

CITY OF PERRIS
GOOD NEIGHBOR GUIDELINES – (PERRIS GNG)
SITING NEW AND/OR MODIFIED
INDUSTRIAL FACILITIES



CITY OF PERRIS
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
(2022)

1. BACKGROUND

In 1998, the South Coast Air Quality Management District (SCAQMD) conducted its second Multiple Air Toxics Emissions Study (MATES II). 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 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 limits 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 5 minutes at any one location; and
- 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.

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 does not provide a swift resolve to local air quality issues.

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* (WRCOG Guidelines). The Guidelines are intended to assist Planning Departments, developers, property owners, elected officials, community organizations, and the general public in understanding ways to balance new industrial development while protecting sensitive receptors in the subregion.

In 2008, CARB adopted the Truck and Bus Regulation, which requires all diesel truck fleets operating in California to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. All pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks were equipped with particulate matter filters and upgraded or replaced with an engine that meets 2010 emissions standards. The upgrades/replacements occurred on a rolling basis based on model year. By 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) adhered to a similar schedule, and were all replaced by 2020.

In June, 2020, CARB adopted a new Rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission.

In 2021, the South Coast Air Quality Mangement District (SCAQMD) adopted Rule 2305 (Warehouse Indirect Source Rule). Rule 2305 requires all operators of warehouses greater than or equal to 100,000 square feet of indoor floor space to implement measures that reduce nitrogen oxides and particulate matter emissions and/or pay a fee to the SCAQMD fund programs to improve regional air quality.

Sensitive Receptors: They include residential communities, schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

2. PURPOSE

The proposed industrial Good Neighbor Guidelines (Perris GNG) is a modified version of the WRCOG's RAQTF Guidelines, published 17 years ago in 2005, and includes goals and policies intended to assist Planning Departments, developers, property owners, elected officials, community organizations, and the general public, mitigate the potential impacts associated with the rapid growth of the logistics industry near sensitive receptors in the City of Perris. Adoption of this Perris GNG will formalize what is expected from industrial development, particularly those closer to sensitive receptors. The goals of the Perris GNG include:

1. Ensure air quality and health risks, and noise impacts are evaluated;
2. Protect public health, safety, and welfare by regulating the design, location, and operation of warehouse/distribution facilities; and
3. Protect sensitive receptors, including neighborhood character of residential communities in the City of Perris.

For the purpose of these Guidelines, industrial uses are defined and regulated in Title 19 - Zoning Code of the Perris Municipal Code, and the City's Specific Plans.

3. APPLICABILITY

The Guidelines apply to all new warehouse, logistics, and distribution facilities ("industrial uses"), excluding in process formal entitlement applications that have been submitted prior to the effective day of this policy. In addition, the Perris GNG acts as a supplement to the City's Zoning Code and Specific Plans. Project level review under CEQA would continue to apply to any project, regardless of the total square footage. The approving authority has the discretion and authority to approve projects that deviate from the guidance provided in this policy, provided adequate justifications are provided by the applicant.

3. GOOD NEIGHBOR GUIDELINES

The proposed goals and policies in the Perris GNG aim at balancing economic growth, industrial development, and business success while implementing methods for the reduction of potential negative impacts on sensitive receptors. There are five areas that would benefit from the goals and policies in the Perris GNG: Neighborhood Character; Reduction of Engine Emissions; Elimination of Trucks in Residential Areas; Buffers between Warehouses and Sensitive Receptors; and Educational Training, Public Outreach, and Community Engagement.

The following provides the Perris GNG goals, benefits, and policies. Appropriate goals and policies adopted by other jurisdictions have been included in this document:

Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities

Benefits:

1. Promotes healthy neighborhoods where residents are not exposed to environmental hazards or pollutants that endanger their present or future health or well-being.
2. Enhances livable neighborhoods by providing a safe and stable environment.

Recommended Policies:

1. Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
2. Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.
3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
4. Truck loading bays and drive aisles shall be designed to minimize truck noise.
5. All lighting used in conjunction with a warehouse/ distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.
6. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
7. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.
8. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business, in accordance with the Perris Municipal Code.
9. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
10. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.
11. It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
12. Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
13. No parking shall be permitted in the landscape setback area.
14. Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.

15. Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
16. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
17. Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
18. Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
19. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
20. The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.

Goal #2: Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center

Benefits:

1. Minimizes exposure to diesel emissions for residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals, and other public places (Sensitive Receptors) situated near industrial uses.
2. Reduces potential future health, odor and noise related issues, particularly when in close proximity to residential neighborhoods.

Recommended Policies:

1. Minimize the air quality impacts of trucks on sensitive receptors by:
 - a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
 - b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
 - c) Providing ingress and egress for trucks away from sensitive receptors.
 - d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
 - e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
 - f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.

- g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
 - h) Encouraging replacement of diesel fleets with new model vehicles.
 - i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
 - j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
2. No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.
 3. Avoid locating exits and entries near sensitive receptors.
 4. On-site speed bumps shall not be allowed, except at security/entry gates.
 5. Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
 6. On site motorized operational equipment shall be ZE (Zero Emissions).
 7. Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
 8. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
 9. Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
 10. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
 11. Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.
 12. Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
 13. Post signs requiring to turn off truck engines when not in use.

Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods

Benefits:

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

Recommended Policies:

1. The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
2. Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
3. Truck traffic shall be routed to impact the least number of sensitive receptors.
4. To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
5. Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
6. Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.

Goal #4: Provide Buffers between Warehouses and Sensitive Receptors

Benefits:

1. Increases protection between warehouse/ distribution facilities and sensitive receptors.
2. Reduces aesthetic impacts in residential neighborhoods.

Recommended Policies:

1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
2. A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.
3. Percentage of landscaping for projects in the General Industrial (GI) and Light Industrial Zones shall be increased from 10 and 14 to 15 percent.
4. Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
5. The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed

features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.

6. Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48 inch box in size and range in height between 14 and 25 feet. Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized.
7. All landscaping shall be irrigated for the life of the facility.
8. An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
9. Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.
10. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal #5: Establish an Education Program to Inform Truckers of Health Effects of Diesel Particulate and Conduct Community Outreach to Address Residents' Concerns

Benefits:

1. Educates truck drivers of the health effects of diesel particulate to encourage drivers to implement diesel reduction measures.
2. Informs the community regarding strategies the warehouse/distribution facility is implementing to reduce exposure to diesel particulate.
3. Allows the warehouse/distribution facility to be proactive.
4. Encourages partnership to develop solutions for both parties.

Recommended Policies:

1. Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
2. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
3. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
4. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
5. Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.

6. Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
7. Encourage facility owners/management to coordinate an outreach program that will educate the public.
8. Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
9. Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.
10. Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
11. Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.

Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction

Benefits:

1. Protect the public health and minimize environmental impacts during construction activities.

Recommended Policies:

1. In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
2. All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.
3. Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
4. Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
5. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.
6. Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity.
7. Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
8. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
9. Minimize noise from construction activities.

10. The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
11. Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
12. Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
13. During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.

Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies

Benefits:

1. Preserves and enhances the California's public health, safety, and the environment.
2. Ensures compliance with State environmental agencies, requirements, and policies.

Recommended Policies:

1. In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
2. Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
3. Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
4. A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and off-site increases to ambient noise levels.
5. Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
6. Require signage about CARB regulations.
7. All building roofs shall be solar-ready.
8. Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).
9. All signs shall be legible, durable, and weather-proof.