MEETING AGENDA
OF THE PLANNING COMMISSION
Wednesday, February 12, 2020
Regular Meeting: 7:00 P.M.
City Council Chambers
8930 Limonite Avenue, Jurupa Valley, CA 92509

A. As a courtesy to those in attendance, we ask that cell phones be turned off or set to their silent mode and that you keep talking to a minimum so that all persons can hear the comments of the public and Planning Commission. The Commission Rules of Order require permission of the Chair to speak with anyone at the staff table or to approach the dais.

B. A member of the public who wishes to speak under Public Comments must fill out a “Speaker Card” and submit it to the City Staff BEFORE the Chairman calls for Public Comments on an agenda item. Each agenda item up will be open for public comments before taking action. Public comments on subjects that are not on the agenda can be made during the “Public Appearance/Comments” portion of the agenda.

C. If you wish to address the Planning Commission on a specific agenda item or during public comment, please fill out a speaker card and hand it to the Clerk with your name and address before the item is called so that we can call you to come to the podium for your comments. While listing your name and address is not required, it helps us to provide follow-up information to you if needed. Exhibits must be handed to the staff for distribution to the Commission.

D. As a courtesy to others and to assure that each person wishing to be heard has an opportunity to speak, please limit your comments to 5 minutes.

REGULAR SESSION
1. 7:00 P.M. – Call to Order and Roll Call
   • Arleen Pruitt, Chair
   • Guillermo Silva, Chair Pro Tem
   • Mariana Lopez
   • Corey Moore
   • Penny Newman

2. Pledge of Allegiance
3. Public Appearance/Comments (30 minutes)
4. Approval of Agenda
5. Approval of Minutes
   5.1 January 22, 2020 Regular Meeting
6. Public Hearings - NONE

7. Commission Business

7.1 STUDY SESSION: BUFFERING RESIDENTIAL USES FROM NEGATIVE IMPACTS OF INDUSTRIAL USES

RECOMMENDATION
Receive a staff presentation regarding issues and approaches to buffers to promote compatibility between residential and industrial uses.

8. Public Appearance / Comments

9. Planning Commissioner's Reports and Comments

10. Planning Department Report

11. Adjournment to the February 26, 2020 Regular Meeting

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a meeting of the Jurupa Valley Planning Commission, please call 951-332-6464. Notification at least 48 hours prior to the meeting or time when services are needed will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Agendas of public meetings and any other writings distributed to all, or a majority of, the Jurupa Valley Planning Commission in connection with a matter subject to discussion or consideration at an open meeting of the Planning Commission are public records. If such writing is distributed less than 72 hours prior to a public meeting, the writing will be made available for public inspection at the City of Jurupa Valley, 8930 Limonite Ave., Jurupa Valley, CA 92509, at the time the writing is distributed to all, or a majority of, the Jurupa Valley Planning Commission. The Planning Commission may also post the writing on its Internet website at www.jurupavalley.org.
1. Call to Order and Roll Call

The Regular Session of the Jurupa Valley Planning Commission meeting was called to order at 7:00 p.m. on January 22, 2020 at the City Council Chambers, 8930 Limonite Ave., Jurupa Valley.

Members present:

- Arleen Pruitt, Chair
- Guillermo Silva, Chair Pro Tem
- Mariana Lopez, Commission Member
- Corey Moore, Commission Member
- Penny Newman, Commission Member

2. Pledge of Allegiance – Chair Pro Tem Silva led the Pledge of Allegiance.

3. Public Appearance / Comments - None

4. Approval of Agenda

Commissioner Moore moved, Commissioner Silva seconded, a motion to approve the January 22, 2020 agenda. The motion was approved 5:0.

Ayes: Moore, Lopez, Newman, Pruitt, Silva

Noes: None

Abstained: None

Absent: None

5. Approval of Minutes

Commissioner Lopez moved and Chair Pro Tem Silva seconded, a motion to approve the January 8th Planning Commission Minutes. The motion was approved 5:0.

Ayes: Moore, Lopez, Newman, Silva, Pruitt

Noes: None

Abstained: None
Absent: None

6. PUBLIC HEARING

6.1 MASTER APPLICATION (MA) NO. 18211 – CONDITIONAL USE PERMIT (CUP) NO. 18007 AND TENTATIVE PARCEL MAP (TPM) NO. 37614 – HORIZON BUSINESS PARK: WAREHOUSE DISTRIBUTION BUILDING TOTALING 310,406 SQUARE FEET

Ms. Rocio Lopez, Senior Planner, presented the staff report with a PowerPoint presentation. Ms. Lopez stated that South Coast Air Quality Management District (SCAQMD) had submitted comments regarding the Mitigated Negative Declaration and staff will need more time to prepare a response to SCAQMD. Therefore, staff recommended this item be continued to the February 26, 2020 Planning Commission Meeting.

Mr. Ernie Perea, CEQA Administrator, explained that the staff received the comments late last week and the staff needs more time to prepare a response to SCAQMD.

COMMISSIONER QUESTIONS

Commissioner Newman requested more details of the SCAQMD letter and agrees with continuing this item.

Commissioner Lopez requested information on the truck routes and electric charging stations.

PUBLIC HEARING OPENED

Mr. Steve Palmer, Applicant’s Representative, identified the truck routes and confirmed that Parkhurst St. is the main entrance for the trucks.

Commissioner Lopez requested clarification on the landscaping and recommended an increase in the amount of landscaping and planting specific trees. Ms. Rocio Lopez, Senior Planner, suggested that staff would work on a solution.

Commissioner Moore requested clarification of bike lanes within the streets as the plans noted bike racks. Engineering staff indicated that they would research information of bike routes for area.

Commissioner Newman made some suggestions for the applicant to alleviate her concerns with truck routes and setbacks. Mr. Palmer noted that they are open to the suggestions.

Chair Pruitt requested that the “no idling” restrictions for trucks to be made a part of the conditions for the approval.

PUBLIC HEARING CLOSED

Commissioner Moore moved, and Commissioner Lopez seconded, to continue item to the February 26, 2020 Planning Commission Meeting.

Ayes: Moore, Lopez, Newman, Pruitt, Silva

Noes: None
Abstained: None
Absent: None

7. Commission Business

7.1 RECEIVE AND FILE PLANNING DIRECTOR DECISION FOR THE APPROVAL OF THE FOLLOWING ENTITLEMENTS: MASTER APPLICATION (MA) 18232: THE APPROVAL OF SITE DEVELOPMENT PERMIT (SDP) NO. 18106 TO ALLOW THE CONSTRUCTION OF A 70-FOOT WIRELESS TELECOMMUNICATION FACILITY DESIGNED AS A EUCALYPTUS TREE WITH ASSOCIATED 800 SQUARE-FEET EQUIPMENT ENCLOSURE – MASTER APPLICATION (MA) 19160: THE APPROVAL OF SITE DEVELOPMENT PERMIT (SDP) NO. 19076 AN APPROVAL PERIOD FOR AN EXISTING 55-FOOT WIRELESS COMMUNICATION FACILITY DISGUISED A PALM TREE WITHIN A 512 SQUARE-FOOT LEASE AREA

Mr. Roberto Gonzalez, Assistant Planner, presented the staff report.

Chair Pruitt requested information on revocation of approved projects that do not comply with the required landscaping. Mr. Gonzalez provided the information.

Commission received and filed the notice.

PUBLIC HEARING OPENED – NONE

PUBLIC HEARING CLOSED

There being no one wishing to speak regarding this item, Chair Pruitt closed the public hearing.

Commissioner Moore moved, and Commissioner Silva seconded to receive and file Planning Director decision to approve MA18232 and MA19160 per Jurupa Valley Municipal Code Section 9.240.330. The motion was approved 5:0.

Ayes: Moore, Lopez, Newman, Pruitt, Silva
Noes: None
Abstained: None
Absent: None

7.2 STUDY SESSION FOR MASTER APPLICATION (MA) NO. MA16170 (GPA16003, CZ16008,SP16002, DA16002, SDP18044, TPM37528 WITH EXCEPTION TO UNDERGROUND UTILITIES – AGUA MANSNA COMMERCE PARK SPECIFIC PLAN – NEW SPECIFIC PLAN ON 302.8 ACRES OF LAND AND THE CONSTRUCTION OF A TOTAL OF 4.2 MILLION SQUARE-FEET OF WAREHOUSE DISTRIBUTION BUILDINGS INCLUDING A 200,000 SQUARE-FOOT INDUSTRIAL BUILDING, AND A 70-ACRE OPEN SPACE AREA

Ms. Annette Tam, Principal Planner, provide a PowerPoint presentation of the staff report.

Mr. Ernie Perea, CEQA Administrator, summarized the Draft Environmental Impact Report (DEIR) and provided information on the public review period.
COMMISSIONER QUESTIONS

Commissioner Newman requested receiving DEIR at the start of the public review period in the future.

Erik Zitek, Applicant, presented a PowerPoint presentation of the proposed project.

Chair Pro Tem Silva requested clarification of the Development Agreement. Ms. Tam provided clarification.

Commissioner Moore requested clarification of the process of the proposed Rubidoux Warehouse and Distribution Center Overlay and the Council’s consideration for sites. Ms. Tam explained the process.

Commissioner Lopez requested clarification of the primary routes for the trucks of the project and the applicant’s consideration to provide air filtration systems to the nearby residents. Mr. Tate Goss, Applicant, provided details of truck routes and of the open space area.

Chair Pruitt recommended several dates and times for construction work to be completed. She inquired if the applicant had a solution to address a resident’s concern of a storm drain.

Commissioner Newman recommended the applicant to form an advisory group due to her concerns for Department of Toxic Substances and Control (DTSC) oversight of the remediation process.

Chair Pruitt asked for the applicant’s reason for the request for an exception to underground utilities on Rubidoux Blvd. Mr. Erik Zitek, Applicant, shared that the cost of undergrounding utilities is a burden but will continue to find a solution in order to underground the utilities.

PUBLIC HEARING OPENED

Ms. Jacqueline Lee, resident, expressed concerns with truck traffic.

Mr. Mike Dea, Union Representative, expressed support for the proposed project.

PUBLIC HEARING CLOSED

Commissioner Newman suggested changing the name of the Rubidoux Warehouse & Distribution Center Overlay to Agua Mansa Warehouse & Distribution Center Overlay.

Ms. Annette Tam asked if the Commissioners had any additional comments.

8. Public Appearance / Comments – NONE

9. Planning Commissioner’s Reports and Comments

Commissioner Lopez requested that the public comments received by the developer to be included in the Planning Commission staff report.
Chair Pruitt announced the ruling for Riverside Transmission Reliability Project (RTRP) lawsuit. It requires undergrounding of the transmission lines. She also addressed illegal dumping in the City.
10. Planning Department Report

Mr. Tom Merrell, Planning Director, provided an update on the current planning, advance planning, and upcoming projects.

Respectfully submitted,

Thomas G. Merrell, AICP, Planning Director
Secretary of the Planning Commission
RECOMMENDATION

Receive a staff presentation regarding issues and approaches to buffers to promote compatibility between residential and industrial uses.

BACKGROUND

While discussing proposed “Multi-Family Residential Development Standards” on January 8, 2019, the Planning Commission expressed concern with land use compatibility issues between residential and industrial uses. In particular, the Planning Commission suggested that the residential standards include a requirement for a 1,000-foot separation between residential and industrial uses. Staff responded that establishing such a setback requirement for a residential project would have the effect of prohibiting an allowed residential use on residential zoned property if located adjacent to industrial property.

Staff advised that establishing a 1,000 separation between residential neighborhoods and industrial development is appropriately addressed through land use planning and by regulating industrial development. Further, there are other desirable approaches to buffering the two potentially incompatible uses, such as modifying the industrial development standards or requiring intervening physical features such as berms, walls, landscaping, parking lots, non-industrial buildings, etc..

At its public hearing on February 6, 2020, the Jurupa Valley City Council accepted the Commission’s recommendation to study the issue and referred the matter to the Planning Commission to study various alternatives for buffering residential uses from negative impacts associated with industrial uses.

DISCUSSION ITEMS

Defining the Scope

This study session is intended to be the first of a series of study sessions dedicated to defining the scope of the problem and exploring various known techniques for buffering between incompatible land uses. To understand the potential for land use conflicts within Jurupa Valley, and thus determine the scope of the problem, staff will identify the places in the City where:

1. Built industrial is next to existing residential neighborhoods.
2. Vacant industrial land is next to vacant residentially zoned land.
3. Vacant residential land is next to existing industrial development. Maps and exhibits showing each of these situations will be presented at the study session for discussion. From this information, the Commission may develop a consensus for whether the focus should be changing the General Plan land use and zoning or on industrial development regulation.

Buffering Alternatives

With the various scenarios noted above, it is also important to recognize that different types of industrial uses have a variety of potential impacts. With warehouse uses, we know that air quality from truck exhaust is a negative impact to nearby residential uses (and or other sensitive receptors). In the past, in an effort to reduce air quality degradation, a 1,000-foot separation has been encouraged. The 1,000-foot separation recommendation was originally suggested by the “Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities.” These Guidelines were adopted by the West Riverside Council of Governments in September of 2005, and are attached to this report.

The report was prepared based on California Air Resources Board (CARB) research and specifically dealt with assisting local governments who were dealing with such development. Specifically, the guidelines recommended the following strategies:

**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 points;
- Design warehouse/distribution centers so that interior vehicular circulation shall be located away from residential uses or any other sensitive receptors.

Clearly, these types of strategies for this specific type of scenario is appropriate when addressing air quality issues, yet may not be the only way to do so. Further, it may not be appropriate (or warranted) in other scenarios with other types of industrial uses. Impacts related to traffic, noise, noxious smells, waste, light, glare, aesthetics, etc…are also associated with numerous other types of industrial uses.

For example, a situation could occur where a warehouse is proposed on a parcel with significant topographical features. A steep embankment or hillside could physically separate the warehouse from sensitive receptors. The installation of heavy landscaping with Afghan Pines...
(known to act as air filters) could also be used. The installation of air purifiers in nearby residential neighborhoods could also help. There are many techniques for buffering.

It may also be advantageous to consider the modification of zoning designations or changes to the zoning map so that zones that prohibit residential uses border industrial zones. This option must be studied as well.

Moving forward, the Planning Commission should identify the priorities and areas to study in order to develop the most effective means to deal with the City’s multitude of industrial uses, the multitude of land use scenarios and the multitude buffering options. To assist with the discussion, staff will provide site specific scenarios at the study session.

Prepared by: Submitted by:

Tamara Campbell Thomas G. Merrell, AICP
Principal Planner Planning Director

ATTACHMENT

1. Good Neighbor Guidelines for Siting Warehouse Distribution Facilities
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
4080 Lemon Street, 3rd Fl., MS 1032
Riverside, CA 92501-3679
(951) 955-7985
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

  John Tavaglione, Supervisor, District 2;
  John Field, Senior Deputy, Office of Supervisor John Tavaglione, District 2;
  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

  Patricia Burbano-Brenes, City of Riverside;
  Patricia Byrd, American Lung Association of the Inland Counties;
  Mike Harrod, County of Riverside Planning Department;
  Dan McGivney, Eastern Municipal Water District;
  Mark Minard, Assistant Engineer, City of Moreno Valley, Public Works/Transportation Engineering Division;
  Susan Nakamura, South Coast Air Quality Management District;
  Penny Newman, Executive Director, Center for Community Action and Environmental Justice;
  Paul Ryan, P.F. Ryan and Associates, Inc.;
  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 RAQFT 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 distribution 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 points;
- 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](Image)

**Estimated Risk Range versus Distance from Center of TRU Activity Area**

<table>
<thead>
<tr>
<th>Emission Range</th>
<th>Distance from Center of Source (meters)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 (0.70 g/bhp-hr)</td>
<td>100 150 200 250 300 350 400 450 500</td>
</tr>
<tr>
<td>2010 (0.24 g/bhp-hr)</td>
<td>600 700 800 900 1000</td>
</tr>
<tr>
<td>2020 (0.05 g/bhp-hr)</td>
<td>1100</td>
</tr>
</tbody>
</table>

**KEY:**

- Potential Cancer Risk > 100 per million
- Potential Cancer Risk ≥ 10 and < 100 per million
- Potential Cancer Risk > 10 per million

*Assumes 300 hours per week of TRU engine operation at 60% load factor.*
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.

