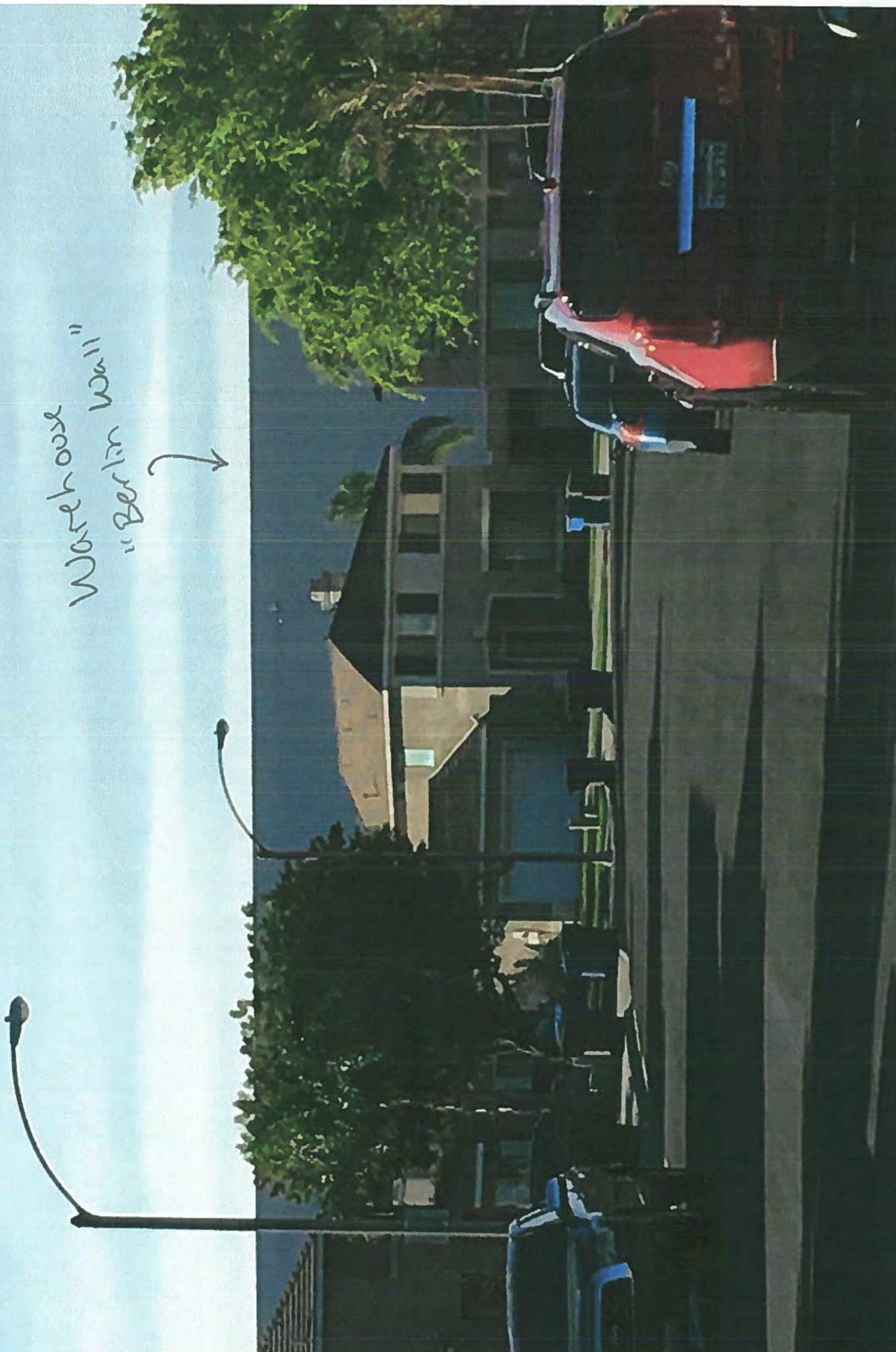
That the Utility Services/Land Use/Energy
Development Committee receive this report
and provide direction regarding for additional
regulations or guidelines.



10

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Warehouse
"Berlin Wall"

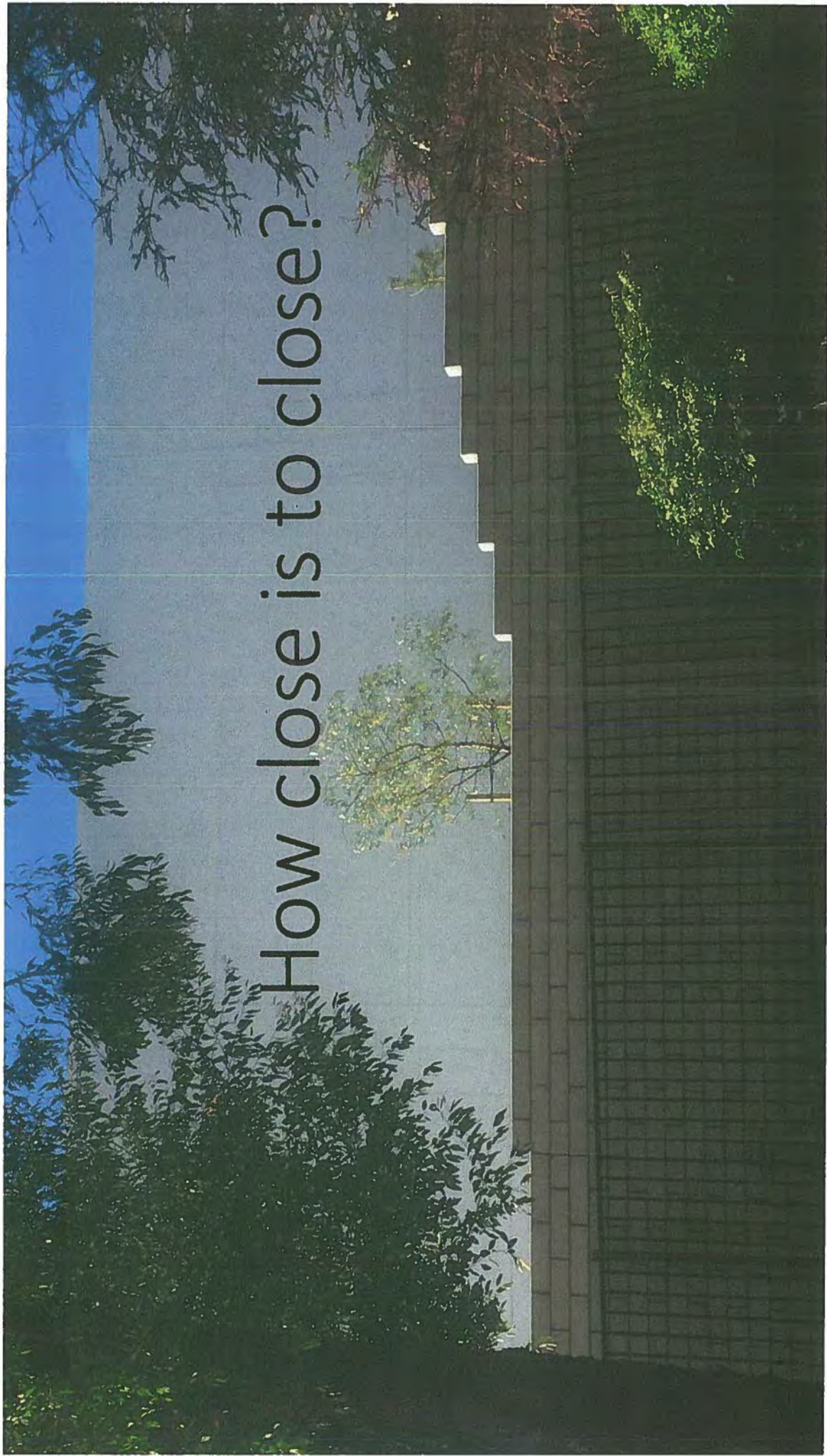




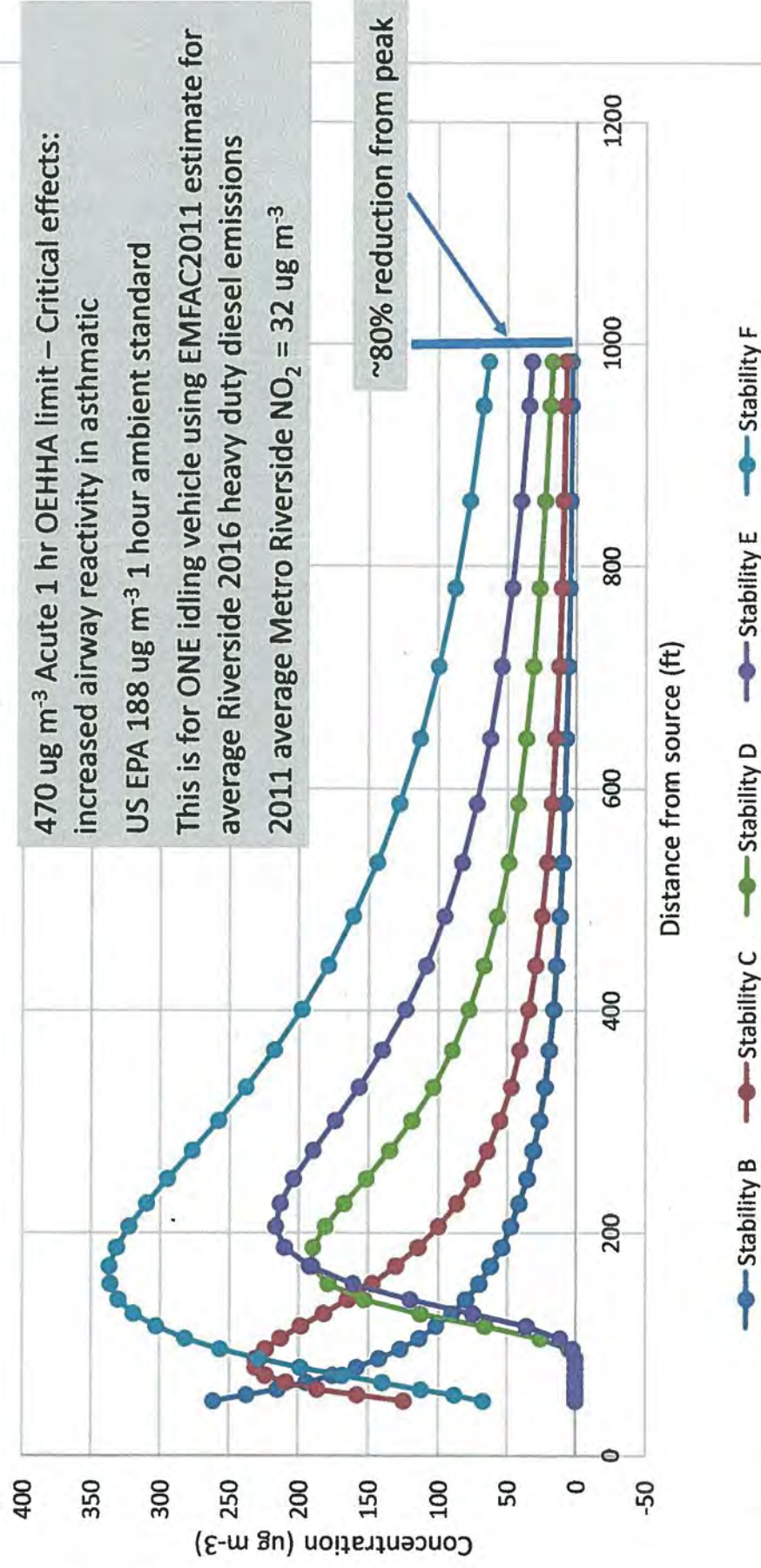
Residential
Roof
Height



How close is to close?

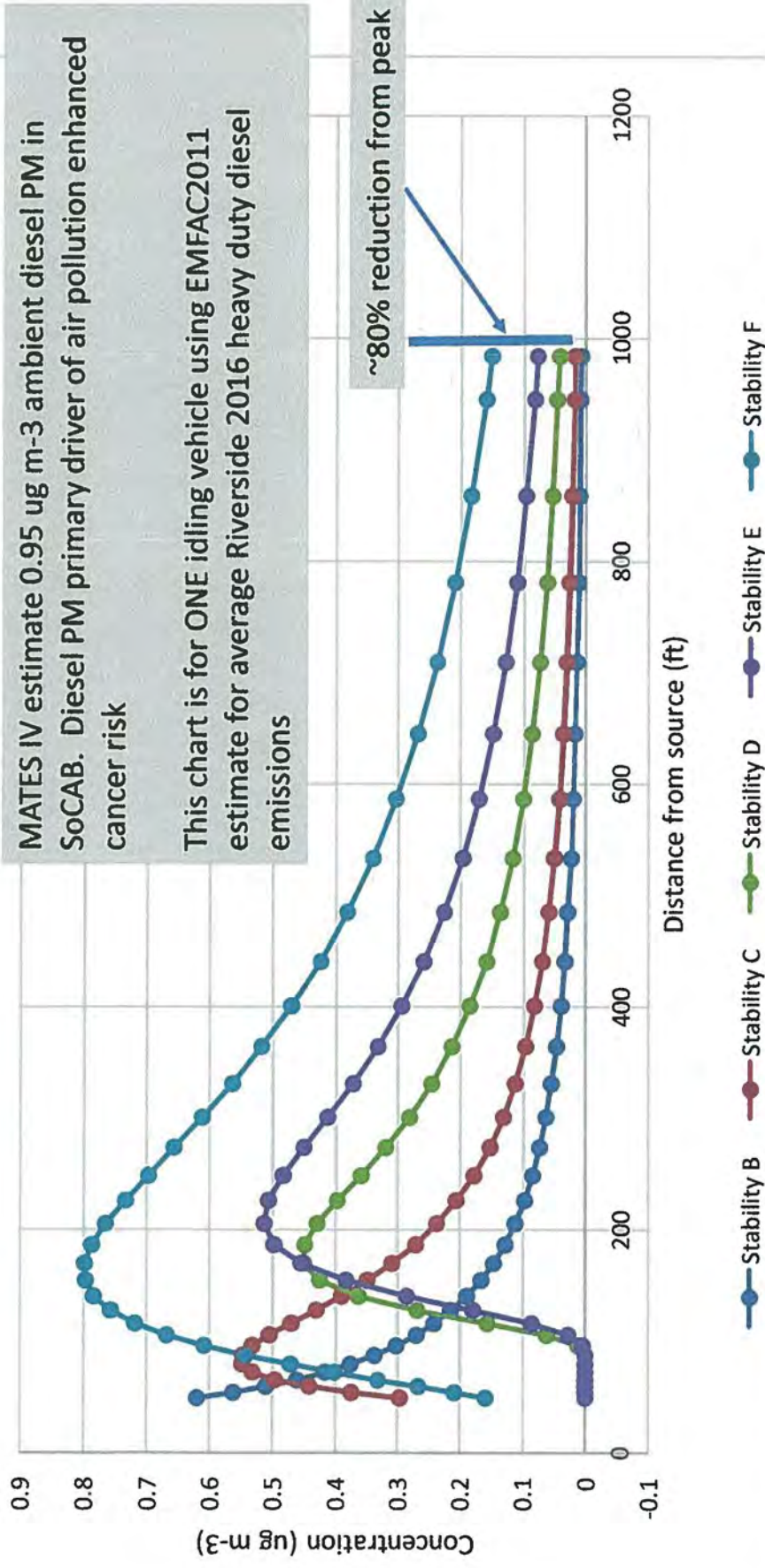


NOx concentration as function of distance



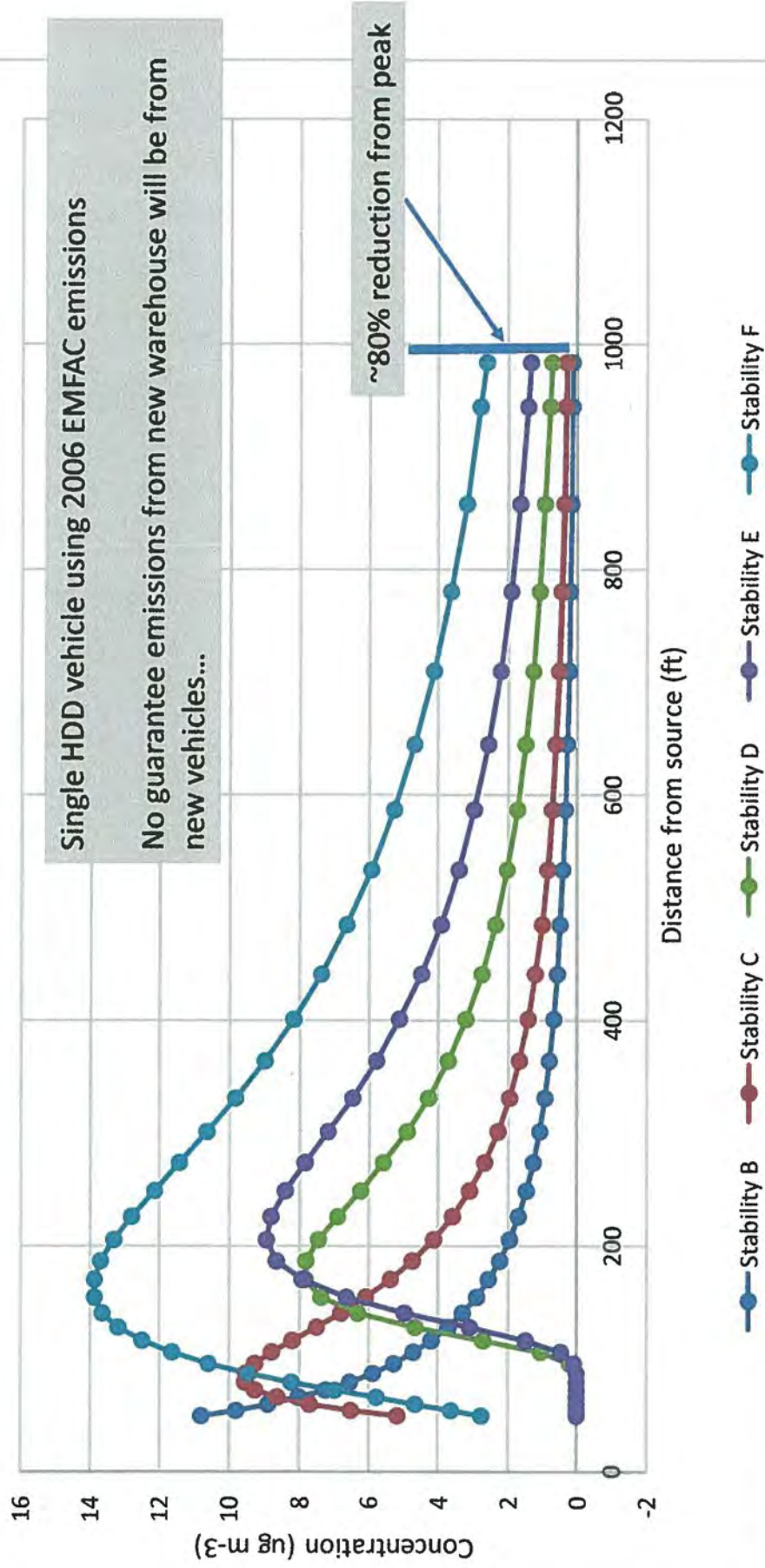
Gaussian Dispersion Model, Height Stack = 3 m, Wind speed = 1 m s^{-1}

Diesel PM concentration as function of distance

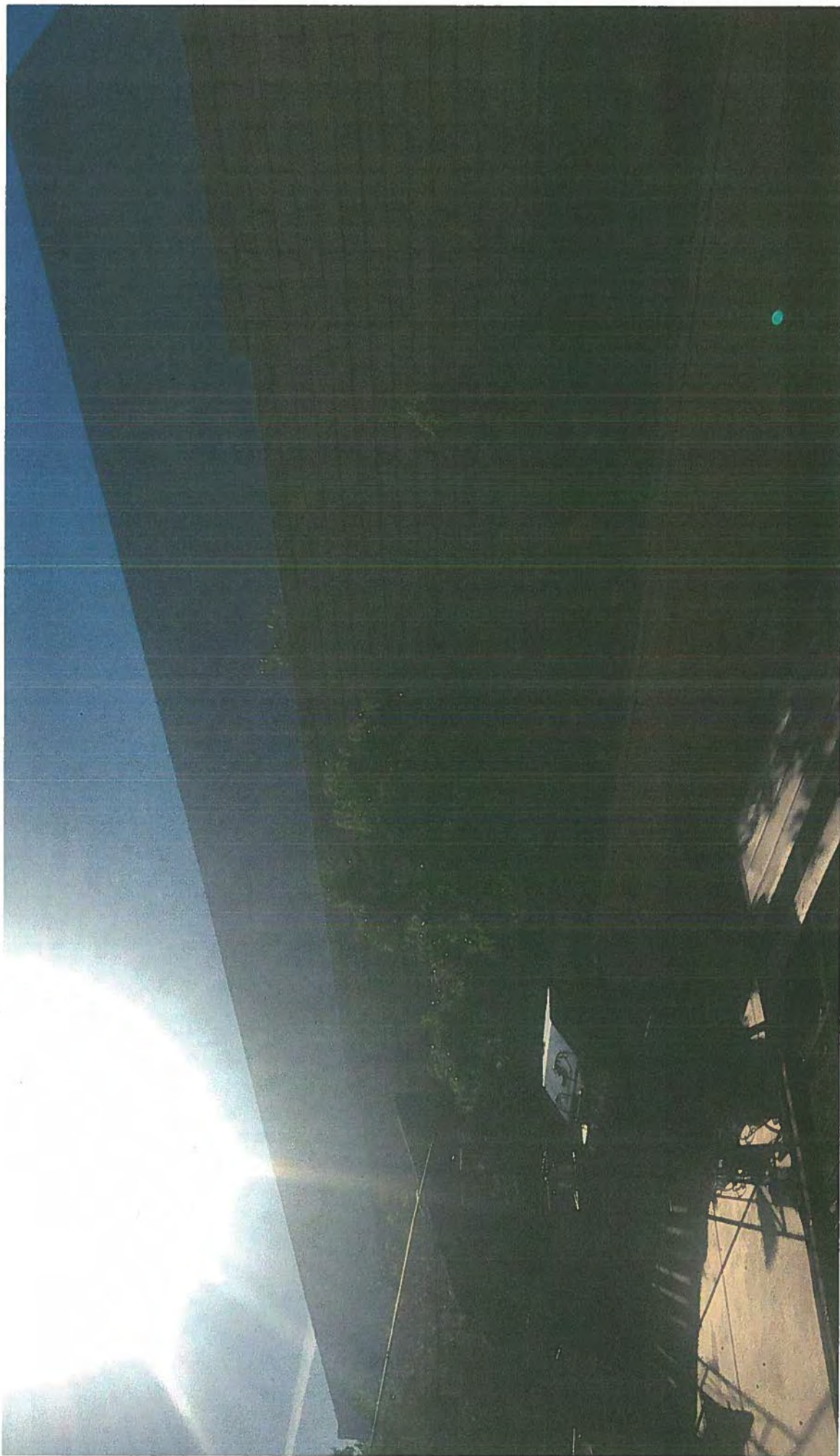


Gaussian Dispersion Model, Height Stack = 3 m, Wind speed = 1 m s⁻¹

Diesel PM concentration as function of distance



Gaussian Dispersion Model, Height Stack = 3 m, Wind speed = 1 m s^{-1}



Please also consider - >>>NOISE<<<

- NOISE – both truck noise AND back-up noise associated with warehouse operations. Operations often 24-7 with major push toward nighttime operations due to traffic considerations.
- Excerpts from Riverside Municipal Code 7.35.010.
- Notwithstanding the sound level meter standards described in this ordinance, it is nonetheless unlawful for any person to make, continue, or cause to be made or continued any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity.
- Loading and Unloading: Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects, or permitting these activities between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance across a residential property line or at any time exceeds the maximum permitted noise level for the underlying land use category.
- Domestic Power Tools: Operating or permitting the operation of any mechanically powered saw, sander, drill grinder, lawn or garden tool, or similar tool between 10:00 p.m. and 7:00 a.m. so as to create a noise disturbance across a residential or commercial property line. Any motor, machinery, pump, compressor, generator etc., shall be sufficiently muffled and maintained so as not to create a noise disturbance
- Powered Model Vehicles: Operating or permitting the operation of powered model vehicles between the hours of 7:00 p.m. and 7:00 a.m. so as to create a noise disturbance across a residential or commercial property line or at any time exceeds the maximum permitted noise level for the underlying land use category.

Riverside Municipal Code 7.35.010 (cont)

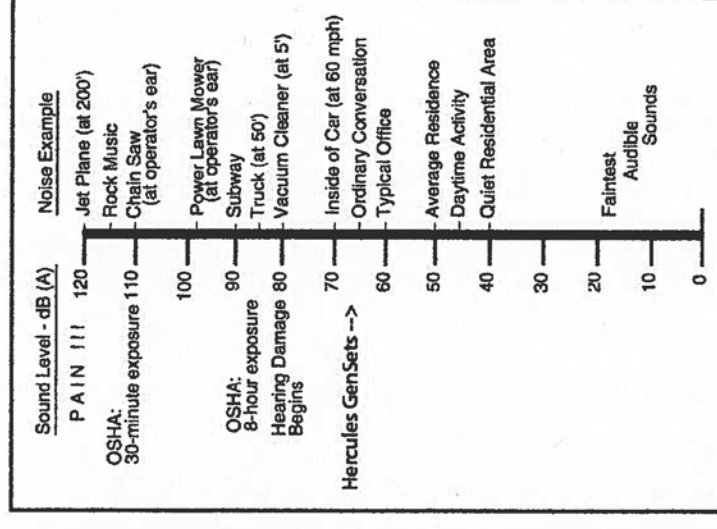
- Permitting any noise disturbance that is:
- a. Plainly audible across property boundaries;
- b. Plainly audible through partitions common to two residences within a building;
- c. Plainly audible at a distance of 50 feet in any direction from the source of music or sound between the hours of 7:00 a.m. and 10:00 p.m.; or
- d. Plainly audible at a distance of 25 feet in any direction from the source of music or sound between the hours of 10:00 p.m. and 7:00 a.m. (Ord. 6959 §2, 2007; Ord. 6328 § 1, 1996; Ord. 6273 § 1 (part), 1996)

BACK-UP NOISES

- “Their single tones, with a typical volume of 97–112 decibels (dB) at the source, are loud enough to damage hearing and can be heard blocks from the danger zone”, Thalheimer (National Institute on Deafness and Other Communication Disorders, National Institutes of Health). Trucks are 80-85 db at 50 feet.

- DOT study shows largest annoyance from nighttime construction is back-up alarm

- Particularly a nighttime nuisance! General rule of thumb is 6 db drop every time you double the distance. Distance is everything...



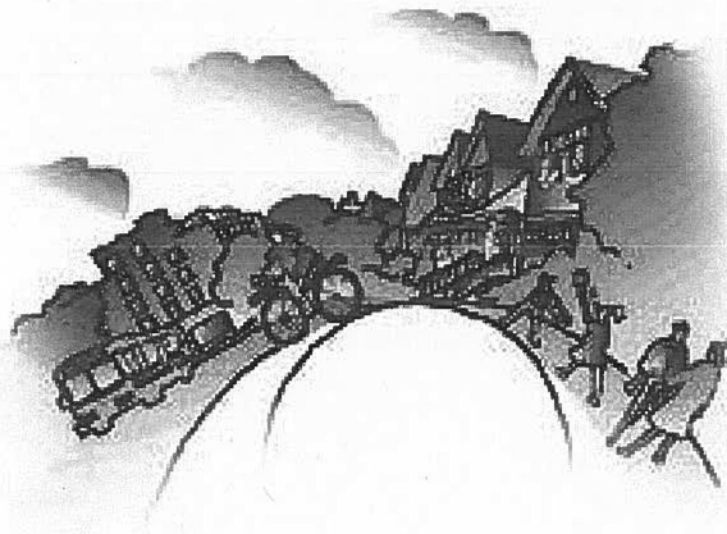
Approximate Sound Levels

Also, food for thought...

- Height of buildings – Residences can put a 6' block wall on property line but allowing 40-60' block wall is ok tens of feet away from property line? What about seismic concerns?
- Traffic concerns also include mixed traffic flow. Trucks will go where they want.



AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE



April 2005

**California Environmental Protection Agency
California Air Resources Board**



Table 1-1

**Recommendations on Siting New Sensitive Land Uses
Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical
Facilities***

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	<ul style="list-style-type: none"> • Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	<ul style="list-style-type: none"> • Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

***Notes:**

- These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

**CITY OF RIVERSIDE
SPEAKER CARD**

AGENDA ITEM NO.: 2

WELCOME TO THE RIVERSIDE CITY COUNCIL MEETING.

IF YOU WISH TO ADDRESS THE CITY COUNCIL, PLEASE COMPLETE AND SUBMIT THIS CARD TO THE CITY CLERK.
SPEAKER CARDS WILL BE ACCEPTED UNTIL CONCLUSION OF PUBLIC COMMENT ON THE AGENDA ITEM.

NAME: Alec Gerry DATE: 3/10/16

CITY/NEIGHBORHOOD: Sycamore Highlands PHONE # (Optional): _____

ADDRESS (Optional): _____
Address City/State/Zip

SUBJECT: Warehouse Development next to Residential
☐ SUPPORT ☐ OPPOSE ☐ NEUTRAL

In accordance with the Public Records Act, any information you provide on this form is available to the public.

Pursuant to the City Council Meeting Rules adopted by Resolution No. 22796, the Members of the City Council and the public are reminded that they must preserve order and decorum throughout the Meeting.

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NAME: Gail Watson DATE: 3/10/16
CITY/NEIGHBORHOOD: Sycamore Highland PHONE # (Optional): (951) 784 3095
ADDRESS (Optional): 6061 Cannick Rd Riverside CA 92507
Address City/State/Zip
SUBJECT: warehouse / development

☐

SUPPORT

☒

OPPOSE

☐

NEUTRAL

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NAME: Teresita Clifford DATE: 3-10-16
CITY/NEIGHBORHOOD: Supernova Highland PHONE # (Optional): 951-778-2641
ADDRESS (Optional): 5876 Dausley Riverside CA 92507
Address City/State/Zip
SUBJECT: Industrial adjacent to residential

☐

SUPPORT

☐

OPPOSE

☐

NEUTRAL

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NAME: MAUREEN CLEMENS DATE: 3/10/16

CITY/NEIGHBORHOOD: SYCAMORE HIGHLANDS PHONE # (Optional): _____

ADDRESS (Optional): 6012 ABERNATHY DR RIVERSIDE, CA 92507
Address City/State/Zip

SUBJECT: WAREHOUSES PROPOSED IN CLOSE PROXIMITY TO HOME

☐

SUPPORT

☐

OPPOSE

☐

NEUTRAL

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NAME: David Cocker DATE: 3/10

CITY/NEIGHBORHOOD: Sycamore Highlands PHONE # (Optional): _____

ADDRESS (Optional): _____
Address City/State/Zip

SUBJECT: Warehouse Development

☐

SUPPORT

☐

OPPOSE

☐

NEUTRAL

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NAME: Morris Mendez DATE: 3-10-16

CITY/NEIGHBORHOOD: CJIS PHONE # (Optional): _____

ADDRESS (Optional): _____
Address City/State/Zip

SUBJECT: _____

☐

SUPPORT

☐

OPPOSE

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NAME: Paul Chaver DATE: March 10, 2016

CITY/NEIGHBORHOOD: Riverside PHONE # (Optional): _____

ADDRESS (Optional): _____
Address City/State/Zip

SUBJECT: Standards in Lake Placer area

☐

SUPPORT

☐

OPPOSE

☐

NEUTRAL

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NAME: RICK WADE DATE: 3/10/16
CITY/NEIGHBORHOOD: Sycamore Cyn Est PHONE # (Optional): _____
ADDRESS (Optional): 6058 Cannich Rd Riverside 92507
Address City/State/Zip
SUBJECT: BMP Development
☐ SUPPORT ☒ OPPOSE ☐ NEUTRAL

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