

November 10, 2020

Attachment 6, Section 1

Planning Commission Staff Report - September 17, 2020



Community & Economic Development Department
3900 Main Street, Riverside, CA 92522 | Phone: (951) 826-5371 | RiversideCA.gov

Planning Division

**PLANNING COMMISSION HEARING DATE: SEPTEMBER 17, 2020
AGENDA ITEM NO. 2:**

PROPOSED PROJECT

Case Numbers	P20-0179 (Zoning Code Amendment) P20-0190 (Specific Plan Amendment – Hunter Business Park Specific Plan) P20-0191 (Specific Plan Amendment – Sycamore Canyon Business Park)
Request	To consider the following amendments to the Zoning Code (Title 19 of the Riverside Municipal Code to implement proposed updates to the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities: <ol style="list-style-type: none"> 1. Chapter 19.130 – Industrial Zones (BMP, I, AI and AIR); 2. Chapter 19.150 – Base Zones Permitted Land Uses; 3. Chapter 19.285 – Outdoor Storage Yard; 4. Chapter 19.510 – Outdoor Storage Yard - Incidental; 5. Chapter 19.550 – Fences, Walls and Landscape Materials; 6. Chapter 19.910 – Definitions; and 7. Establishment of Chapter 19.435 – Warehousing and Distribution Facilities. <p>Additionally, to consider amendments to two Specific Plans:</p> <ol style="list-style-type: none"> 1. Chapter III (Development Standards and Design Guidelines) of the Hunter Business Park Specific Plan; and 2. Chapter 3.0 (Development Standards and Criteria) of the Sycamore Canyon Business Park Specific Plan.
Applicant	City of Riverside Community & Economic Development Department 3900 Main Street, 6th Floor Riverside, CA 92522 (951) 826-5371
Project Location	Citywide
Ward	All Wards
Neighborhood	All Neighborhoods
Staff Planner	Matthew Taylor, Senior Planner 951-826-5944 mtaylor@riversideca.gov

RECOMMENDATIONS

Staff recommends that the Planning Commission:

1. **RECOMMEND that the City Council DETERMINE** that Planning Cases P20-0179 (Zoning Code Amendment), P20-0190 (Specific Plan Amendment) and P20-0191 (Specific Plan Amendment) are exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), as it can be seen with certainty that the code amendment does not have the potential to cause a significant effect on the environment (General Rule); and
2. **RECOMMEND APPROVAL** of Planning Cases P20-0179 (Zoning Code Amendment), P20-0190 (Specific Plan Amendment) and P20-0191 (Specific Plan Amendment) based on City Council direction and the findings attached to this staff report (Exhibits 1, 2, 3 and 4).

BACKGROUND

In October 2008, the City Council approved the Good Neighbor Guidelines for Siting New and/or Modified Warehouse and Distribution Facilities (GNG-2008, Exhibit 5) that were based on the Western Riverside Council of Governments (WRCOG)'s Good Neighbor Guidelines for Warehouse Facilities (Exhibit 6). The City's GNG-2008 addressed potential impacts to neighborhoods related to the impacts of diesel particulate matter (PM) from on-road trucks associated with warehouses and distribution centers. The GNG-2008 provides a policy framework for discretionary decisions but does not mandate requirements. The 2008-GNG also do not include policies related to noise, hours of operation, and neighborhood character related to setbacks, heights, building massing, privacy or aesthetics/architecture.

In May 2015, the City Council requested a staff presentation to the Utility Services/Land Use/Energy Development Committee (LUC, renamed the Sustainability & Resilience Committee in April 2020) on existing City policies and standards related to industrial and warehouse development in relation to adjacent residential zones. In March of 2016, the LUC directed staff to: (1) review the City's "*Good Neighbor Guidelines for Siting New and/or Modified Warehouse Distribution Facilities*" (GNG-2008), and determine if changes are warranted; (2) evaluate the City's existing development standards for industrial projects adjacent to residential zones; and (3) present staff's findings directly to the City Council (Exhibit 7). Staff presented the LUC's direction to City Council in October 2016. City Council referred the item back to the LUC to further consider emission standards, noise assessments, tiered setbacks and heights, and development standards related to industrial uses (Exhibit 8).

In March 2020, staff presented a proposed amendments to both the GNG-2008 and Title 19 (Zoning) to the LUC (Exhibit 9). The LUC provided additional direction to consider greater flexibility for some proposed regulations and more stringent requirements for others. The LUC directed Staff to forward the proposed changes to the Planning Commission and City Council for formal consideration.

The GNG-2008 have been updated to streamline the policies and reflect the feedback provided by City Council. The updated Good Neighbor Guidelines (GNG-2020, Exhibit 10) are codified in the proposed Zoning Code changes (Exhibit 2) to implement the policies.

On May 28, 2020, the Planning Commission continued the item to the regularly scheduled meeting of June 25, 2020 by a vote of eight ayes, zero noes and zero abstentions to allow for additional public engagement. On June 25, 2020 the Planning Commission again continued the item off calendar by a vote of six ayes, two noes and zero abstentions to allow staff to solicit additional public comment.

On August 18, 2020, the City Council, by a vote of 6 ayes and 1 no, voted to request that the Planning Commission hear the item and make a recommendation by September 17, 2020. The Planning Commission held a special meeting/workshop on September 3, 2020 on the proposed Zoning Code and Specific plan amendments where questions related to the Title 19 changes identified.

PROPOSAL

Based on direction from the LUC, the GNG-2008 have been updated to create actionable policies intended to allow for industrial development that remains sensitive to the associated noise, aesthetic, and air quality impacts when located in proximity to residential neighborhoods and other sensitive receptors such as schools, parks and hospitals. The GNG-2020 policies will be implemented with changes to the Zoning Code that codify the requirements and development standards. Updates to the Hunter Business Park and Sycamore Canyon Business Park Specific Plans ensure consistency with the proposed amendments to the Zoning Code. The updates to the GNG-2020, Zoning Code and Specific Plans ensure consistency with existing policies of other agencies such as the California Air Resources Board (ARB), South Coast Air Quality Management District (SCAQMD), and Western Riverside Council of Governments (WRCOG).

DEVELOPMENT STANDARDS SPECIFICALLY FOR WAREHOUSING AND DISTRIBUTION FACILITIES

Summary of Proposed Changes

1. Use-Specific Standards for Warehousing and Distribution Facilities

To ensure compatibility of warehousing and distribution facilities with surrounding uses and properties and to avoid any impacts associated with such uses a new Chapter 19.435 - Warehousing and Distribution Facilities is proposed to be added to the Zoning Code. This new chapter establishes development and operational standards and other requirements consistent with the GNG-2020, including operating hours, truck idling limitations, building and loading dock orientation requirements to reduce noise impacts, and thresholds for requiring the preparation of a Health Risk Assessment when a project is within proximity to sensitive receptors. The proposed requirements are based on the size of the new warehousing and distribution facilities and include:

Buildings 10,000 square feet or less:

- A. Locate loading docks, bays and driveways away from sensitive uses (residential, parks, schools, nursing homes, etc.) wherever possible and provide full visual screening
- B. Minimum 8-foot masonry wall required along residential property line. A 6-foot high wall is currently required.
- C. Operations must comply with Title 7 (Noise) limits.

Buildings 10,000 to 100,000 square feet:

- A. Locate loading docks, bays and driveways away from sensitive uses (residential, parks, schools, nursing homes, etc.) wherever possible and provide full visual screening (8-foot minimum).
- B. Operations limited to 7am-7pm Monday-Friday, 8am-5pm Saturday and prohibited Sundays and Holidays within 800 feet of residential unless a noise study verifies there are no impacts on residential properties.
- C. Truck idling limited to 5 minutes; electrical hookups provided if refrigerated trucks are to be used.
- D. Facilities generating more than 50 trucks per day must establish a planned truck route that avoids sensitive uses.

Buildings larger than 100,000 square feet:

- A. Locate loading docks, bays and driveways away from sensitive uses (residential, parks, schools, nursing homes, etc.) and provide full visual screening (8-foot minimum).
- B. On-site truck queuing space is required.
- C. Operations limited to 7am-7pm Monday-Friday, 8am-5pm Saturday and prohibited Sundays and Holidays unless a noise study verifies there are no impacts.
- D. Truck idling prohibited; electrical hookups are required for all bays.
- E. Truck route required; must avoid sensitive areas.
- F. Facilities generating more than 150 truck trips per day must prepare a Health Risk Assessment (HRA).

Modifications to requirements:

The proposed Chapter includes a provision that allows for the consideration of modifications to the above site location, operation and development standards and screening requirements in conjunction with a Minor Conditional Use Permit or Conditional Use Permit. As part of this process, project applicants must demonstrate through technical studies or analyses that the modification(s) will not have a detrimental impact on sensitive receptors.

2. Adjusted Permit Requirements

Currently, Warehousing & Wholesale Distribution Centers that are 400,000 square feet or smaller are permitted by right in the BMP, I and AIR Zones, while those larger than 400,000 square feet require a Minor Conditional Use Permit (MCUP). City Council identified a need to reduce the maximum size of warehouse and distribution centers permitted as by-right uses and directed staff to establish requirements for additional discretion and oversight for industrial projects of a certain scale, regardless of location.

Based on this direction, Table 19.150.020.A (Permitted Uses Table) of the Zoning Code is proposed to be amended to limit warehousing and distribution facility uses permitted by right to no more than 10,000 square feet. Those between 10,000 and 100,000 square feet would require an MCUP, approved by the Development Review Committee (DRC), and warehousing and distribution facilities larger than 100,000 square feet would require a Conditional Use Permit (CUP), approved by the Planning Commission.

3. New Definition Created

In addition to the proposed use-specific regulations for warehousing and distribution facilities, a new definition for this use is added to Chapter 19.910 (Definitions):

Warehousing and Distribution Facility - A building, structure or other facility primarily used for the warehousing, storage, sorting, packing, staging, shipping, receiving, distributing or holding of goods and merchandise of any kind, typically which are not manufactured, processed or otherwise produced in the same facility, for any length of time. Warehousing and distribution facilities include but are not limited to wholesale distribution, distribution centers, moving and transfer storage, cross-dock facilities, package handling centers, order fulfillment centers, or logistics centers and facilities.

DEVELOPMENT STANDARDS FOR ALL NEW INDUSTRIAL DEVELOPMENT

Title 19 - Chapters 19.130 (Industrial Zones) and 19.150 (Base Zones Permitted Land Uses) establish requirements for new industrial uses in the City of Riverside. To reflect the GNG-2020, changes are proposed related to setbacks, heights, and building massing as summarized below.

1. Increased Building Setbacks

The Zoning Code currently requires a minimum side and rear building setback of 50 feet for industrial buildings adjacent to residential zones. Based on the City Council direction in October 2016, the proposed changes would increase the side and rear setbacks to 60 feet when adjacent to residential uses to adequately accommodate an increased landscape setback of 15 feet, drive aisles, and limited vehicle parking. Front and street side setbacks would remain unchanged.

Minimum Required Building Setbacks – Side and Rear				
Development Standard	Zones			
	BMP	I	AIR	Notes
Side Setbacks				
Interior Side	0 ft.	0 ft.	0 ft.	
Adj. to Residential Zone/Use	60 ft.	60 ft.	60 ft.	Minimum 15 feet landscaped along property line
Street Side	Same as Front Yard	20 ft.	15 ft.	
Rear Setbacks				
Minimum	0 ft.	0 ft.	0 ft.	
Adj. to Residential Zone/Use	60 ft.	60 ft.	60 ft.	Minimum 15 feet landscaped along property line

2. Maximum Building Height

Building height creates compatibility issues when industrial buildings are located near residential zones because of their massing and visual impacts associated with large industrial buildings, which are typically concrete-tilt-up structures with high ceilings that accommodate manufacturing equipment and/or high-pile storage. Most jurisdictions that address height compatibility do so by limiting industrial building heights when adjacent to residential properties.

The Zoning Code currently allows a maximum building height of 45 feet for industrial buildings adjacent to residential zones where the maximum building height is typically 35 feet. To ensure compatibility with adjacent residential uses and minimize visual impacts, the proposed changes would limit industrial building heights to 35 feet when located within 200 feet of a residential zone or use. Heights of industrial buildings could increase to 45 feet when located more than 200 feet from a residential zone or use.

Maximum Allowed Building Height			
Development Standard	Zones		
	BMP	I	AIR
Within 200 feet of Residential Zone/Use	35 ft.	35 ft.	35 ft.
All other locations	45 ft.	45 ft.	45 ft.

3. Maximum Building Size

In addition to setbacks and height, the massing and visual impact of industrial buildings is largely a result of building size. Proposed changes to Title 19 would limit the maximum industrial building size located within 200 feet of a residential zone or use to a maximum floor area of 10,000 square feet. This size limit is based on the description of the Business/Office Park (B/OP) Land Use designation within the General Plan 2025 Land Use and Urban Design Element, which establishes a maximum building size of 10,000 square feet for light industrial and small warehouse uses that do not typically create nuisances due to odor, dust, noise or heavy truck traffic. Buildings located between 200 and 800 feet from a residential zone or use would be limited to 100,000 square feet, based on the City Council direction in October 2016, and all other locations would be limited to the existing maximum Floor Area Ratio (FAR) of the zone. The building size requirements do not restrict the ability to place multiple buildings upon the site, provided that the size, height, and development standards are met and further provided that the maximum FAR of the underlying zone is not exceeded.

Maximum Allowed Building Size				
Development Standard		Zones		
		BMP	I	AIR
	Within 200 feet of Residential Zone/Use	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.
	200-800 feet of Residential Zone/Use	100,000 sq. ft.	100,000 sq. ft.	100,000 sq. ft.
	All other locations	Per FAR	Per FAR	Per FAR

4. Health Risk Assessment Required

The proposed GNG-2020 includes a policy requiring the preparation of a Health Risk Assessment (HRA) to evaluate potential health impacts from diesel particulates and other emissions associated with industrial uses on the surrounding community. The proposed amendment to the Zoning Code requires the preparation of an HRA for new industrial uses located within 1,000 feet of a residential zone or use to demonstrate that the project will not impact sensitive receptors.

SPECIFIC PLAN AMENDMENTS

The following changes to the Hunter Business Park and Sycamore Canyon Business Park Specific Plans are required to remain consistent with the proposed Zoning Code amendments.

1. Hunter Business Park Specific Plan

The Hunter Business Park Specific Plan (HBPSP) was originally adopted in 1988 to guide the development of a high-quality, master-planned industrial and office employment center encompassing approximately 1,300 acres in the northeastern portion of the City. Although this Plan area is largely built out, several vacant parcels and potential redevelopment sites exist within 1,000 feet of existing residential zones or uses.

To ensure future development within the HPBSP area is consistent with the proposed GNG-2020 and implementing regulations, amendments to Chapter III – Development Standards and Design Guidelines are proposed. The proposed amendments include modifications to text throughout the Chapter and to Table III —1 (Land Use Matrix). The changes refer to the proposed Zoning Code amendments for industrial development, except where the existing Specific Plan regulations are more restrictive than the Zoning Code. Other minor, non-substantive clarifying and correcting changes are also included.

2. Sycamore Canyon Business Park Specific Plan

The Sycamore Canyon Business Park Specific Plan (SCBPSP) was originally adopted in 1984 to provide a plan for the development of an approximately 1,000-acre industrial park in the southeast portion of the City. Like the HBSPSP area, the SCBPSP is largely built-out but contains some vacant or underdeveloped sites within 1,000 feet of residential zones and uses, primarily along Alessandro Boulevard and east of Interstate 215 on the border of the neighboring City of Moreno Valley.

Amendments to the SCBPSP ensure development of remaining available sites are consistent with the proposed GNG-2020 and implementing Zoning Code regulations. The proposed amendments to Chapter 3.0 – Development Standards and Criteria refer to the proposed Zoning regulations except where the existing Specific Plan regulations are more restrictive. Other minor, non-substantive clarifying and correcting changes are also included.

CITY COUNCIL - UTILITY SERVICES/LAND USE/ENERGY DEVELOPMENT COMMITTEE COMMENTS

1. Hours of Operation – Warehouse and Distribution Centers

At the March 2020 meeting, the Utility Services/Land Use/Energy Development Committee (LUC) expressed concern about limiting the hours of operation of warehousing and distribution uses that often must operate overnight or 24-hours due to supply chain requirements. The proposed regulations do not preclude overnight or 24-hour operations, provided that a technical analysis demonstrates that the proposed operations do not exceed thresholds for noise impacts on residential land uses/sensitive receptors as defined in Title 7 – Noise Control. Providing flexibility for operating hours provides for and protects the business needs while also considering and protecting sensitive receptors.

2. Additional Restrictions Near Sensitive Receptors – Warehouse and Distribution Centers

Committee members also directed staff to consider more stringent restrictions on warehousing and distribution uses located within 200 feet of residential zones or uses. Proposed amendments to Chapter 19.130, which establishes development regulations for all industrial development, include a maximum building size of 10,000 square feet within 200 feet of a residential zone or use. This will limit the intensity of warehousing and distribution facilities proximate to sensitive receptors as these uses typically will not operate out of smaller buildings. Additional requirements, such as compliance with the Title 7 - Noise Code will continue to apply to any industrial use.

3. Truck Traffic Generation – Warehouse and Distribution Centers

The LUC also asked if the size of warehouse and distribution facilities impacts the rate of truck trips generated. Specifically, the Committee asked if a group of ten, 10,000-square-foot buildings would generate more or fewer truck trips than a single 100,000-square-foot building. Truck trip generation rates are partly influenced by the number of loading dock doors, operational characteristics of the occupying use, and gross floor area. A 10,000-square-foot building typically has one loading dock position, whereas a 100,000-square-foot building may have 20 or more loading dock positions, depending on the use and configuration of the site and the building. Groups of smaller buildings are, therefore, likely to generate fewer truck trips than a larger building with an equivalent gross floor area.

4. Restrictions for High Truck Traffic Generation

The Committee asked whether it would be appropriate to explore additional regulations for uses that generate high volumes of truck traffic. The rate of truck traffic generation is partly driven by building size and the number of dock doors. As a result, the implementation of graduated building size limits proximate to residential areas will serve to buffer sensitive receptors from higher-traffic operations. Additionally, the use-specific standards for warehousing and distribution facilities proposed in the new Chapter 19.435 are increasingly restrictive based on building size precisely because larger facilities have a higher potential to generate noise, air quality and truck traffic impacts. Therefore, graduated building size limits and more stringent regulations proportionate to facility size will be an effective proxy for increasing regulation based on high truck traffic generation.

5. Per Lot vs. Per Building Regulations

Members of the LUC also requested clarification as to whether the proposed building size limits would apply on a per-parcel or per-building basis. As currently proposed, this standard applies on a per-building basis, meaning that individual buildings would be limited in size within certain distances from residential zones and uses. A single parcel of land could be developed with multiple buildings if each meets the applicable size limit and the total amount of development on the parcel remains within the allowable floor area ratio (FAR) established for that zone. As an example, if the 10,000-square-foot building size limit were applied on a per-parcel basis, a 40,000-square-foot lot (the minimum lot size in the BMP zone) located within 200 feet of residential could only be developed with a single building up to 10,000 square feet. This would result in an effective maximum FAR of 0.25, even though the allowable FAR of 1.5 in the BMP Zone would permit up to 65,000 square feet of development on the lot. Changing to a per-parcel basis would thus severely restrict development potential on industrially zoned lots. Further, because many industrially zoned parcels are significantly larger than the minimum lot area required by the zone, a per-parcel building size limit will likely increase requests to subdivide existing lots so that industrial development could be maximized. Staff has not amended this proposed building size limit standard from the current per-building basis.

6. Health Risk Assessment Requirements

Members of the LUC suggested that the distance from residential uses or zones at which a Health Risk Assessment would be required should be increased, to 2,000 feet or perhaps further. Staff recommends maintaining the 1,000-foot threshold as it is consistent with the recommendations of the Western Riverside Council of Governments (WRCOG) and California Air Resources Board (ARB) guidance documents.

ENVIRONMENTAL DETERMINATION

Staff recommend the Planning Commission determine that this proposal is exempt from CEQA per Section 15061(b)(3) of the CEQA Guidelines, as it can be seen with certainty there is no possibility the proposed amendment will have a significant effect on the environment (Common Sense Exemption).

The City is performing the appropriate review according to the California Environmental Quality Act (CEQA). Given that the proposed amendments to Title 19 do not change land uses, or move business uses or activities, but instead add to and refines existing requirements, and given the generic nature and application of the proposed amendments, any potential impacts are too remote and speculative to analyze at this point. Any individual development project proposed pursuant the proposed amendments, if adopted, would continue to be subject to CEQA review requirements as appropriate. Staff therefore recommends that the Project is exempt from further CEQA review.

PUBLIC NOTICE, OUTREACH AND WORKSHOP COMMENTS

STAKEHOLDER INPUT PRIOR TO PLANNING COMMISSION WORKSHOP

Amendments to the Zoning Code affecting airport influence areas are subject to the review of the Riverside County Airport Land Use Commission (ALUC). On June 18, 2020, ALUC issued a Determination of Consistency for the proposed amendments, finding that the proposed amendments were consistent with applicable Airport Land Use Compatibility Criteria (Exhibit 11).

Pursuant to California Government Code Section 65352.3 (Senate Bill 18), notice of the proposed amendments was provided to interested Native American Tribes as determined by the Native American Heritage Commission. Tribes were advised of their right to request consulting status on this project for the purpose of protecting Native American Cultural Places. As of the writing of this report, two Tribes have requested consulting status on the project, with one tribe concluding consultation without comment and the other reviewing the proposed amendments. One additional Tribe has declined consulting status.

Pursuant to Section 19.670.040 (Notice of Hearing for Legislative Actions) of the Zoning Code, and California Government Code Section 65090 and 65091, a one-eighth page public notice advertisement was placed in the local newspaper of general circulation within the City (*The Press Enterprise*). Staff received a total of seven letters and one comment received via SMS message regarding the project.

In addition to written notices, staff extended invitations to consult on the proposed amendments to stakeholder groups. Staff met with a Task Force convened by the Greater Riverside Chambers of Commerce to review the proposed Good Neighbor Guidelines and related Zoning Code amendments and provide comments. A summary of all comments received and Staff responses to those comments is attached as Exhibit 12.

Staff would support potential modifications to the proposed regulations, in response to public comments received prior to the September 3, 2020 workshop, including:

1. Comment Letter 7 – Friends of Riverside’s Hills
 - a. Require the same buffers, setbacks and development standards within specified distances from PF – Public Facilities Zone in addition to Residential Zones or uses.
 - i. Advantage: Includes additional sensitive receptors, such as parks and open space, in the enhanced compatibility considerations provided by proposed regulations
 - ii. Disadvantage: Substantially increases the number of potential industrial development sites affected by the proposed regulations and development limits.
2. Comment Letter 8 – Chambers of Commerce Good Neighbor Guidelines Task Force
 - a. Consider relief from setback and buffer requirements for industrial development sites that are separated from residential areas by freeways, except for the requirement to prepare a Health Risk Assessment.
 - i. Advantage: Provides flexibility to sites where existing barriers reduce the need to provide additional protections for residential land uses.
 - ii. Disadvantage: Has limited application in terms of the number of sites where this condition exists; adds complexity to the proposed Zoning Code amendment.
 - b. Identify clear measurement metrics for the starting and ending points the 1,000-foot Health Risk Assessment requirement area – as measured from the property line of the residential zone or use to the exterior walls of the proposed industrial development.
 - i. Advantage: Provides clarity in the interpretation/application of requirements.

- ii. Disadvantage: Incentivizes site design that intentionally avoids the preparation of a Health Risk Assessment that would otherwise be required.
- c. Clarify that, while expansions of existing buildings will be subject to the proposed regulations, existing, non-conforming buildings and uses will be allowed to continue.
 - i. Advantage: Consistent with approach to expansion of non-conforming structures and uses established in the Zoning Code.
 - ii. Disadvantage: Duplication of provisions contained in Article III (Nonconforming Provisions) of the Zoning Code, which could create ambiguity.

PLANNING COMMISSION WORKSHOP

The Planning Commission convened a virtual workshop on September 3, 2020 to 1) discuss the proposed Title 19 amendments, 2) invite feedback from community members/stakeholders and 3) identify outstanding concerns/questions on the proposed Title 19 changes.

Six members of the public provided comments, with two supporting the proposed amendments and four opposing or requesting additional study and public consultation. Concerns expressed by the public, not previously addressed in Exhibit 12, and those of the Planning Commission are summarized in Exhibit 13. Staff will prepare and provide responses to these questions to the Planning Commission.

APPEAL INFORMATION

Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision. Appeal filing and processing information may be obtained from the Planning Department Public Information Section, 3rd Floor, City Hall.

EXHIBITS LIST

1. Staff Recommended Findings
2. Proposed Zoning Code Amendments
3. Proposed Hunter Business Park Specific Plan Amendments
4. Proposed Sycamore Canyon Business Park Specific Plan Amendments
5. Good Neighbor Guidelines for Siting New and/or Modified Warehouse and Distribution Facilities (GNG-2008)
6. WRCOG Good Neighbor Guidelines
7. Utility Services/Land Use/Energy Development Committee Report and Minutes – March 10, 2016
8. City Council Report and Minutes – October 25, 2016
9. Utility Services/Land Use/Energy Development Committee Report and Minutes – March 9, 2020
10. Proposed Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities (GNG-2020)
11. Airport Land Use Commission Development Review Director's Determination (ZAP1052RG20) – June 18, 2020
12. Summary of Comments and Responses – Prior to Planning Commission Workshop
13. Summary of Workshop Concerns/Questions

Prepared by: Matthew Taylor, Senior Planner
 Reviewed by: Dave Murray, Principal Planner
 Approved by: Mary Kopaskie-Brown, City Planner



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

EXHIBIT 1 – STAFF RECOMMENDED FINDINGS
ZONING CODE TEXT AMENDMENT

PLANNING CASES: **P20-0179** (Zoning Code Amendment)

Zoning Code Amendment Findings pursuant to Chapter 19.810.040

1. That the proposed Zoning Code Text Amendment is generally consistent with the goals, policies, and objectives of the General Plan. Specifically, the Land Use and Urban Design Element of the General Plan 2025 includes objectives and policies that:
 - a. **Objective LU-42:** Maximize the economic impact of Riverside's industrial land by careful use of industrial properties, giving priority to clean enterprises that yield large numbers of highly skilled, high-paying jobs relative to site size.
 - b. **Policy LU-42.1:** Tailor zoning regulations for industrial and business/office park uses to ensure that future uses are in concert with the City's wider policy goals.
 - c. **Policy LU-56.4:** Recognize Riverside's limited supply of industrial land and give preference to clean industries that create a relatively high number of jobs per square foot.
 - d. **Policy LU-80.3:** Minimize any adverse land use conflicts between industrial uses and the residential and open space properties that abut the specific plan areas.
2. That the proposed Zoning Code Text Amendment will not adversely affect surrounding properties in that the proposed amendment includes development standards to minimize impacts to surrounding properties, particularly residential and other sensitive land uses, while balancing the growth and diversification of the City's industrial production base; and
3. That the proposed Zoning Code Amendment promotes public health, safety and general welfare and serves the goals and purposes of the Zoning Code in that the proposed amendment implements the policy directives and guidance of regional and local regulatory agencies to protect the health and welfare of sensitive communities and the general public from undue adverse effects of warehousing, distribution and other industrial activities.

Chapter 19.130 - INDUSTRIAL ZONES (BMP, I, AI AND AIR)

19.130.010 - Purpose.

The industrial zones are established to implement the Business/Office Park and Industrial land use categories of the General Plan. The purpose of the industrial zones is to provide areas appropriate for a wide variety of industrial, manufacturing, and support uses that have the potential to provide jobs and generate tax revenue in Riverside, while protecting residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals and other public places from nuisances or hazards associated with such activities. Commercial uses allowed in the industrial zones are intended to serve the needs of the industrial and surrounding uses and their employees, and generally are not intended to draw customers from a larger region. The purpose of each of the industrial zones is as follows:

- A. Business and Manufacturing Park Zone (BMP). The Business and Manufacturing Park Zone (BMP) is established to provide a district for low-intensity and low-impact industrial, office, and related uses. Typical uses include research and development facilities and laboratories; administrative, executive and professional offices; small-scale warehouses, light manufacturing; and support commercial.
- B. General Industrial Zone (I). The General Industrial Zone (I) is established to provide a district for general manufacturing and wholesaling, limited warehousing and distribution facilities, and support commercial.
- C. Air Industrial Zone (AI). The Air Industrial Zone (AI) is established to help protect the health, safety and general welfare of the Riverside Municipal Airport and its environs, including provisions for sensible growth and high-quality development tailored to the varied development conditions of the airport area. The AI Zone consists of four subzones - AI-1, AI-2, AI-3, and AI-4 - with the following primary purposes:
 1. AI-1: To establish areas for businesses needing large-scale, high-visibility locations.
 2. AI-2: To establish areas for airport, industrial, office and limited commercial uses needing moderate scale sites at or adjacent to the Riverside Municipal Airport.
 3. AI-3: To establish areas for moderate-size uses with varying locations and site size needs.
 4. AI-4: To establish areas for small-size uses with limited visibility and site size needs.
- D. Airport Zone (AIR). The Airport Zone (AIR) is established in recognition of the importance of airport and aviation-related uses to the City's economy, and to allow for aviation, industrial, service and commercial uses related to or compatible with or convenient for airport operations.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

19.130.020 - Permitted land uses.

- A. Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Uses Table and Table 19.150.020.C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), or conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020.A also identifies those uses that are specifically prohibited. Uses not listed in the tables or in Section 19.130.025 (Uses Specifically Prohibited) are prohibited unless, the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

- B. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

(Ord. [7413](#), § 1(Exh. A), 2-20-2018; Ord. 7331 §7, 2016; Ord. 7064 §4, 2010; Ord. 6966 §1, 2007)

19.130.025 - Uses specifically prohibited.

- A. The following uses are specifically prohibited in any industrial zone:
1. Any residential use other than permitted caretaker housing
 2. Ammonia, chlorine or bleaching powder manufacture
 3. Animal slaughtering
 4. Asphalt batching plant and rock, sand and gravel pit crushing and screening plant
 5. Automobile wrecking, dismantling, and salvage yards
 6. Bone, coal or wood distillation
 7. Brick, tile or clay products manufacture
 8. Cement, lime, gypsum or plaster of Paris manufacture, except that the manufacture of cement products shall be permitted
 9. Explosive manufacture or storage
 10. Fat rendering
 11. Fertilizer manufacture
 12. Foundry or smelting of ferrous metals, steel mill or boiler works
 13. Garbage, offal, dead animal or refuse incineration, reduction or dumping
 14. Glue manufacture
 15. Hydrochloric, nitric or sulfuric acid manufacture
 16. Junk, rag or scrap iron storage yards or bailing
 17. Petroleum refining or petroleum products manufacture
 18. Rock, sand or gravel excavating
 19. Rubber or gutta-percha manufacture
 20. Soap manufacture
 21. Stockyard, cattle-feeding yard or hog ranch
 22. Tallow, grease or lard manufacture or refining
 23. Tanning, curing or storing of raw hides or skins
 24. Other uses that, by written decision of the Community & Economic Development Director or his/her designee, are determined to be detrimental to the public welfare by reason of the emission of odor, dust, smoke, gas, noise, vibration or other causes.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

19.130.030 - Development standards for Industrial Zones.

Table 19.130.030.A (BMP, I and AIR Industrial Zones Development Standards) sets forth the minimum development standards for all development in the BMP, I, and AIR Zones. Table 19.130.030.B (AI Industrial Zones Development Standards) sets forth the minimum development standards for all development in the AI Zones.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

**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, 3}	1.50	0.60	0.60	See Chapter 19.149-Airport Land Use Compatibility
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.	See Chapter 19.149-Airport Land Use Compatibility
a. Within 200 feet of a Residential Zone or use	35 ft.	35 ft.	35 ft.	
b. All other locations	45 ft.	45 ft.	45 ft.	
Building Size - Maximum				Gross floor area, exclusive of mezzanine. Multiple buildings allowed provided the maximum FAR is not exceeded.
a. Within 200 feet of a Residential Zone or use	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	
b. 200-800 feet of a Residential Zone or use	100,000 sq. ft.	100,000 sq. ft.	100,000 sq. ft.	
c. All other locations	Per FAR	Per FAR	Per FAR	
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 landscaped ^d . However, a 40-foot front yard setback shall be permitted if it is landscaped in its entirety.
a. Buildings over 30 ft. in height or on an arterial street	50 or 40 ft. ⁴ (See Notes)	—	—	
b. Buildings 30 ft. or less in height and not on an arterial street	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-side	0 ft.	0 ft.	0 ft.	
b. Adjacent to Residential Zone or use	60	60	60	Not less than 15 feet of the minimum side yard setback area directly adjacent to a Residential Zone or use shall be fully landscaped.
b.c.b. Adjacent to Street or Alley Street side	Same as Front Yard	20 ft. ⁷	15 ft. ⁷	
Rear Yard Setback - Minimum ⁹	0 ft.	0 ft.	15 ft.	
a. Rear yard	0 ft.	0 ft.	15 ft.	
b. Adjacent to Residential Zone or use	60 ft.	60 ft.	60 ft.	Not less than 15 feet of the minimum rear yard setback area directly adjacent to a Residential Zone or use shall be fully landscaped.
a.c. Adjacent to Streets	Same as Front Yard	20 ft. ⁷	20 ft. ⁷	

Notes:

1. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made 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.
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 five acres is required. Site plan review approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
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 six 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 six 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.~~
75. A minimum ten-foot on-site landscape planter shall be required along the street side and rear yards of the I and AIR Zones.
86. A minimum side-front yard setback of 50 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts or is adjacent to 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 ^{3, 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 ^{3, 4}	45 ft.	45 ft.	45 ft.	45 ft.
Front Yard Setback - Minimum	50 ft. (front 20 ft. landscaped)			
40,000 sq. ft. Lot (Major Arterial Frontage)		50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)
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	20 ft.			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

1. Notes: 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 five acres is required. Site plan approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
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 Community & Economic Development Director or his/her designee and Airport Director.
5. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made 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.

(Ord. 7413 , § 1(Exh. A), 2-20-2018)

19.130.040 - Additional standards, regulations and requirements for the BMP, I, AIR and AI Zones.

- A. *Health Risk Assessment.* A Health Risk Assessment (HRA) shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) Guideline for the new development or substantial enlargement of industrial uses within 1,000 feet of a Residential Zone or use.
- B. *Walls.* Wherever a lot or parcel in any industrial zone ~~sides on or backs onto a lot or parcel in any zone that allows residential uses~~ abuts a Residential Zone or use, or ~~to~~ abuts an alley that separates ~~an industrial zone from any zone that allows residential uses~~ the industrial zone from a Residential Zone or use, a minimum ~~six~~eight-foot high solid masonry wall shall be constructed along the property line ~~or alley right-of-way line~~ separating the industrial zone from the ~~zone that allows residential uses, or along the alley right-of-way line on the industrial side of the alley~~ Residential Zone or use. Wall height shall be measured from the finished grade of the adjacent Residential Zone or use.
 1. ~~However, s~~Such wall shall be limited in height to three feet in any ~~required~~ front yard or street side yard ~~setback~~ area.
 - 1.2. Such wall shall not be required until the industrial lot or parcel is ~~occupied~~ ~~by~~developed with a permitted use.

~~B.C.~~ *Outdoor display and storage.* Except for the outdoor storage and display of aircraft, outdoor display and storage shall not be permitted except as specified in 19.285 (*Outdoor Storage Yard*), 19.500 (*Outdoor Display of Incidental Plant Materials*), 19.505 (*Outdoor Display and Sales - Incidental*) and 19.510 (*Outdoor Storage - Incidental*).

~~G.D.~~ *Use of Interior Rear and Side Yards for Off-street Parking and Loading.* Except for required landscape areas, required interior rear yards and side yards may be used for off-street parking, off-street loading, outdoor storage incidental to a permitted use, and any use permitted in the required front yard area; provided such loading, parking and storage areas are acoustically shielded and screened from ~~public view~~ adjacent Residential Zones or uses and the public right-of-way, to the satisfaction of the Community & Economic Development Director or his/her designee.

~~D.E.~~ *Lighting.* Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (*Light and Glare*) and the provisions of Chapter 19.556 (*Outdoor Lighting*).

~~E.F.~~ *Screening of mechanical equipment.* All roof-supported or ground-supported mechanical equipment and utility equipment shall comply with the regulations set forth in Chapter 19.555 (*Outdoor Equipment Screening*).

~~F.G.~~ *Landscaping.* Front and side yard areas adjacent to streets and interior perimeter landscape planters adjacent to Residential Zones or uses shall be suitably landscaped and continuously maintained as set forth in Chapter 19.570 (*Water Efficient Landscaping and Irrigation*). Such setbacks shall not be used for off-street parking, loading, storage or accessory buildings.

~~G.H.~~ *Performance standards.* All uses shall comply with the performance standards set forth in Chapter 19.590 (*Performance Standards*) for industrial uses, except that the noise associated with aircraft operations shall be exempt from noise standards but shall comply with any applicable Federal Aviation Administration regulations regarding noise.

~~H.I.~~ *Parking and loading requirements.* Parking areas shall be provided as set forth in Chapter 19.580 (*Parking and Loading*).

~~I.J.~~ *Trash receptacles and enclosures.*

1. ~~4.~~—All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
2. ~~2.~~—The provisions of Chapter 19.554 (*Trash/Recyclable Materials Collection Area Enclosures*) regarding requirements for the screening of trash receptacles shall apply.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

19.130.050 - Design review required.

No new building, structure or sign or exterior alteration or enlargement of an existing building, structure or sign shall be commenced in any industrial zone until design review approval has been granted pursuant to Chapter 19.710 (*Design Review*).

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

19.130.060 - Other regulations applicable to Industrial Zones.

In addition to the requirements contained in this chapter, regulations contained in the following titles of the Riverside Municipal Code and other chapters of the Zoning Code may apply.

Title 5: Business Taxes, Licenses and Regulations

Chapter 5.04: Taxes, Licenses and Regulations

Chapter 5.16: Close-Out Sales

~~Chapter 5.24: Dance Halls and Public Dances~~

Chapter 5.28: Poolrooms

Chapter 5.32: Transient Occupancy Tax

Chapter 5.38: Pedestrian Food Vendors

Chapter 5.48: Swap Meet

Chapter 5.52: Massage

Chapter 5.60: Bingo

Chapter 5.64: Motor Vehicle Fuel Price Posting

~~Chapter 5.65: Convalescent Transport Vehicles~~

Chapter 5.66: Ambulances

Title 6: Health and Sanitation

Chapter 6.08: Regulation of ~~Food Establishments and~~ Food Facilities

Chapter 6.09: Regulation of Food Handlers

Chapter 6.13: Exterior Structure Maintenance

Chapter 6.14: Landscape Maintenance

Chapter 6.15: Abatement of Public Nuisances

~~Chapter 6.16: Fly-Producing Conditions~~

Title 7: Noise Control

Title 8: Animals

Chapter 8.18: Commercial Kennels

Title 9: Peace, Safety and Morals

Chapter 9.07: ~~Charge for Police Response to Loud or Large Parties~~ Social Host of Minors Accountability

Chapter 9.09: Public Pay Telephone Regulations

Chapter 9.16: Litter and Littering

Chapter 9.40: Adult-Oriented Businesses

Chapter 9.42: Fortunetelling and Occult Arts

Chapter 9.48: ~~Disclosure of~~ Unified Hazardous Materials Programs

Title 12: Airport and Aircraft

Title 16: Building and Construction

Title 17: Grading

Title 18: Subdivision

Title 20: Cultural Resources

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

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* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.			
** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.			
*** = Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.			
C = Subject to the granting of a conditional use permit (CUP), Chapter 19.760	DCP = Day Care Permit—Large Family, Chapter 19.860	MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730	P = Permitted
PRD = Planned Residential Development Permit, Chapter 19.780	RCP = Recycling Center Permit, Chapter 19.870	SP = Site Plan Review Permit, Chapter 19.770	sq. ft. = Square Feet
X = Prohibited			

¹ Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.190).

² Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.

³ Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.

⁴ One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.

⁵ Permitted or conditionally permitted on sites that do not include a residential use.

(Ord. 7462 , § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

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Chapter 19.285 - OUTDOOR STORAGE YARD

19.285.010 - Purpose.

The purpose of regulating outdoor storage yards is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

(Ord. 7331 §36, 2016; Ord. 6966 §1, 2007)

19.285.020 - Applicability and permit requirements.

Contractor storage yards, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter.

(Ord. 7331 §36, 2016; Ord. 6966 §1, 2007)

19.285.030 - Site location, operation and development standards.

A. *Vehicles, equipment and other items customarily stored in outdoor areas.*

1. The storage area and drive aisles shall be paved with not less than two and one-half inches of asphaltic concrete or an equivalent surfacing meeting the established standards and specifications of the Public Works Department, except for any required landscape setback areas as stipulated in item 5 below.
2. All such areas shall be graded and drained so as to dispose of all surface water in a manner consistent with water quality control standards enforced by the Public Works Department.
3. All such areas shall be maintained in good repair, in a clean, neat and orderly condition.
4. All such areas shall be provided with internal circulation, safe entrances and exits meeting the established standards and specifications of the Planning Division and Public Works Department.

All such areas shall have a landscaped area not less than ten feet in depth, the depth of the required yard area or the depth as required for specific uses, whichever is the greatest, maintained along the street side of the lot.

(Ord. 7331 §36, 2016; Ord. 6966 §1, 2007)

19.285.040 - Screening of outdoor storage.

Screening of outdoor storage shall comply with the following:

- A. Storage shall be visually screened from all adjacent building sites and public streets and alleys by a solid masonry wall of a height sufficient to screen all materials stored outdoors, ~~as determined on a case by case basis,~~ or by a building. Such walls shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ten feet of the street property line. **Alternative screening methods including but not limited to fences, landscaping, earthen berms or some combination thereof may be approved by the Community & Economic Development Director or his/her designee provided that the required visual screening is achieved.**
- B. The screening herein required shall be established at or before the time any area is used for outdoor storage.

- C. Where topographical conditions or existing structures are such that strict compliance with the requirements of this section would not be necessary to accomplish the purposes of this section, the Approving Authority may waive compliance with all or part of such requirements.

(Ord. 7331 §36, 2016)

19.285.050 - Modifications.

Modifications to the above site location, operation and development standards and screening requirements may be considered in conjunction with a Minor Conditional Use Permit or Conditional Use Permit, as applicable.

(Ord. 7331 §36, 2016)

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Chapter 19.435 – WAREHOUSING AND DISTRIBUTION FACILITIES

19.435.010 - Purpose.

The purpose of regulating warehousing and distribution facilities is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses. It is the intent of these regulations to implement the *Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities* adopted by the City Council **MONTH DAY, 2020**.

(Ord. XXXX, 2020)

19.435.020 – Applicability and permit requirement.

Warehousing and distribution facilities, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provision, subject to the requirements contained in this chapter.

(Ord. XXXX, 2020)

19.435.030 – Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to warehousing and distribution facilities, unless otherwise specified here.

A. Warehousing and distribution facilities 10,000 square feet or less.

1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places to the maximum extent feasible.
2. Loading areas, docks, truck wells and outdoor storage areas shall be fully screened from view of residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.

Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a Residential Zone or use, they shall be fully screened from view of the adjacent Residential Zone or use by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the adjacent Residential Zone or use.

3. Operations, including loading, unloading, staging and storage of trucks and trailers, shall comply with Title 7 (Noise) of this Code.

B. Warehousing and distribution facilities larger than 10,000 square feet and less than 100,000 square feet.

1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places to the maximum extent feasible.
2. Loading areas, docks, truck wells and outdoor storage areas shall be fully screened from view of residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.

- a. Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a Residential Zone or use, they shall be screened from view of the adjacent Residential Zone or use by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the adjacent Residential Zone or use.
 3. Within 800 feet of a Residential Zone or use, operations, including loading, unloading, staging and storage of trucks and trailers, shall be limited to between the hours of 7:00 A.M. and 7:00 P.M. Monday through Friday, between the hours of 8:00 A.M. and 5:00 P.M. Saturdays, and shall be prohibited on Sundays and State and Federal holidays unless a Noise Study prepared by a qualified professional can demonstrate that noise related to operations outside these hours will not exceed thresholds established in Title 7 (Noise) as measured from the Residential Zone or use.
 4. Idling of trucks queued or operated on site shall not exceed 5 minutes.
 5. Warehousing and distribution facilities generating more than 50 truck trips per day, as determined by the most recent Institute of Transportation Engineers (ITE) Trip Generation Rate for the specific proposed land use, shall prepare a truck route plan indicating the proposed route to be used by trucks originating from or serving the facility to access the State Highway System. Routes that use local streets or traverse areas zoned or developed with Residential uses should be avoided to the satisfaction of the Traffic Engineering Division of the Public Works Department.
 6. Where transport by temperature-controlled trucks or trailers is proposed, on-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.
- C. Warehousing and distribution facilities 100,000 square feet and larger.
1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places.
 2. Loading areas, docks, truck wells and outdoor storage areas shall be screened from view of residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.
 - a. Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a Residential Zone or use, they shall be screened from view of the adjacent Residential Zone or use by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the adjacent Residential Zone or use.
 3. Sufficient aisle space shall be provided on-site to accommodate the on-site the queuing of trucks as determined by a Traffic Impact Analysis, if required. Queuing lanes or aisles shall not obstruct regular vehicular or pedestrian circulation or emergency equipment access.
 4. Operations, including loading, unloading, staging and storage of trucks and trailers, shall be limited to between the hours of 7:00 A.M. and 7:00 P.M. Monday through Friday, between the hours of 8:00 A.M. and 5:00 P.M. Saturdays, and shall be prohibited on Sundays and State and Federal holidays unless a Noise Study prepared by a qualified

professional can demonstrate that noise related to operations outside these hours will not exceed thresholds established in Title 7 (Noise).

5. Idling of trucks queued or operated on site shall not exceed 5 minutes.
6. A truck and haul route plan shall be prepared indicating the proposed route to be used by trucks originating from or serving the facility to access the State Highway System. Routes that use local streets or traverse areas zoned or developed with Residential uses should be avoided to the satisfaction of the Traffic Engineering Division of the Public Works Department.
7. On-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.
8. Warehousing and distribution facilities generating 150 or more truck trips per day, as determined by the most recent Institute of Transportation Engineers (ITE) Trip Generation Rate for the specific proposed land use, shall prepare a Health Risk Assessment in accordance with South Coast Air Quality Management District (SCAQMD) Guidelines.

(Ord. XXXX, 2020)

19.435.040 – Modifications.

Modifications to the above site location, operation and development standards may be considered in conjunction with the required Minor Conditional use Permit or Conditional Use Permit, as applicable.

(Ord. XXXX, 2020)

Chapter 19.510 - OUTDOOR STORAGE - INCIDENTAL

19.510.010 - Purpose.

This purpose of regulating outdoor storage is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

(Ord. 7331 §81, 2016; Ord. 6966 §1, 2007)

19.510.020 - Applicability and permit requirements.

Outdoor storage - incidental, as defined in Article X (Definitions), is permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter and the Municipal Code, Title 6.

(Ord. 7331 §81, 2016; Ord. 6966 §1, 2007)

19.510.030 - Site location, operation and development standards.

A. *Vehicles, equipment and other items customarily stored in outdoor areas.*

1. The lot shall be paved with not less than two and one-half inches of asphaltic concrete or an equivalent surfacing meeting the established standards and specifications of the Public Works Department for a minimum depth measured from all abutting existing or street rights-of-way as follows:
 - a. For the BMP Zone where such activity occurs 100 feet of combined paving and landscaping, with a minimum of ten feet of landscaping or more as may be required by the zone, and 90 feet of paving.
 - b. For the I Zone where such activity occurs 100 feet of paving, with no required landscaping, unless required by the zone.
2. Any outdoor storage area described in ~~p~~Paragraph 1 above shall be paved as provided above or overlaid with a dust-free surface such as decomposed granite, oiled native soil, or a suitable substitute approved by the Public Works Department.
3. All such areas shall be graded and drained so as to dispose of all surface water in a manner consistent with water quality control standards enforced by the Public Works Department.
4. All such areas shall be maintained in good repair, in a clean, neat and orderly condition.
5. All such areas shall be provided with internal circulation, safe entrances and exits meeting the established standards and specifications of the Planning Division and Public Works Department.
6. Where any such area adjoins or is across an alley from property in a zone that permits residential uses, a minimum six-foot high solid decorative masonry wall shall be constructed so as to physically separate the storage area from the residential property. However, such wall shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ~~ten~~ 10 feet of the street property line.
7. All such areas shall have a landscaped area not less than ten feet in depth, or the depth of the required yard area or the depth as required for specific uses, whichever is the greatest, maintained along the street side of the lot.

(Ord. 7331 §81, 2016; Ord. 6966 §1, 2007)

19.510.040 - Screening of outdoor storage.

Screening of outdoor storage shall comply with the following:

- A. ~~When permissible outdoor storage is utilized, such Outdoor~~ storage shall be visually screened from all adjacent building sites, public streets and alleys by a minimum six-foot high solid decorative masonry wall, ~~an alternative decorative screening as defined in Chapter 19.550 (Fences, Walls and Landscape Materials)~~ sufficient to screen all materials stored outdoors, or by a building. ~~Such walls shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ten feet of the street property line. Alternative screening methods including but not limited to fences, landscaping, earthen berms or some combination thereof may be approved by the Community & Economic Development Director or his/her designee provided that the required visual screening is achieved. However, the wall shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ten feet of the street property line.~~
- B. The screening herein required shall be established at or before the time any area is used for outdoor storage.
- C. Where topographical conditions or existing structures are such that strict compliance with the requirements of this section would not be necessary to accomplish the purposes of this section, the Approving Authority may waive compliance with all or part of such requirements.

(Ord. 7331 §81, 2016; Ord. 6966 §1, 2007)

19.510.050 - Modifications.

Modifications to the above site location, operation and development standards and screening of outdoor storage standards shall require consideration of a Minor Conditional Use Permit.

(Ord. 7331 §81, 2016)

Chapter 19.550 - FENCES, WALLS AND LANDSCAPE MATERIALS

19.550.010 - Purpose.

This chapter sets forth standards for the construction and maintenance of fences, walls, and landscape materials to ensure that such features are aesthetically pleasing and can provide for privacy and safety without obstructing views and without creating a public safety hazard or nuisance.

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

19.550.020 - Prohibited materials.

Fences or walls containing razor wire (visible to a public right-of-way, alley or parking lot), barbed wire or electrified wire shall be prohibited unless a variance is granted pursuant to Chapter 19.720 (Variance).

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

19.550.030 - Height and location provisions.

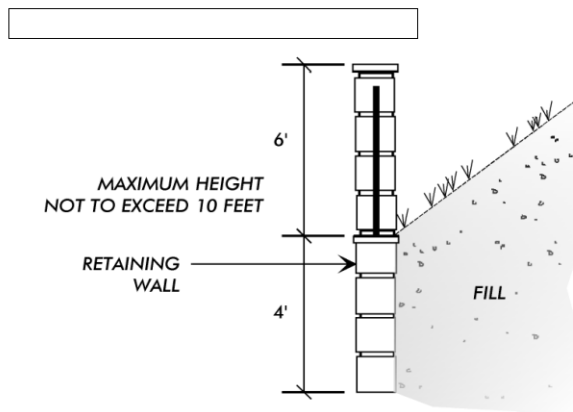
Fences, walls, and hedges shall be allowed in conformance with the following provisions:

A. Front yards.

1. In the RA-5, RC, RR and RE Zones, any fence or wall in the required front yard setback may be up to six feet in height, provided that the openwork portion of the fence or wall above a height of three feet shall be no more than one part solid to three parts open with no portion of the solid wall, excluding pilasters, extending above three feet.
2. In all other zones, front yard fences or walls shall not exceed four feet in height provided that the openwork portion of the fence or wall above a height of three feet shall be no more than one part solid to three parts open with no portion of the solid wall, excluding pilasters, extending above three feet.
3. The height of fences or walls in front yard areas shall be measured inclusive of retaining wall portion.

B. Side and rear yards.

1. A fence or wall along a side or rear property line may be up to six feet in height provided it does not extend into a front yard. Higher fences or walls in commercial or industrial zones may be required by other provisions of the Zoning Code.



19.550.030.B.2 Height of Retaining Walls

2. In side and rear yard areas, the height of fences or walls may be increased in height by up to a maximum of four feet by retaining wall portions.
3. The fencing around tennis courts along rear and interior side yards shall not exceed 12 feet in height and must be partially open above six feet in height subject to approval of the Community & Economic Development Director or his/her designee.

C. All yards.

1. All height restrictions applying to fences and wall shall apply equally to hedges planted within required yards forming a barrier serving the same visual purpose as a fence or wall.
2. Notwithstanding A and B above, any minimum required height of walls established by the Zoning Code for screening or safety purposes shall be measured from the highest grade, not including retaining wall portion.

D. Exceptions.

1. Alternative decorative screening constructed of a material other than solid decorative masonry may be permitted where not visible from the public right-of-way subject to the approval of the Community & Economic Development Director or his/her designee.
- ~~1.2.~~ Fences or walls around a public utility building or structure may exceed the provisions of this section as needed for security or public safety, subject to approval of the Community & Economic Development Director or his/her designee.
- ~~2.3.~~ Outdoor storage yards and incidental outdoor storage shall be subject to the location and design regulations of Chapter 19.285 (Outdoor Storage Yard) and Chapter 19.510 (Outdoor Storage - Incidental).

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

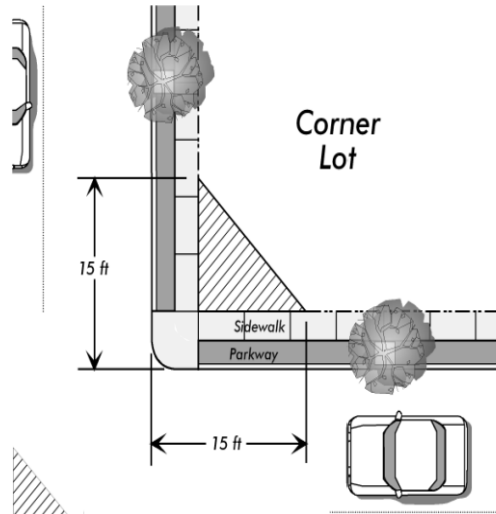
19.550.040 - Fences, walls and hedges not in compliance.

Any fence, wall or hedge that does not comply with this chapter is not permitted unless a variance is granted pursuant to Chapter 19.720 (Variance).

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

19.550.050 - Sight clearance requirements.

To safeguard against vehicle, bicycle, and pedestrian collisions caused by visual obstructions at street and/or alley intersections, a clear cross-visibility area shall be maintained at the intersection of the public rights-of-way, unobstructed by any fence or wall taller than three feet above the street grade. At any corner formed by the intersection of two streets and/or alleys, the required clear cross-visibility area shall be a triangle with two street sides 15 feet long extending along the curb line of each street and/or alley.



Nothing shall be placed here above a maximum 42" height.

19.550.050 Clear Visibility Triangle

(Ord. 7331 §88, 2016; Ord. 7235 §10, 2013; Ord. 6966 §1, 2007)

19.550.060 - New residential construction.

For any new construction of a single-family residence, any wall along a street rear yard, street side yard or front yard between the house and the side yard shall be constructed ~~with~~ **of** a decorative masonry **or a similar** material subject to the approval of the Community & Economic Development Director or his/her designee. ~~Other type fencing is not permitted in these areas.~~ This provision does not apply to interior rear or interior side yard fences and walls.

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

19.550.070 - Historic properties and cultural resources.

Fences, walls, and landscape materials for cultural resources shall be designed to comply with Title 20 (Cultural Resources) of the Riverside Municipal Code, the Cultural Heritage Board's Design Guidelines, and district-specific guidelines.

(Ord. 7331 §88, 2016; Ord. 7109 §10, 2010)

ARTICLE X: DEFINITIONS

Chapter 19.910 - DEFINITIONS

19.910.240 - "W" Definitions.

Wall means a physical barrier constructed largely of masonry, brick, concrete, stucco, concrete block or any combination thereof and intended to mark a boundary and/or enclose an area.

Wall, building. See "building wall."

Wall, parapet. See "parapet wall."

Warehouse means a building or portion thereof used for the storage, receiving, shipping, or wholesaling of goods and merchandise, and any incidental or accessory activities. A warehouse is not "commercial storage" as defined in this title.

Warehousing and distribution facility means a building, structure or other facility primarily used for the warehousing, storage, sorting, packing, staging, shipping, receiving, distributing or holding of goods and merchandise of any kind, typically which are not manufactured, processed or otherwise produced in the same facility, for any length of time. Warehousing and distribution facilities include but are not limited wholesale distribution, distribution centers, moving and transfer storage, cross-dock facilities, package handling centers, order fulfillment centers, or logistics centers and facilities.

Wet bar means any room or area of a room used, intended or designed to be used, for the occasional preparation of food. A wet bar may include a single sink or basin, bar height refrigerator, bar height cabinets and hookups for cold water. This definition does not include amenities such as multiple basin sinks, full height refrigerators, hot water hookups, 220 amp electrical service, above counter cabinets, cooking apparatus including, but not limited to, stoves, ranges, hot tops, and microwaves, or any other amenities that would comprise a kitchen.

Wholesale means the sale of goods by bulk for resale purposes and not for direct use or consumption.

Wine. See "brewery, wine."

Winery. See "brewery, winery."

Worm farm means the growing of earthworms for commercial or noncommercial purposes in worm beds or other delineated areas or structures, and the use of certain appurtenant structures such as sunshades and packing shades that are utilized in the operation of a worm farm.

(Ord. 7331 §128, 2016; Ord. 7235 §26, 2013; Ord. 7185 §8, 2012; Ord. 7105 §10, 2010; Ord. 6966 §1, 2007)

III. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The Development Standards and Design Guidelines for the Hunter Business Park Specific Plan consist of two sub-sections:

1. Permitted Uses—: an outline of typical uses permitted in each land use district. These uses are consistent with the existing zoning of each area.
2. Development Standards and Design Guidelines—: special design considerations which are not addressed in the Riverside Municipal Code.

The standards and guidelines have evolved from consideration of goals and objectives for Hunter Business Park, analysis of existing conditions, and consideration of the Industrial Market Analysis and Economic Development Strategy for Riverside prepared by Williams Kuebelbeck & Associates.

These standards, together with current city zoning standards set forth in Title 19 of the Riverside Municipal Code (Title 19), are intended to implement the Hunter Business Park Specific Plan. They are intended to be utilized by the City, developer and builder to ~~insure~~ensure that proposed development will proceed in an efficient and coordinated manner, to create a high-high-quality industrial area. The standards and guidelines are designed to be compatible with the three major land use districts in the area.

A. PERMITTED USES

The proposed Land Use Districts discussed in Chapter II define a generalized land use character for each of the three districts in the Hunter Business Park area. These three districts are the General Industrial District, the Garden Industrial District and the Industrial Park District.

Within each of the three land use districts, Title 19 ~~of the Riverside Municipal Code~~ permits or prohibits certain uses in certain zones. Exhibit III-1: Existing Zoning illustrates the existing zoning in the area at the time this Specific Plan was adopted. The zones which ~~exist~~existed at the time of Plan adoption in each district ~~are~~were as follows:

General Industrial District

The General Industrial District ~~is~~was primarily zoned for Manufacturing Park (MP), Light Manufacturing (M-1), and General Manufacturing (M-2) uses. There ~~are~~were several small areas zoned for Restricted commercial (C-2), General Commercial (C- 3), Restricted Office (R-O) and Residential (R-1). In addition, a Business Park (BP) combining zones ~~exists~~ed in certain parts of this district. In the case of this district, this zone ~~eombines~~combined with an MP zone to permit a limited range of retail commercial uses having a close association with, providing convenience to, or which are compatible with office, wholesale, warehousing and manufacturing uses permitted in these zones.

Garden Industrial District

The Garden Industrial District ~~is~~was zoned only for Manufacturing Park (MP) uses. A total



of about 71 acres were zoned RA -Residential Agricultural pursuant to Measure C, however, their zoning was changed to MP under the adoption of Case R-20--890/SPA-3-890 in 1990.

Industrial Park District

The Industrial Park District ~~is~~was zoned for Manufacturing Park (MP) uses with a residential (R-1) infill area north of the Springbrook arroyo.

The uses which are permitted within the zones of the district establish the land use character of the district. Because there are a number of different zones in the General Industrial District, this district will be characterized by a wide variety of uses and use types. Both the Garden Industrial and Industrial Park Districts have the same zoning, Manufacturing Park (MP), thus their uses will be ~~similar~~similar, and character of these areas will be determined by factors other than land use. For example, utilization of the ~~5-5~~5-5-acre minimum parcel size for initial planning and development purposes in the Industrial Park district will enhance internal project consistency from a planning, circulation and site design perspective.

Title 19 ~~of the Riverside Municipal Code~~ prevails in all land use decisions for the Hunter Business Park Specific Plan area. The Specific Plan cannot permit any uses in the area which are prohibited by Title 19. The Specific Plan can, however, be more restrictive than Title 19 and prohibit uses which would normally be permitted under the existing zoning. Thus, the Specific Plan is a tool for establishing the desired land use and development character for each district.

Table ~~2~~III-1, the Land Use Matrix uses the three land use districts and the existing district zoning to identify the uses which are permitted within the Specific Plan area.

B. PERMITTED USES

Uses permitted within each district are those permitted by Title 19 ~~of the Riverside Municipal Code with some limitations and restrictions as provided for in this Specific Plan document. These uses are indicated by a "P" in~~except as modified by Table III-1: Land Use Matrix.



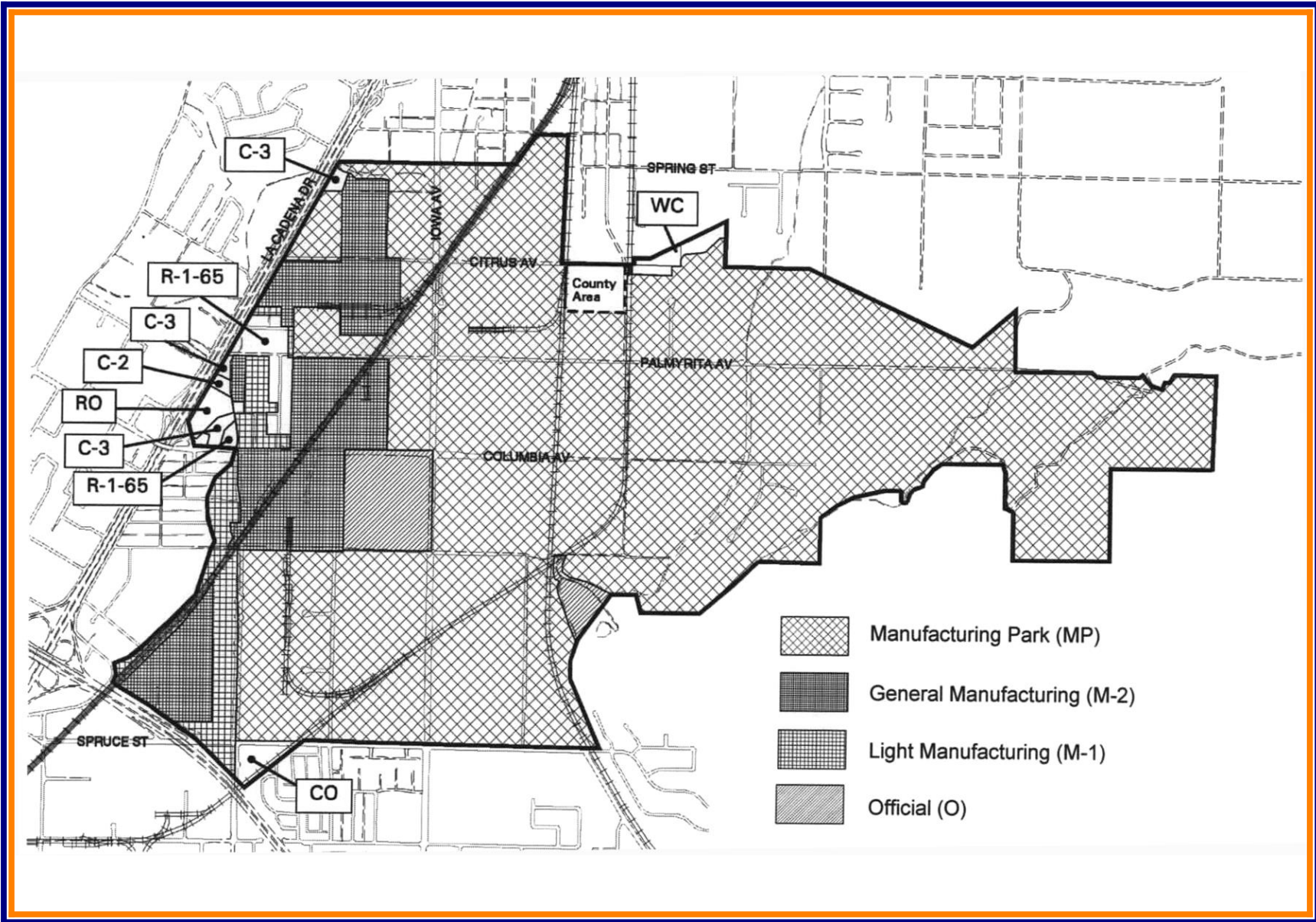


Figure III — 1 Existing Zoning (Plan Adoption)

PERMITTED USES	General Industrial District								Garden Industrial District	Industrial Park District
	MP-BP	MP	M-1	M-2	C-2	C-3	RO	R1	MP	MP
ORIGINAL ZONING										
INDUSTRIAL/MANUFACTURING										
Wholesale Distribution	P/CUP	P/CUP	P/CUP	P/CUP					P/CUP	P/CUP
Warehousing/Storage	P/CUP	P/CUP	P/CUP	P/CUP					P/CUP	P/CUP
Manufacturing	P	P	P	P					P	P
Research and Development	P	P	P	P					P	P
Publishing and Printing	P	P	P	P					P	P
Ancillary Retail Sales On-Site	P	P	P	P					P	P
Off-Site Retail Sales	P	P	P	P					P	P
Wholesale Showrooms	P	P	P	P					P	P
OFFICE										
Office and Administrative	P	P	P	P	P	P	P		P	P
RETAIL										
Convenience Sales					P	P				
Eating and Drinking (part of a multi-tenant)	P	P	P	P	P	P			P	P
Eating and Drinking (freestanding building)				P	P	P				
Business Supply Retail	P			P	P	P				
Building Supplies and Sales				P	P	P				
SERVICES										
Automotive Rental					P	P				
Automotive Service Station	CUP	CUP	CUP	CUP	CUP	CUP				
Building Maintenance Services			P	P		P				
Business Support Services	P				P	P	P			
Heavy Equipment Sales and Rental						P				
Medical/Health Care Services	P	P	P	P	P	P			P	P
Personal Services	P				P	P				
Recreational Facilities	CUP	CUP			CUP	P			CUP	CUP
Repair Services	P		P	P		CUP**			CUP	CUP
DESIGN STANDARDS FOR SPECIFIC PLAN AREA										
Minimum Parcel Size ****	Per Underlying Zone								One Acre	Five Acres (One Acre after Approved Master
Minimum Lot Width ****	Per Underlying Zone								140 Feet	300 Feet (140 Feet after Approved Master Plan)
Building Site Coverage	Not Greater than 50%								Not Greater than 50%	Not Greater than 50%
Building Height	As Defined for Each Parcel per the Existing Zoning								45 Feet	45 Feet
Building Setbacks from Major Secondary Street	Average 50 Feet; Minimum 40 Feet								Average 50 Feet; Minimum 40 Feet	Average 50 Feet; Minimum 40 Feet
Building Setbacks from Local Streets	Per Underlying Zone								Per Underlying Zone	Per Underlying Zone
Interior Building Setbacks	Side and Rear: Minimum 20 Feet								Side and Rear: Minimum 20 Feet	Side and Rear: Minimum 20 Feet
Parking Setbacks ***	20 Feet All Zones								20 Feet	20 Feet
Parking Standards	To Be Determined by Use Within Structure (Per Title 19)								To Be Determined by Use Within Structure (Per Title 19)	To Be Determined by Use Within Structure (Per Title 19)
Tenancy	Multiple Tenant Parcels Permitted								Multiple Tenant Parcels Permitted	Multiple Tenant Parcels Permitted
NOTES										
P = Permitted Use with Design Review Approval CUP = Conditional Use Permit with Approval by Planning Commission or Minor Conditional Use Permit with approval by Development Review Committee, per Title 19 Signs per Title 19										
P/CUP = Permitted Use, Minor Conditional Use Permit or Conditional Use Permit based on square footage, per Title 19										
Certain Uses Normally Allowed in the Zoning Classifications above are Precluded in this Specific Plan Area. Business Support Retail Overlay Zone may be applied to a specific property subject to the approval of a Rezoning request, in accordance with Chapter 19.810 of the Riverside Municipal Code. See Section III-F of the Specific Plan for a list of Permitted and Conditionally Permitted uses in the BSR Overlay Zone.										
** — Permitted Within a Completely Enclosed Building *** — Columbia, Marlborough, Spruce, Iowa, Chicago and Columbia Loop Easterly of Iowa										



***—Parcels approved under a master plan and associated design guidelines as outlined in 1.1 may be less than one acre, with widths less than 140 feet per City Planning Commission approval. ~~In addition, a front yard setback of twenty feet is permitted and interior~~

Table III — 1: Land Use Matrix

C. CONDITIONAL USES

All uses permitted within Hunter Business Park are uses permitted in the area by Title 19 ~~of the Riverside Municipal Code~~. The Specific Plan shall not permit any uses in the Hunter Business Park area which are not presently permitted under Title 19. The Hunter Business Park Specific Plan may, however, be more restrictive in these districts and prohibit uses which are permitted by Title 19.

Conditional uses are those land uses which are deemed to possess location, use, building, or traffic characteristics of such unique and special form as to make impractical or undesirable their automatic inclusion as permitted uses in certain zones. Development projects requiring a Conditional Use Permit or Minor Conditional Use Permit shall be required to comply with the regulations ~~of Section 19.64.010 of Title 19 of the Riverside Municipal Code~~. The ~~Planning Commission~~ Approving Authority shall make the following findings before the granting a Conditional Use Permit or Minor Conditional Use Permit:

1. That the proposed use will comply with the purposes of the General Land Use designation in which it is located including all provisions of the General Plan and Specific Plan, if applicable.
2. That the proposed use, together with conditions applicable thereto, will not be detrimental to the public health, safety and welfare or injurious to properties or improvements in the area.

These uses are indicated by a "CUP" in Table III-1: Land Use Matrix.

D. USE RESTRICTIONS

The following restriction shall apply to all properties in the Specific Plan area:

1. No uses shall be permitted which will emit any offensive odor, dust, noxious gas, noise, vibration, smoke, heat, or glare beyond the parcel wherein such use is located. All uses shall comply with standards of performance, ~~Section 19.46.120 a-n of Title 19 Riverside Municipal Code~~.

E. DEFINITIONS

The permitted uses Shown in Table III-1 are defined as set forth in Article X (Definitions) of the Zoning Code, except as modified as follows:

Industrial/Manufacturing/Wholesale

Industrial uses include the manufacture, assembly, fabrication, warehousing and wholesale distribution of goods.

~~Wholesale distribution—Activities include, but are not limited to, the distribution of goods in large quantities for resale.~~



~~Warehousing/Storage — Activities include the storage of goods in a space specifically intended for this purpose.~~

Manufacturing — Activities typically include, but are not limited to, the assembly fabrication or manufacturing of furniture, food products, garments, signage, electrical appliances and toys. (The manufacturing of fish, meat, sauerkraut, and vinegar products and the rendering or refining of fats and oils is prohibited.) Prior to approval of the manufacturing of any product using yeast the applicant shall provide documentation, from an individual qualified in odor control and measurement, that the process proposed does not produce odors that will be noticeable beyond the subject property boundaries and the Best Available Control Technology (BACT) shall be used to reduce the Volatile Organic Compound (VOC) emissions to a level acceptable by the South Coast Air Quality Management District (SCAQMD).

Showrooms — Display of goods/merchandise in conjunction with a permitted wholesale, distribution or industrial business and limited to products and services associated with the permitted land use.

Research and Development — Activities typically include, but are not limited to, scientific research and theoretical studies and investigations, including the fabrication and testing of prototypes, and the performance of environmental tests, and related activities, by or under the supervision of professional scientists and highly trained specialists in the field of physical, economic, or social research.

Incubator Industry — Business enterprise characterized by minimal building space needs and employees.

Publishing and Printing

Office

Administrative and Office: Activities typically include, but are not limited to, professional, executive, management, or administrative uses of private, profit- oriented firms others than public utility firms. Uses typically include, but are not limited to, administrative, legal, medical, financial and insurance offices, and architectural firms. Any drive-up service is specifically excluded.

Retail

Ancillary Retail Sales On-Site: Activities include direct retail sales to the public on- site of goods or services that are ancillary to the primary use and operation of the facility. Ancillary retail uses shall include the sale of products manufactured, assembled, fabricated or processed in whole or major part on premises. Floor area allocated for retail sales shall not exceed more than fifteen percent of the total building(s) gross floor area, up to a maximum of 7,500-square-feet. Off-street parking requirements for commercial uses shall be applied



to the portion of the facility dedicated for on-site retail sales in compliance with the Zoning Code (19.74580).

Off-Site Retail Sales: Activities include direct retail sales that require no general public retail sales on-site (e.g., direct mail merchants, mail order catalog houses, wholesale distributors, sales of service, products and material to service customers off-site, and direct retail sales of merchandise and products that occur off-site.)

Building Supplies and Sales: Activities typically include, but are not limited to, the retail sale or rental, from the premises, of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies and lumber, and hardware stores and may have outdoor storage where allowed.

Business Supply Retail: Activities typically include, but are not limited to, retail sales, rental, or repair from the premises, of office equipment, office supplies and similar office goods, primarily to firms and other organizations utilizing the goods, rather than to individuals. They exclude the sale or rental of motor vehicles and the sale of materials used in construction of buildings or other structures.

Convenience Sales: Activities typically include, but are not limited to, the retail sales from the establishments or places of business primarily engaged in the provision of frequently or recurrently needed small personal convenience items. These include various general retail sales and personal service of an appropriate size and scale to meet the above criteria. Uses typically includes, but are not limited to, beauty and barber shops, apparel laundering and dry-cleaning establishments, and neighborhood grocery stores.

Eating and Drinking Establishments: Activities typically include, but are not limited to, establishments or places of business primarily engaged in the sale of foods and beverages.

Eating and Drinking (part of a multi-tenant industrial park): Restaurants, cafes and cafeterias, including those with outdoor dining ~~as defined in Section 19.04.394 of Title 19,~~ operated in conjunction with and incidental to a single permitted use for the convenience of persons employed upon the premises or operated within a multi-tenant industrial park for the convenience of persons employed within the same industrial park, each established and operated in accordance with the following criteria:

- A. A permitted restaurant, cafe or cafeteria shall be located within the building of a single permitted use to serve the employees of that use only, or shall be located in a tenant or owner space in a multitenant industrial park developed with attached tenant or owner spaces to primarily serve the employees of that multitenant industrial park. This use shall not be permitted as the sole or primary use in a separate freestanding building;
- B. A permitted restaurant, cafe or cafeteria located in a tenant or owner space in a multitenant industrial park shall not exceed one thousand five hundred square feet in total area including kitchen, storage, restroom and outdoor dining areas. A permitted



restaurant, cafe or cafeteria located within the building of a single permitted use is not restricted to a maximum size;

- C. The menu shall be limited to breakfast, lunch and snack items only;
- D. The hours of operation shall be limited to six a.m. to six p.m., Monday through Friday; and
- E. Parking shall be established and maintained in accordance with ~~subsection O of Section 19.74.010~~Chapter 19.580 of Title 19.

Eating and Drinking (Freestanding, Sit-down, Building): Restaurants, cafes and cafeterias, including those with outdoor dining and food preparation ~~as defined in Section 19.04.394 of Title 19.~~ Outdoor dining and/or food preparation shall be subject to the requirements, as applicable, ~~of Section 19.26.020, subsections (G) and~~

~~(H)~~ of Title 19. Alcoholic beverage sales shall be ~~limited to the incidental sale of beer and wine only,~~ subject to the granting of a minor conditional use permit and the site location criteria, operation standards, development standards and exemptions of ~~Section 19.26.020, subsection J of~~ Title 19.

Service

Automotive Rental: Activities typically include, but are not limited to, the rental, from the premise, of motor vehicles. Uses typically ~~include, but~~include but are not limited to car rental agencies.

Automotive Service Station: Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries, replacement items, lubricating services, and the performance of minor repairs, such as tune-ups, tire changes and brake work, as well as convenience markets in conjunction with the service station all subject to a conditional use permit.

Building Maintenance Services: Activities typically include, but are not limited to, maintenance and custodial services, window cleaning services, disinfecting and exterminating services, and janitorial services.

Business Support Services: Activities typically include, but are not limited to, firms rather than individuals engaged in the provision of services of a clerical, employ-ment, protective, or minor processing nature, including multi-copy and blue-print services. They exclude the printing of books, other than pamphlets and small reports for another firm, and where the storage of goods other than samples is prohibited.

Typical uses include secretarial services, telephone answering services, and blueprint services.

Heavy Equipment Sales and Rental: Activities include, but are not limited to, the sale or



rental from the premises of heavy construction equipment, trucks, and farm equipment together with maintenance. Uses typically include, but are not limited to, heavy trucks and construction equipment dealers.

Medical/Health Care Services: Activities typically include, but are not limited to, establishments primarily engaged in the provision of personal health services including prevention, diagnosis and treatment or rehabilitation services provided by physicians, dentists, nurses and other health personnel as well as the provision of medical testing and analysis services, but excludes those classified as any public use type. Typical uses include medical offices, dental laboratories and fitness or wellness clinics.

Personal Services: Activities typically include, but are not limited to, information, instruction and similar services of a personal nature. Uses typically include, but are not limited to, driving schools, day care facilities, travel bureaus, and photography studios.

Recreational Facilities: Activities typically include, but are not limited to, sports performed, either indoor or outdoor, which require a facility for conducting the recreational activity. Uses typically include, but are not limited to, tennis courts, sports fields, and golf courses.

Repair Services: Activities typically include, but are not limited to, repair services involving articles such as upholstery, furniture, and large electrical appliance.

City/Public Use

Public use types include the performance of utility, educational, recreational, cultural, medical protective, government, and other uses which are strongly vested with public or social importance.

Civic Services - Activities typically include, but are not limited to, management or administrative services performed by public, quasi-public, and public, governmental or utility administrative offices. Uses typically include, but are not limited to, public parks, and open space areas of an active or passive character, playgrounds, playing fields, and community halls.

Utility Facilities/Services - Activities typically include, but are not limited to, those performed by public agencies which are strongly vested in the public interest.

Prohibited Uses

Uses prohibited within Hunter Business Park are: automobile impound yards (M-1); feed and fuel yards (M-1), and poultry and rabbit killing (M-1).

Hunter Business Park Business Support Retail “BSR” Overlay District

The Business Support Retail Overlay District (BSR Overlay) is primarily intended to allow for support retail uses in areas generally located along arterial streets within ~~centralized~~centralized locations accessible to the industrial business and visitors doing



business in the Hunter Park. The application of the BSR Overlay shall require a Rezoning request, in accordance with Chapter 19.810 of the Municipal Code.

The following uses shall be allowed in addition to all other uses permitted by the underlying land use district within the Hunter Business Park Specific Plan:

1. Office Supply Retail
2. Cell Phone Retailers
3. Computer Sales/Repair
4. Banks and Financial institutions
5. Dry Cleaning
6. Shoe Repair
7. Florist
8. Postal Services
9. Bakery
10. Beauty/Barber Shop
11. Day Spa
12. Medical Supplies
13. Photographic/Camera Store
14. Nail and Tanning Salons
15. Small fitness facilities, not more than 4,000 square feet in size
16. Blueprint Store
17. Tailor Shop
18. Weight Loss Centers
19. Restaurants, excluding drive-thru
- ~~20. Medical Supply Sales~~
- ~~21. Photographic/Camera Shops~~
220. Other similar uses, subject to the approval of the Planning Director

(Resolution No. 21797, 2009)

The following uses shall be Conditionally Permitted:

1. Drive-thru restaurants

(Resolution No. 23009, 2016)

F. DEVELOPMENT STANDARDS



Development Standards for Hunter Business Park are intended to define and emphasize the uniqueness of the project area and to establish a ~~high-high~~-quality level of development. This will be accomplished by providing a framework of continuity and consistency through development.

The development of each parcel within Hunter Business Park is controlled and restricted by these Development Standards and Design Guidelines and must also meet all requirements of the City of Riverside as well as applicable governmental codes and regulations.

The development standards for the Hunter Business Park area address general provisions which include:

- Lot standards
- Utility service
- Building Material Requirements
- Signs
- Circulation
- Design Review

1.0 General Provisions

The purpose of standards within General Provisions is to establish minimum standards regulating specific details in the development of any project within the Hunter Business Park area. Development standards not specifically prescribed by the Specific Plan shall be governed by the appropriate provisions of Title 19 (Zoning) of the Municipal Code according to the underlying Zoning designation of the site.

1.1 Lot Standards

The purpose of lot standards is to establish adequate development sites so that appropriate site planning criteria (i.e., parking, ingress and egress) can be accommodated. Table III-1: Land Use Matrix, summarizes the lot standards for the three land use districts.

Minimum parcel size shall be one (1) acre in the ~~General Industrial and~~ Garden Industrial Districts.

Minimum parcel size shall be five (5) acres or the existing legally established lot size in the Industrial Park District for planning approval and overall development purposes. The overall development requirement is based on the concept of a unified architectural theme along with mutual parking and access agreements. Following approval of an overall development plan these parcels could be divided into parcels as small as ~~one (1) acre~~ 40,000 square feet parcels for sales or leasing purposes. The standards of the BMP – Business and Manufacturing Park Zone shall apply for land division and development purposes unless specifically modified by this Specific Plan. Industrial condominiums shall be permitted to accommodate leases or sales within the framework of an approved overall development



plan.

Except along designated major arterials, the above minimum parcel size in the Industrial Park District may be reduced to a minimum of 0.5 acre if a master ~~plot~~ plan and design guidelines are submitted and approved by the ~~Planning Commission~~Approving Authority in conjunction with a subdivision map. The master plot plan shall clearly indicate all site elements, including building locations, access, circulation, parking, landscaped areas, fences/walls, walkways, loading zones, storage areas, trash enclosures, lighting, and the like. The design guidelines shall address architecture, signage, screening, landscaping, fences/walls, and lighting as required for all other development proposals by this chapter. In addition, CC&Rs, to establish the design guidelines and other appropriate development criteria, shall be required for all projects approved under this provision. ~~Additional Planning Commission approval is not required for development on individual parcels as long as the development is in substantial compliance with the approved master plot plan and design guidelines.~~

Minimum Lot Width

Minimum lot width shall be 140 feet in the ~~General Industrial and~~ Garden Industrial Districts, and 300 feet in the Industrial Park District unless otherwise approved by the Planning Commission as part of a master plan.

~~Building Site Coverage~~

~~Building site coverage shall not exceed fifty (50) percent in all districts.~~ Building Height

Maximum building heights shall be as ~~defined for each parcel in the General Industrial District per the existing zoning district. (set forth in Title 19) —of Riverside Municipal Code).~~ Maximum building heights shall be 45' in the Garden Industrial and Industrial Park for all Districts.

~~Building Setbacks~~

Front Yards

For arterial streets and buildings over 30 feet in height: A front yard having an average depth of 50 feet but in no case less than 40 feet except as indicated below. The front 20 feet of such front yard shall be suitably landscaped with plant materials and adequately maintained.

Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches



above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard. Off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than six feet in height shall be permitted in the rear 30 feet of any required front yard. A front yard having a minimum depth of forty feet shall be permitted when such yard is landscaped in its entirety, except that a driveway parallel to the front property line a maximum of 12 feet in width may be located within this landscaped front yard;

For all other streets where the building is less than 30 feet in height: A front yard having a depth of 20 feet. The entirety of which shall be suitably landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front 20 feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard.

Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined under 1.1 above shall have a minimum front yard setback of twenty feet.

Side yards shall not be required, except that minimum side yards of 50 feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a side yard abuts a street, such side yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses.

Rear yards shall not be required, except that a minimum rear yard of 50 feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a rear yard abuts a street, such rear yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to Side Yards

permitted uses. Side and rear yard setbacks shall be required as set forth in Title 19 of the Riverside Municipal Code based on the underlying zoning designation and the intended use or development of the site.

Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined under 1.1 above shall have a minimum setback of twenty feet.

Parking Setbacks

Parking setbacks from major arterials shall be 20 feet from the right-of-way. All other minimum requirements for parking and landscaping setbacks shall be consistent with standards required in the Zoning Code ~~(19.74)~~ for the underlying zone. The parking setback shall be considered part of the total building setback-provided that the average building setback is



maintained according to the street classification.

(Resolution No. 20436, 2003)

Tenancy

~~Multiple tenant parcels shall be permitted in the General Industrial and Garden Industrial Districts. Large single tenant users shall be encouraged in the Industrial Park District, but not required.~~

1.2 Building Materials

Except within the areas northerly of Columbia Avenue and westerly of Iowa Avenue, the use of prefab metal, such as roll formed metal siding or corrugated metal, shall be prohibited from use within the Hunter Business Park Specific Plan boundaries. This does not preclude the use of metal detail as part of architecturally designed buildings. (An example of this would “Corten” steel, a steel which is designed so the outside surface oxidizes.) Where permitted, metal buildings (northerly of Columbia and westerly of Iowa Avenue) are subject to the following:

- Metal buildings shall be permitted as accessory buildings and not as a primary building;
- The new metal building shall be of a high quality appearance;
- The new metal building shall be located no closer than 50 feet to the primary street frontage and no closer than the existing primary building; and
- Landscaping or other screening may be required.

1.3 Signs

Signage shall follow the requirements set forth in Chapter 19.76 of Title 19 ~~of the Riverside Municipal Code~~.

1.4 Utilities

The purpose of the utility service standard is for the efficient distribution of utilities designed to be compatible with the surrounding environment. The following shall apply to the Hunter Business Park Specific Plan area:

- All existing and new utilities 12kv or less within the project area along adjacent major arterials (Columbia, Iowa, Marlborough and Spruce Avenues) shall be installed underground. Funding for the undergrounding of these lines shall be accomplished by means of an assessment district as provided for in Chapter IV: Implementation. All 69kv lines are required to remain above ground. Other lines on the 69kv poles shall be undergrounded.
- For subdivision approvals the installation of cable conduits in the public right-of-way is required to the Public Works and Public Utilities Departments.



1.5 Circulation

G. ACCESS

Circulation standards are intended to assure the effectiveness, capacity and safety of the roadways.

- Access to arterials shall be granted to ~~parcels, but~~ parcels but will be limited to one access point per 300 feet of frontage for parcels with greater than 300 feet of frontage, or one access point per parcel with less than 300 feet of frontage. For example, for 250 feet of frontage, one access point shall be permitted; for 750 feet of frontage, two access points shall be permitted.
- No development shall be permitted on parcels without improved street access. For purposes of this standard, a street is a maintained public street or alley. A private street is subject to the approval of the City Planning and Public Works Department.
- Access points, wherever possible, shall be located a minimum of 200 feet from the back of curb returns at intersections, on four (4) lane or wider roads (88' and 110' streets).

H. RIGHT-OF-WAY

- Dedication of the right-of-way, as shown on the City's Circula-~~tion~~/Transportation Planned Street Lines or in this Specific Plan, shall be required as a condition of approval for all development.

I. LOCAL STREETS

Local streets, within the project area, shall connect planning areas with the arterial roadways. Local streets within the project area shall have a sixty-six (66) foot (secondary) right-of-way. Planned local streets shall provide a minimum of two 14 foot travel lanes (one each direction) and on-street parking opportunities. The required local street pattern shall allow the maximum flexibility to each arterial traffic flow. The pattern of local streets developed for the project area shall recognize the following:

- Streets shall be provided along property lines where possible.
- Local streets shall be planned to relieve traffic demand of arterials either by providing parallel routes or by local streets only feeding arterial streets.

The need for precise location, design, and the geometrics of local streets shall be submitted for approval at the time development is proposed. Such review shall be based upon the adopted Public Works Engineering/Design Standards.

J. PRIVATE STREETS

Private streets may be desirable in new developments where they would enhance property identification, provide for control of access and where special overall design concepts may be involved. To ~~insure~~ ensure that private streets are constructed in a manner which will not



create emergency access to hazards or future maintenance problems, the following shall be applied to approvals:

- Private streets shall be limited to cul-de-sacs and to minor local streets not carrying through traffic.
- Private streets shall be permitted only when access is provided from a public right-of-way.
- An irrevocable offer of dedication may be required of the developer at his expense prior to recordation.
- Private streets shall be constructed to the same standards as comparable local public streets in industrial areas to include a minimum of 44' of paving between curbs adopted to the City Engineering Design Standards. The construction of private streets will require a permit for encroachment onto a public right-of-way.
- All other provisions of Resolution 12220 dealing with private streets and drives shall also prevail.

Pedestrian access within Hunter Business Park shall be constructed in accordance with the following policies:

- Walkways within public street ~~right-of-ways~~rights-of-way shall be City Engineering's standards and shall be located as provided for in the typical street cross sections (refer to Exhibit II-5: Roadway Sections).
- Internal walkways shall be separated from vehicular drives with a curb, berm or other appropriate means, and shall connect at safe and convenient points with sidewalks and street crossings with public rights-of-way.
- Pedestrian walkways shall directly link each building in the development project with parking areas, other buildings, and off-site areas.

1.3 Design Review

The design review procedures set forth in Title 19 ~~of the Riverside Municipal Code (Chapter 19.62)~~ shall apply to all commercial, office, and industrial properties in the Hunter Business Park Specific Plan Area.

K. DESIGN GUIDELINES

The Design Guidelines for Hunter Business Park and individual parcels will help ~~insure~~ ensure the implementation of a quality development and maintain the concept of a strong master-planned industrial community.

1.0 Architectural Concept

The architecture of Hunter Business Park shall possess an underlying compatibility among the various buildings through the use of harmonious materials, finishes, and colors while promoting individual expression and identity. The architectural style shall be in the



contemporary vocabulary. All buildings shall project simplicity while contrasting the solid mass elements with the elements of the glazing and openings. These comprise minimum architectural standards. Innovative design and the use of higher quality materials are encouraged.

2.0 Landscape Concept

The basic objective of the Landscape Concept is to create a strong sense of project identity throughout the Hunter Business Park Plan Area.

The intent of the Landscape Concept is to establish a park-like setting which creates not only a strong landscape framework for the buildings, but also provides a pleasant pedestrian circulation system along the major Gateway Streets. The Hunter Business Landscape Concept separates and defines three basic landscape zones:

1. Monument Entrances/Gateway Streets
2. Hierarchy of Streetscape Treatment
3. Individual Interior Parcels.

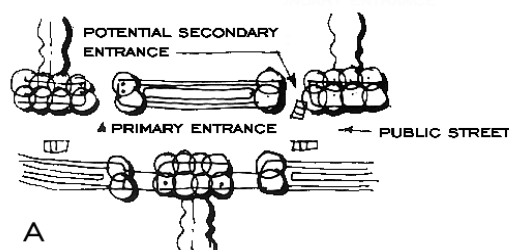
The selection of plant materials shall be made with water conservation and low maintenance characteristics as considerations. The aesthetic qualities of landscaping and plant material shall blend with the native plant material in the area especially at the edges of the project to Box Springs Mountain Regional Park.

Specific Landscape Design Criteria are presented in Section 4.0.

3.0 Site Planning Concepts

3.1 Entry Drives

1. Each parcel shall have at least one primary entry drive. The concept of this primary entrance point is to provide consistent formal plantings for trees of an evergreen variety. (See Diagram A).



2. Most parcels will have an opportunity for a secondary entry. Secondary entries are subject to approval by the City of Riverside Public Works Department and shall be

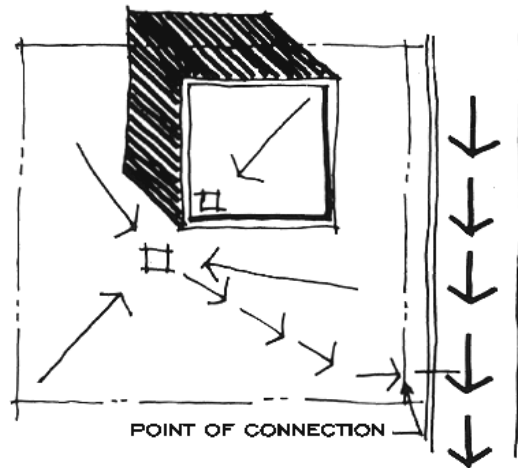
reviewed on an individual basis at the time of site design. This additional entrance shall include plantings of deciduous trees.

3.2 Parking

~~23.~~ Parking requirements for layouts, sizes, and ratios shall comply with ~~Chapter 24.21. 19.74~~ Title 19 ~~Zoning: of the Riverside Municipal Code.~~

3.3 Grading and Drainage

1. Drainage: Drainage of surface parking parcels and roof areas shall terminate at an underground storm drain system or approved street flow system. (See Diagram B).

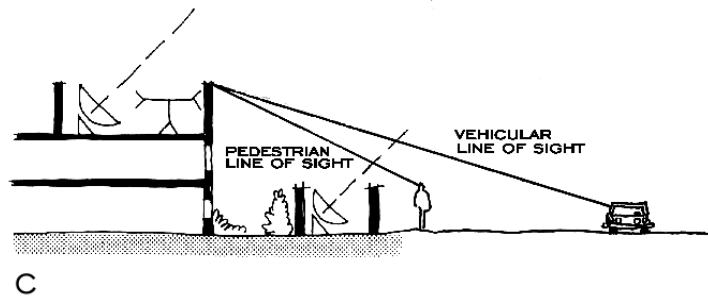


B

3.4 Utilities and Communications Devices

1. All new utilities, including those for rehabilitation building construction, shall be installed and maintained underground.
 2. Utilities shall be designed and installed to minimize disruption of off-site activity during construction.
 3. Temporary overhead power and telephone facilities shall be permitted only during construction.
 4. Any device for transmission or reception of communication signals shall be screened with compatible material and finishes as utilized in the building.
- A. Rooftop devices may not extend above the building's highest architectural element and shall not be visible within a horizontal line of sight from any major arterial or secondary collector. (See Diagram C.)

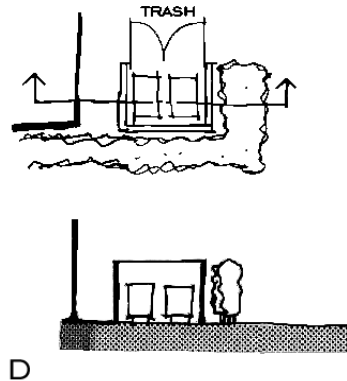




Ground-mounted devices shall be screened from view from adjacent streets and property with the same material and finishes as the adjacent buildings.

3.5 Trash and Transformers

1. Outdoor trash areas shall be visually screened by a minimum ~~6-foot-high~~six-foot-high, noncombustible enclosure constructed of the same materials and finishes as the adjacent building. (See Diagram D).

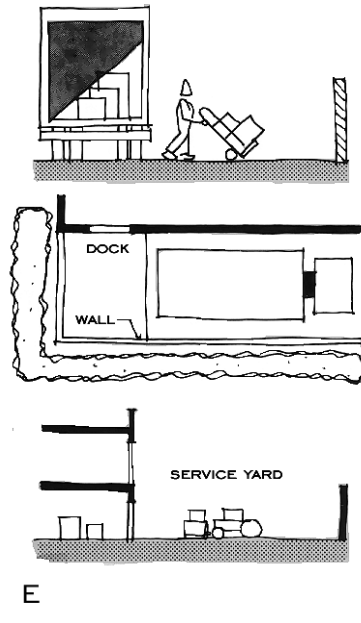


2. Trash enclosures shall be designed and located so as not to be highly visible from adjacent streets and property.
3. Transformers and emergency generators, where required, shall be screened by walls or dense landscaping.
4. Above ground transformers and trash enclosures shall not be permitted within the "front" street side building setback. Transformers located in the "front" street side setback shall be underground.
5. Above-ground switching devices, installed as a part of the backbone utility system, shall be screened from view from adjacent streets by shrub elements as provided for in the streetscape design and shall not be permitted in the "front" street side setback.

3.6 Service and Delivery Areas



1. Loading docks and service delivery areas, where provided, shall be screened, recessed, and/or enclosed so as not to be visible from adjacent streets. (See Diagram E).



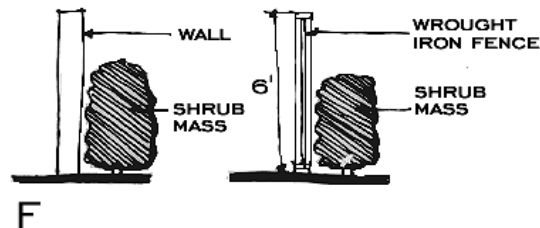
2. Service and delivery enclosures shall be a minimum of 8 feet high, noncombustible, and constructed of the same materials and finishes as the adjacent building.
3. The use of additional landscape materials to augment the enclosure walls shall be strongly encouraged.
4. No materials, supplies, or equipment, including company owned or operated trucks, shall be stored in any area on a site except inside a closed building or behind a visual barrier.

3.7 Wall/Fences

Walls/fences are to be utilized for either landscape design elements or to create visual barriers for screening purposes as outlined in 3.6 above.

1. Walls or fences shall be required as a means of screening when landscaping materials alone are insufficient. (See Diagram F).





2. Solid walls and fences required for screening, loading and outdoor storage areas shall be at least six (6) feet high. -
3. Walls separating properties within the Specific Plan and residentially zoned or used properties shall comply with the requirements of Title 19 of the Riverside Municipal Code.
- ~~25.~~—A wall up to a maximum of twelve
- ~~26.22.~~ (12) feet high may be permitted subject to the granting of a variance to achieve screening requirements of this Chapter.
- ~~3.4.~~ Walls constructed within the required front setback areas shall not exceed three (3) feet in height.
- ~~4.5.~~ Walls shall be constructed of ~~masonry or concrete~~ materials consistent with, and complementary to, the building architecture.
- ~~5.6.~~ Landscaped block walls with suitable returns are required for screening purposes along the front yard setbacks. Maximum 8-foot high chain link fencing with adequate landscape screening shall be allowed along the side and rear property lines of interior lots where not visible from the public right-of-way. It is the applicant's responsibility to demonstrate that chain link fencing is not visible from the public right-of-way. Walls, fencing and landscape screening shall be subject to Design Review Board Community & Economic Development Department Director or designee approval.
- ~~6.7.~~ Walls or fences shall not be required between separate lots unless deemed necessary for security or screening purposes. Such walls located on property lines between lots shall not exceed six (6) feet in height.

3.8 Lighting

1. Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas.
2. All lighting shall be shielded (cut off) to keep light spread within the site boundaries.
3. Pole light fixtures in parking areas shall not exceed thirty (30) feet in height. (See



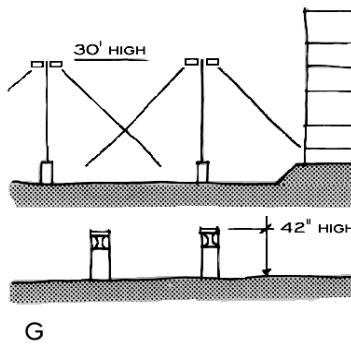


Diagram G).

4. Security light fixtures shall not project above the fascia or roofline of the building.

3.9 Rail Service

Rail service is an important asset of the industrial park. Therefore, uses which are dependent upon such rail service shall comply with the following standards:

1. Spur trackage shall not be permitted along any building frontage and shall be confined to the rear and sides of any buildings served.
2. At grade spur trackage, crossings shall be avoided, if possible.
3. All rail crossings and any spur construction must be approved by the affected railroad and the Public Utilities Commission.

4.0 Landscape Design Criteria

The landscape concept establishes three basic landscape zones:

- Monument Entry/Gateway Streets
- Streetscape Zone
- Individual Interior Parcel Zone

The following landscape design criteria define the overall planting, paving, (hardscape), lighting, and graphic concepts. Individual owners are allowed the flexibility to express their own design within the framework of these criteria.

4.1 Monument Entry/Gateway Streets Zone

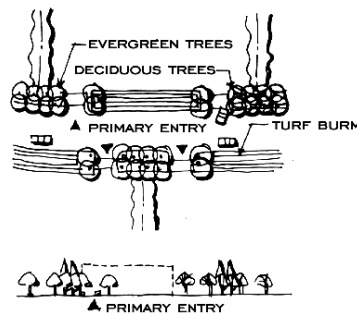
The Entry Zone sets the image for Hunter Business Park and occurs at the major entrances off Columbia Avenue and Spruce Street. The landscape character shall consist primarily of turf, a backdrop of evergreen trees, and an accent element consisting of deciduous trees. Entry Zone design elements and materials are subject to Design Review Board review and approval.



4.2 Streetscape Zone

The Streetscape Zone is the primary landscape framework of the project and is intended to visually bind the project together. This zone consists of three components: Streetscape, Primary Driveway, and Secondary Driveway.

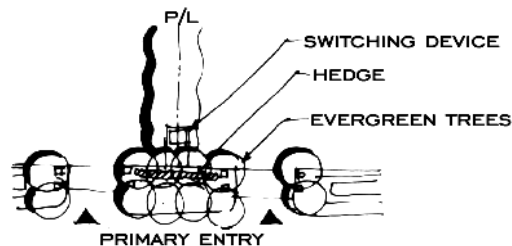
1. The Streetscape component consists of a continuous turf-bermed edge (along Columbia Avenue) and a consistent tree pattern of palms with alternating evergreen trees. It is intended that visual corridors are kept open at the central portion of each parcel to maximize the view of each building with concentration of formal tree statements identifying the entry points to each parcel near the side parcel lines. A continuous 6-foot walkway at the curb shall



H

be constructed on both sides of Iowa Avenue. (See Diagram H).

2. The Primary Driveway location shall be identified by a geometric tree pattern of an evergreen variety. The entry shall also incorporate the parcel address

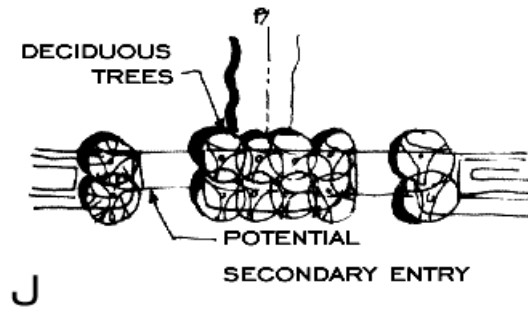


I

number. (See Diagram I).

3. The Secondary Driveway location shall be identified by similar elements with the exception of the tree species, which shall be of a deciduous variety. (See Diagram J).





4.3 On-Site Landscaping

On-Site Landscaping consists of three primary components:

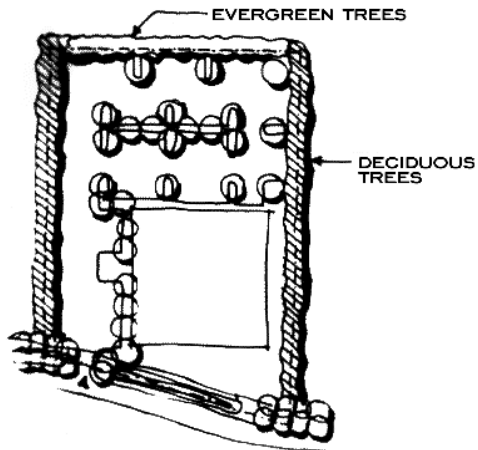
- Property Line Planting
- Parking Lot Planting
- Building Perimeter Planting

It is intended that individual owners have the flexibility to express their own landscape design concepts by being consistent with the overall landscape concept.

1. Property line planting:

Property line trees are intended to work as "hedgerow" framing elements and shall be evergreen flowering varieties with an optimum, non-trimmed height for the shrubs of 6 to 7 feet. Shrubs shall be a maximum of 3 feet high within 25 feet of driveways for safe visibility. Special consideration shall be given to screening parked automobiles from adjacent properties. (See Diagram K).



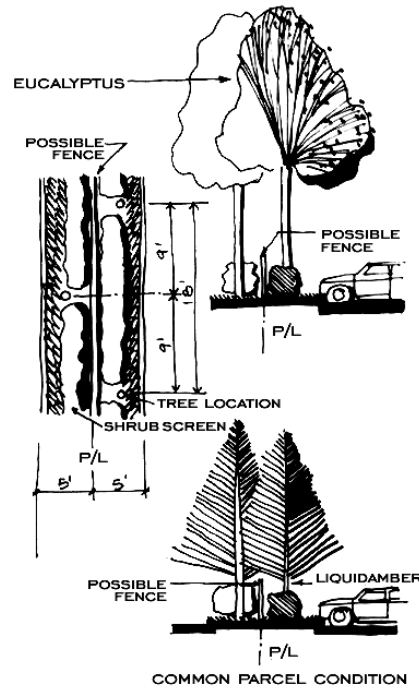


K

2. Parking lot planting:

Parking lot trees shall shade the parking ~~area, and area and~~ break up the visual mass of the parking lot. These trees shall be located predominantly in islands and planters and shall have low ground cover throughout with shrub screening at the end bays of each island (See Diagram L).





L

3. Building Perimeter Planting:

Planting around building perimeters is intended to be colorful and more highly accented. Trees and shrubs shall have either colorful foliage or flowering characteristics except where restrictive areas require a more vertical species. Major building features shall utilize more intense plantings of colored ground cover and shrubs. Vines shall be encouraged at larger wall massings and at loading and trash screen walls. (See Diagram M).



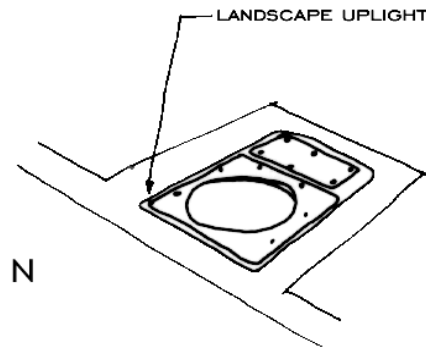
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4. Landscape Lighting:



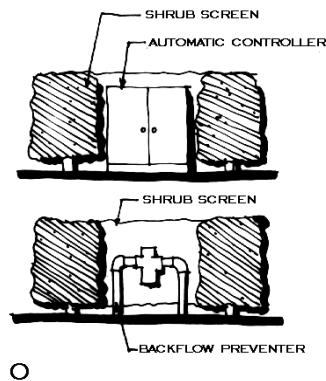
Landscape lighting, with no visible light source may be used for accenting the following conditions:

- Shrub masses
- Focal elements
- Trees (up-lights) (See Diagram N).



5. Irrigation

- All irrigation systems shall be fully automatic.
- Low-volume irrigation equipment shall be required for all planted areas within the individual sites.
- Irrigation water shall not overthrow onto walks, common areas, or onto any architectural walls.
- Utility cabinets and irrigation hardware shall be screened by evergreen shrubs. (See Diagram O).



5.0 Architectural Design Criteria

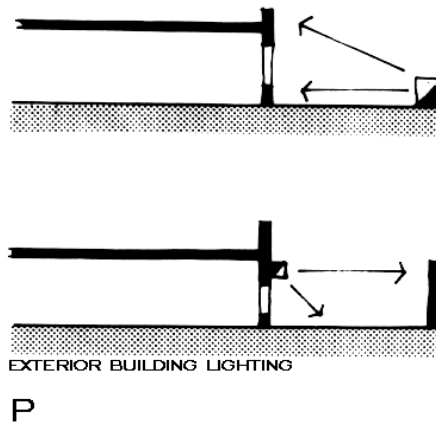
5.1 Roofs



1. All rooftop equipment or devices including vents, louvers, hoods, and mechanical equipment shall be painted to match the building color.
2. Roof-mounted mechanical equipment shall not exceed above the highest architectural element or be mounted on any exterior building elevation. No such equipment shall be visible from the public right-of-way.
3. Any screening device shall be constructed of the same materials as the supporting building or closely matching materials.

5.2 Exterior Building Lighting

1. Exterior building lighting shall be used to reinforce the architectural design. Emphasis shall be placed on entries, landscaping elements, architectural features, etc.
2. Lighting shall be directed toward the building (wall wash), not adjacent

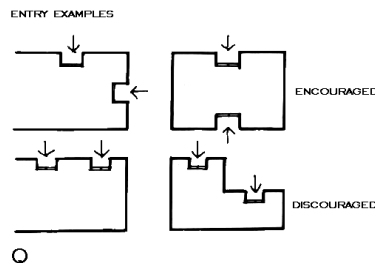


properties. (See Diagram P).

3. Service area lighting, if any shall be contained within the service area and shall be a 90 degree cutoff-type fixture.

5.3 Building Entries

1. A minimum number of entry points shall be encouraged for each building. (See Diagram Q).



3.0 DEVELOPMENT STANDARDS AND CRITERIA

The following regulations are stipulated to implement the Sycamore Canyon Business Plan. As such, they will be utilized by the City of Riverside to ensure that future development proceeds in a consistent manner.

Development standards not specifically prescribed by the Specific Plan shall be governed by the appropriate provisions of Title 19- Zoning of the Riverside Municipal Code (Zoning Code) according to the underlying zoning designation of the site.

They have evolved from the analysis of local environmental opportunities and constraints as well as development needs. Based upon current City zoning standards set forth in the Business & Manufacturing Park (BMP) Zone, as described by Chapter 19.46-130 of the Zoning Ordinance Code, and the General Commercial Zone, as described by Chapter 19.36-110 of the Zoning Ordinance Code these standards have been modified where appropriate to achieve the goal and objectives of this Plan.

Standards have been organized into seven classifications, following a listing of typical permitted uses (Subsection 3.1), these include:

Subsection 3.2 - Lot Standards which define building site coverage, building heights, setbacks and lot sizes;

Subsection 3.3 - Parking Standards describing the basic design criteria for parking areas, a schedule of off-street parking requirements, and other related items;

Subsection 3.4 - Outdoor Storage and Loading Areas requirements design criteria;

Subsection 3.5 - Utilities and Lighting, requirements;

Subsection 3.6 - Sign Standards;

Subsection 3.7 - Screening of Mechanical Equipment criteria;

Subsection 3.8 - Trash Collection Areas requirements; and

Subsection 3.9 - Walls/Fence Standards defining locational and height requirements.

3.1 PERMITTED USES

This Specific Plan controls development by zoning properties to the BMP (Business & Manufacturing Park Zone), ~~MP-BP (Manufacturing Park with Business Park Combining Zone District~~ and C-3CG (General Commercial Zone), as defined in Chapters ~~19.46.020~~130 and ~~19.36.201~~110 and ~~19.44~~ of the City Code. The Plan further defines specific limitations and regulations as adjustments to this base zone.

Permitted uses are those land uses allowed in a given subarea (as shown in Exhibit 5).

"Industrial" subarea permitted uses are:

- "(1) Administrative or executive offices of a business or industrial establishment;"
- "(2) Manufacture, assembly, fabrication, warehousing, and wholesale distribution of goods, wares, merchandise, articles, or substances pursuant to the requirements of the Permitted Uses Table of Chapter 19.150 of the Zoning Code; provided, that goods, wares, merchandise, articles, or substances which are combustible, inflammable, explosive, or likely to create fire, radiation or explosive hazards to surrounding property may be stored and used in reasonable quantities as an incident to any permitted use only if such storage and use are allowed in the certificate of occupancy under such reasonable conditions as may be deemed necessary in the interests of public safety; ~~and further provided that any use prohibited in the "M-1" and 11M-211 zones shall also be prohibited in the "MP" zone;~~"
- "(3) Publishing and printing"
- "(4) Research offices and laboratories for the conduct of scientific research and theoretical studies and investigations, including the fabrication and testing of prototypes, and the performance of environmental tests, and related activities, by or under the supervision of professional scientists and highly trained specialists in the fields of physical, economic or social research;" .

The following uses shall be permitted in the "Industrial" subarea subject to a conditional use permit:

- "(A) Automobile service station, including indoor facilities for lubrication, battery and brake service, tire repair, minor adjustments and repair, but excluding painting, body work,

steam cleaning, major repairs, mechanical washing facilities, utility truck or trailer rental, and packaged ice sales, and in accordance with the provision of Section 19.28.020(35)410,"

- "(B) Restaurant, cafe, or cafeteria".
- "(C) Any use appurtenant to and compatible with restricted industrial development which is consistent with the objectives of the planned industrial park concept."

~~Portions of the "Industrial" subarea are zoned "MP-BP" Manufacturing Park with a Business Park Combining Zone. The Combining Zone permits a limited range of retail commercial uses having a close association with, providing convenience to or which are compatible with the office, wholesale, warehousing and manufacturing uses permitted. For further details regarding the 'BP' Combining Zone see Chapter 19.44 of the Zoning Code.~~

Permitted uses for the "Industrial Support" subarea are limited by special constraints - the noise and accident potential impacts caused by flight operation at March Air Force Base directly to the south. High noise levels and accident risks require that development of this area be limited to low-density, low- concentration uses which will minimize the exposure to the public and employees to such impacts.

Accordingly, the Plan permits the following uses for "Industrial Support":

- Financial, insurance and real estate services;
- Professional services - typically, attorneys, architects, engineers, accountants;
- Automotive service stations- including minor repair of autos within enclosed buildings;
- Automotive rental agencies and related auto storage; and
- Business support uses involving clerical, employment, protective or similar services, including multi-copy and blueprint services.

Other compatible and related uses may be permitted subject to a conditional use permit where the following conditions apply:

- Use intensity no greater than one full time employee per 500 sq. ft. of building floor area, and
- No occupancy by the public of more than ten persons.

The "Industrial Support" subarea of the Plan is described in the March Air Force Base AICUZ study as "Compatible Use District 8" which involves a combination of "Accident Potential Zone II" and a noise level of Ldn 80-85. This combination of impacts requires that all uses include insulation of office areas and public reception areas to achieve a noise level reduction of 35 decibels.

The Plan permits the following uses for "Retail Business and Office" subarea:

- Retail shops, services and other similar commercial development. It also provides for low to moderate intensity office uses and for some visitor-serving commercial development. The typical development intensity for this category is a 0.25 Floor Area Ratio (FAR); the maximum development intensity is a 0.35 Floor Area Ratio (FAR).
- All uses permitted within the ~~C-3CG~~ General Commercial Zone per the ~~City's zoning ordinance~~ Zoning Code. For further information regarding the ~~C-3CG~~ zone see Chapter 19.~~36.020110~~ of the Zoning Code.
- "Open Space" is proposed for the portions of the Sycamore Canyon area with prevailing slope gradients of 15% or greater, (not isolated pockets over 15%); as well as areas with prime wildlife habitat and areas within manageable park boundaries. This term includes most of the "Natural Arroyo" as described in earlier plans for the Southeast Study Area.
- No metal curtain wall structures shall be permitted within any portion of the Plan Area.

3.2 LOT STANDARDS

The purpose of lot standards is to assure adequate development sites so that appropriate design measures (parking, ingress/ egress, building coverage) are feasible.

The minimum lot size shall be five acres; provided however, (1) that 30% of the area of each parcel of land of record existing as of the date this Specific Plan is adopted by the City Council may be subdivided to minimum one acre lots and developed in accordance with the BMP Development Standards defined in Chapter 19.~~46130~~; or 30% of the area of any combination of such parcels held under common ownership within the same Specific Plan designation, may, at the discretion of the Planning

Commission, be subdivided to minimum one acre lots; ~~Exempt from these lot size standards are those lots within the Motorfair Project of 136.9 vacant acres of land. Here, the minimum lot size shall be one acre, except the property fronting on Sycamore Canyon Boulevard shall be two acres;~~ (2) that a condominium- style industrial development may be permitted in such areas provided that such development contains one total acre or more; and (3) that such lots do not have frontage on thruways or collector streets.

Minimum lot widths shall be 300 feet for five acre and larger lots, and 140 feet for one acre lots.

3.2.1 SETBACK STANDARDS

The following setbacks shall be required within the Plan Area:

- Front Yards -

- A. For arterial streets and buildings over thirty feet in height: A front yard having an average depth of 50 feet but in no case less than 40 feet except as indicated below. The front 20 feet of such front yard shall be suitable landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard. Off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than six feet in height shall be permitted in the rear 30 feet of any required front yard. A front yard having a minimum depth of forty feet shall be permitted when such yard is landscaped in its entirety, except that a driveway parallel to the front property line a maximum of 12 feet in width may be located within this landscaped front yard;
- B. For all other streets where the building is less than 30 feet in height: A front yard having a depth of 20 feet. The entirety of which shall be suitably landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian

walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard.

- ~~Side and rear yard setbacks shall be required as set forth in the Title 19 of the Riverside Municipal Code Zoning Code based on the underlying zoning designation and the intended use or development of the site. Side Yard shall not be required, except that minimum side yards of fifty feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a side yard abuts a street, such side yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses;~~
- ~~Rear Yard shall not be required, except that a minimum rear yard of fifty feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a rear yard abuts a street, such rear yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses, with the exception of all lots adjacent to Sycamore Canyon Park which shall have a 20-foot landscaped building setback.~~

(Resolution No. 20347, 2003)

3.3 PARKING STANDARDS

Parking Standards are necessary to assure public safety and convenience, prevent congestion and increase site efficiency.

The following requirements for off-street parking and loading facilities apply to all development within the Plan.

The basic design requirements of all onsite parking areas shall conform to Chapter 19. ~~74580~~ of the City Code unless specifically amended by details of this Plan.

All required parking shall be provided onsite.

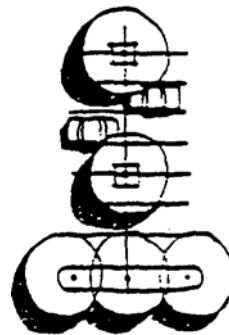
Setbacks for parking shall be 20 feet from the right-of-way.

Parking space shall be required as follows:

- Warehousing or building for storage:
 - A. One space per 1,000 sq. ft.;
- Manufacturing:
 - A. One space per 350 sq. ft.;
- Administrative/ Office:
 - A. One space per 250 sq. ft.;
- Mixed-use tenancy (storage/distribution/manufacturing with limited space devoted to exclusive office space) with less than 25% administrative/office use:
 - A. One space per 300 sq. ft.;

No required parking shall be provided within the required front setback area.

Landscaping within parking lots shall be reviewed and approved by the Design Review Board and conformance to standards of this Plan and the City Code. Such landscaping should include use of tree wells or planters at the end of parking bays.



Parking shall be screened from public view by means of landscaping, berms, and low masonry walls. However, vehicle display parking shall be exempt from this requirement in the retail portion of the Plan.

(Resolution No. 20437, 2003)

3.4 OUTDOOR STORAGE AND LOADING AREAS

All uses, except storage and unloading shall be conducted entirely within an enclosed building. Outdoor storage of material and equipment is permitted, provided the storage area is completely enclosed by walls and

the combined gross area of such area does not exceed ten (10) percent of the gross floor area of the building, no impinge upon any required parking or access ways.

No stored material may exceed the height of required walls.

All loading facilities and maneuvering areas must be on site with the use served.

Aisle width to loading docks shall be a minimum of fifty (50) feet exclusive of truck parking area.

All loading areas shall be screened from public view by landscaping or walls.

Loading facilities shall be prohibited in required front or side setback areas.

3.5 LIGHTING AND UTILITIES

Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas.

All lighting shall be shielded to keep light spread within the site boundaries.

Light fixtures in parking areas shall not exceed twenty-five (25) feet in height. Security light fixtures shall no project above the fascia or roofline of the building.

Streetlight fixtures shall not exceed thirty-five (35) feet in height.

All ground-mounted utility facilities such as transformers, back- flow preventors shall be adequately screened from public view.

All electrical lines less than 12KV and telephone lines within the Plan area shall be installed underground.

3.6 SIGN STANDARDS

The Specific Plan recognizes that signs are not only a means of identifying businesses but are also an important design element. Sign provisions consistent with the Plan's objectives to ensure visually attractive, quality development is necessary.

The following standards apply to all signs within the Plan area:

All signs not expressly permitted are prohibited, including but not limited to the following:

- Roof signs;
- Flashing signs, except in time and temperature signs;
- Animated signs;
- Revolving signs;
- Vehicle signs, when used on property to identify a business;
- Portable signs;
- Off-site signs, except temporary subdivision directional signs;
- Signs on the public right-of-way, except where required by a governmental agency;
- Signs blocking doors or fire escapes;
- Light bulb strings and exposed tubing;
- Banners, flags, pennants and balloons; and Advertising structures.

Business identification wall-mounted and monument signs shall be permitted subject to the following provisions:

- Maximum number - one per street frontage, not to exceed two per lot for both wall mounted and monument signs;
- Maximum size - Ten (10) percent of the building face, not to exceed 150 square feet for wall signs and 24 square feet for monument signs;
- Maximum height - not to project above the roofline or parapet of the roof, and in no case be higher than 20 feet above finished grade for wall mount signs; and up to five feet for monument signs;

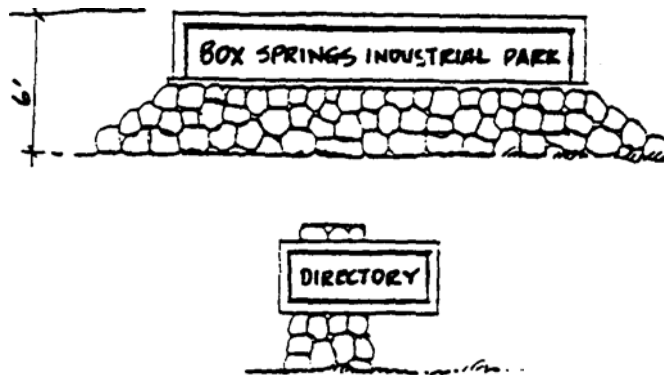
Each permitted monument sign shall be located in a planted landscaped area which is of a shape, design and size that will provide a compatible setting and ground definition to the sign. The planted landscaped area shall be maintained on a reasonable and regular basis.

Sign copy shall include minimal information only. The use of subordinate information such as a telephone number, lists of products, pictures of products, etc. is discouraged. The name of the business shall be the dominant message on the sign.

Monument signs shall be illuminated from an external light source. Wall signs may be illuminated either internally or externally.

All signs shall be designed to be architecturally compatible with the building.

- Signing for the Park is proposed as entry monuments at the major points of ingress. A wood sign with recessed lettering atop a native rock masonry base is suggested as shown.



- A similar design for Park directory signs is also shown.

3.7 ~~DISPLAY MEDIANS~~DELETED.

~~In the Motofair project (RBO land use designation) display medians within the right of way will be permitted provided that a covenant and agreement subject to approval by the City Attorney shall be recorded prior to adoption of zoning case R-48-878 that the adjacent property owners will maintain the display nodes and hold the City harmless if any traffic accidents occur involving the display nodes.~~

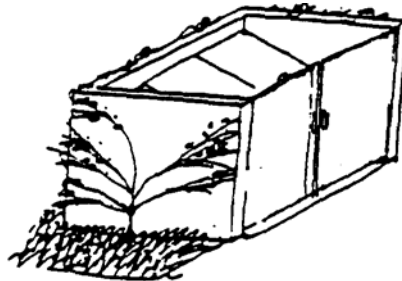
3.8 SCREENING OF MECHANICAL EQUIPMENT

To the maximum extent possible, all utility and operational equipment located on the exterior of the building shall be screened from public view through the use of walls or landscaping.

3.9 TRASH COLLECTION AREAS

Storage and trash collection areas will be permitted in rear and interior side setback areas provided that trash containers are enclosed within a masonry wall with a metal gate.

Such container enclosures shall have a concrete base and have walls with a minimum height of six (6) feet.



3.10 WALLS/FENCE STANDARDS

Walls and fences will be required as a means of screening when landscaping materials alone would prove insufficient as determined by the Design Review Board.

Solid walls and fences required as a means of screening, loading and outdoor storage areas shall be at least six (6) feet high with a maximum of twelve (12) feet and will be constructed in accordance with the design criteria of this Plan.

Walls constructed within required front setback areas shall not exceed three (3) feet in height.

Walls shall be constructed of ~~masonry or concrete~~ materials consistent with, and complementary to, building architecture.

Walls or fences are not required between separate lots unless deemed necessary for security or screening purposes. Such walls located on property lines between lots shall not exceed six (6) feet in height.

Walls separating properties within the Specific Plan and residentially zoned or used properties shall comply with the requirements of Title 19 of the Riverside Municipal Code the Zoning Code.

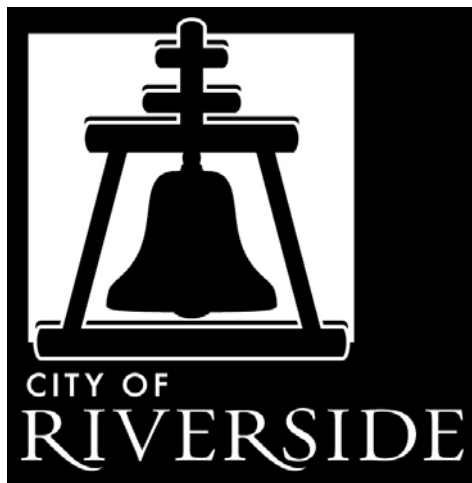
Chain-link fencing shall be prohibited where it is visible from the public right-of-way.

3.11 RAIL SERVICE STANDARDS

Rail service is an important asset of the industrial park. Therefore, uses which are dependent upon such rail service shall comply with the following standards:

- Easement width for a lead line single rail track= 26 feet; for a double rail track= 41 feet;
- Rail lead track and nearby street elevation shall have approximately the same elevation;
- Minimum radius of curvature for track shall be 180 feet;
- Maximum permissible gradient along spur track shall be 1 1 to 2 %;
- Dock height shall be set between 4 ! to 5 feet above top of rail of the spur track;
- Spur trackage is not permitted along any building frontage and must be confined to the rear and sides of any buildings served; and
- At-grade crossings shall be avoided. All rail crossings and any spur construction must be approved by the AT&SF Railway Co. and the PUC.

**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

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/matesiifactsheet.html>.

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 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.

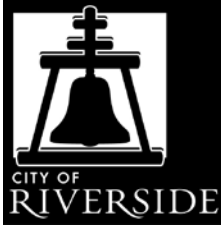
ACRONYMS USED THROUGHTOUT THIS DOCUMENT

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

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>.

TRU Transportation Refrigeration Unit
URBEMIS Urban Emissions Software
WRCOG Western Riverside Council of Governments



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

**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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Acknowledgements

The Western Riverside Council of Governments (WRCOG) staff would like to acknowledge the exceptional contributions made to this document by members of the Regional Air Quality Task Force (RAQTF). Since 2003, WRCOG staff has consistently relied on the RAQTF to provide critical and constructive input on developing and implementing environmental policies and actions.

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:

Regional Air Quality Task Force Policy Committee

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Larry Dressel, Mayor, City of Beaumont;
Frank Hall, Council Member, City of Norco;
Ron Loveridge, Mayor, City of Riverside.

Regional Air Quality Task Force Technical Staff

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Matt Shea, Clean Energy;
Colleen Smethers, Center for Community Action and Environmental Justice;
Barbara Spoonhour, Program Manager, Western Riverside Council of Governments;
Rosa Washington, Staff Analyst I, Western Riverside Council of Governments.

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.

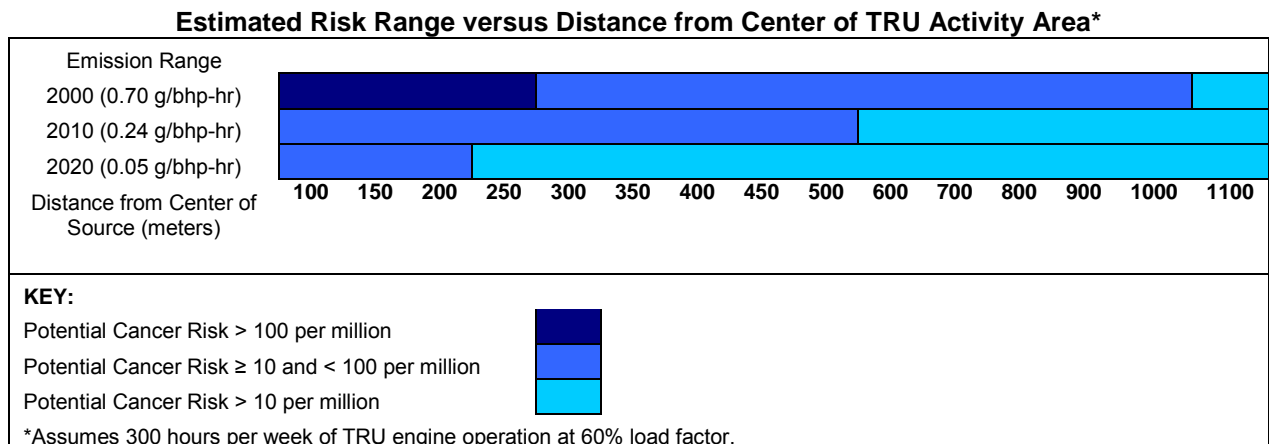
Recommended Strategies:

- 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 eliminate 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.