

“Good Neighbor” Policy for Logistics and Warehouse/Distribution Uses Checklist
PPT 220022

No.	Studies / Analysis	Meets	Does Not Meet	Partially Meets	Comments
1.1	An “Air Quality” study shall be prepared in accordance with the Air Quality Management District (AQMD) guidelines which includes both project specific and cumulative impact analysis.	X			An Air Quality Impact Analysis (AQIA) is under preparation and will accompany the Project's required EIR, which will address both project-specific and cumulative impact analysis.
1.2	A “Health Risk Assessment” shall be prepared when a proposed warehouse/distribution facility is located within 1,000 feet of a sensitive receptor, in accordance with AQMD guidelines.	X			The Project is located approximately 1,400 feet from the nearest sensitive receptor. Nonetheless, a Health Risk Assessment (HRA) is under preparation and will accompany the Project's EIR.
1.3	A “Noise Impact Analysis” shall be prepared for use during the land use entitlement review process to evaluate potential impacts to the neighboring properties. The analysis shall include construction and operations-related noise impacts, including stationary and off-site increases to ambient noise levels.	X			A Noise Impact Analysis (NIA) is included with the current submittal that concludes there will be no significant noise impacts to neighboring properties.
1.4	A “Construction Traffic Control Plan” shall be prepared prior to grading, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.	X			No grading permits are proposed at this time; however, the Project Applicant would agree to a condition of approval requiring the preparation, approval, and implementation of a Construction Traffic Control Plan.
No.	Construction Phase	Meets	Does Not Meet	Partially Meets	Comments
2.1	During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.	X			In compliance with CARB's Regulation for In-Use Off-Road Diesel Fueled Fleets, the Project's vehicles will be required to comply with approved CARB engine standards that require 2010 or newer.
2.2	All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar “off-road” construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.	X			Based on the Project's scope and scale, it is expected that the Project's AQIA will require the use of CARB Tier 4 Interim Compliant engines in order to reduce construction-related emissions, if available. If not available, the Project would be required to utilize Tier 3 equipment during construction.
2.3	The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.	X			It is anticipated that the Project would disturb fewer than 10 acres per day during grading activities. The Project Applicant would accept a condition of approval to enforce this requirement.
2.4	Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers’ standards.	X			The requirement for properly operating and maintained mufflers would apply pursuant to Section 6 of the County's Noise Ordinance (Ordinance No. 847).

2.5	Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.	X			The Project is located approximately 1,400 feet from the nearest sensitive receptor. Nonetheless, the Project Applicant would accept a condition of approval requiring the locating or parking of all stationary construction equipment in a manner that noise is directed away from nearby sensitive receptors.
2.6	The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.	X			In accordance with SCAQMD Rule 1186, the Project would be conditioned to require street sweeping on a regular basis.
2.7	Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.	X			The Project will be subject to all applicable SCAQMD rules and requirements, including requirements related to dust control, including SCAQMD Rule 403 (Fugitive Dust) and Rule 1186 (PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations).
2.8	Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with items 2.1-2.7 above, shall be kept onsite and furnished to the County upon request.	X			The Project Applicant would accept a condition of approval requiring records for maintenance be maintained on site and furnished to the County upon request.
2.9	Construction Contractors shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.	X			The Project would be subject to CARB's Airborne Toxic Control Measure as set forth in title 13, CCR, section 2485, which requires, among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds shall not idle the vehicle's primary diesel engine longer than five minutes at any location.
2.10	During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.	X			The Project Applicant would permit site visits by County TLMA staff to confirm the above-discussed requirements are implemented during construction activities.
No.	Siting & Design	Meets	Does Not Meet	Partially Meets	Comments
3.1	Warehouse/distribution facilities should be generally designed so that truck bays and loading docks are a minimum of 300 feet, measured from the property line of the sensitive receptor to the nearest dock door using a direct straight-line method. This distance may be reduced if the site design include berms or other similar features to appropriately shield and buffer the sensitive receptors from the active truck operations areas. Other setbacks appropriate to the site's zoning classification shall be incorporated in the design.	X			The Project site boundary is located approximately 1,400 feet north of the nearest residential receptor. Using the straight line method, the closest proposed dock door is located approximately 1,770 feet to the nearest residential property line.

3.2	Warehouse/distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site queuing for trucks that is away from sensitive receptors. The general queuing and spill-over of trucks onto surrounding public streets shall be prevented. Commercial trucks shall not be parked in the public road right-of-way or nearby residential areas.	X			The Project is designed to meet the on-site parking requirements, pursuant to the requirements of Ordinance No. 348. The Project's traffic yard access gates are positioned approximately 300 feet interior to the site, allowing ample stacking distance so that there would be no queuing of trucks along Rio del Sol. No Project-related trucks would park along public roadways or in areas near residential uses.
3.3	Truck driveways shall generally be placed, on streets that do not have fronting sensitive receptors.	X			Project driveways are planned along Rio del Sol Road and 30th Avenue, none of which have fronting sensitive receptors.
3.4	Sites shall clearly mark entry and exit points for trucks and service vehicles.	X			All of the project's driveways connecting with Rio del Sol and 30th Avenue are proposed to be jointly used by passenger vehicles and trucks. Based on the site design, there is no possibility for confusion about entry and exit points.
3.5	Sites shall be densely screened with landscaping along all bordering streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the approved landscaping plan.	X			A Preliminary Landscape Plan is included as part of the Project's Plot Plan application materials. Trees are proposed to be staggered to meet this requirement including 36-inch box trees along Rio del Sol Road and 30th Avenue. The Project Applicant would accept a condition of approval requiring a long-term maintenance mechanism for landscaped areas.
3.6	On-site speed bumps shall not be allowed except at security/entry gates. Truck loading bays and drive aisles shall be designed to minimize truck noise.	X			No speed bumps are proposed as part of the Project.
3.7	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.	X			The Project's dock doors would occur on the northern and southern façades of the building. 12-foot high walls are proposed around the southerly truck court and at the east and west sides of the northerly truck court. Docking doors would not be prominently visible from any surrounding roadways.
3.8	An additional "wing-wall" shall be installed perpendicular to the loading dock areas to further attenuate noise related to truck activities and also address aesthetics by screening the loading area when adjacent to sensitive receptors.	X			Wing walls are accommodated along the east and west edges of the proposed truck courts to screen the truck courts from public view and to minimize noise.
3.9	To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.			X	All of the project's driveways connecting with Rio del Sol and 30th Avenue are proposed to be jointly used by passenger vehicles and trucks.

3.10	All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.	X			The Project would be subject to compliance with County Ordinance No. 915, which requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way.
3.11	Warehouse/distribution facilities shall install electrical panels and conduit to facilitate future electrical connections, to eliminate idling of main and auxiliary engines during the loading and unloading process. At all cold storage facilities electrical connections shall be provided to each dock.	X			The Project Applicant will accept a condition of approval requiring the installation of raceway for conduit from the electrical room to the on-site location where future truck charging facilities would be located.
3.12	Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance")	X			A Noise Impact Analysis (NIA) has been prepared and is included with this submittal. The Project will be subject to compliance with Ordinance No. 847. The NIA concludes that noise impacts will be less than significant and compliant with Ordinance No. 847.
No.	Operations	Meets	Does Not Meet	Partially Meets	Comments
4.1	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 accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.	X			The Project Applicant is willing to accept a condition of approval requiring that future occupant/operators shall maintain records of all fleet equipment demonstrating compliance with all applicable CARB rules and regulations.
4.2	Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.	X			The Project would be subject to CARB's Airborne Toxic Control Measure as set forth in title 13, CCR, section 2485, which requires, among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds shall not idle the vehicle's primary diesel engine longer than five minutes at any location.
4.3	Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.	X			The Project Applicant is willing to accept a condition of approval requiring the training of future managers and employees on efficient scheduling and load management.

4.4	Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.	X			The Project Applicant is willing to accept a condition of approval requiring facility operators to coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
4.5	On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.	X			The Project Applicant is willing to accept a condition of approval requiring that all indoor and outdoor forklifts and all outdoor cargo-handling equipment (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) shall be electric.
4.6	Facility operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.	X			Trucks will use Rio del Sol, which provides direct access to at from I-10, at a distance of approximately 0.75-mile.
4.7	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.	X			The Project Applicant is willing to accept a condition of approval prohibiting the maintenance of trucks within the surrounding community or on public streets.
4.8	Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.				The Project is anticipated to provide 1,023 jobs, and thus will be subject to AQMD Rule 2022.
4.9	A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.	X			As shown on the Project's site plan, 20% of the required parking spaces will be Electric Vehicle (EV) charging station ready (147 spaces) and 25% of those spaces (37 spaces) will be equipped with installed EV stations at the time of building occupancy in compliance with the Cal Green Code, effective January 1, 2023.
4.10	If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.	X			Although it is unknown at this time whether future Project tenants would utilize PA systems, the Project Applicant is willing to accept a condition of approval requiring that all PA systems shall be oriented away from sensitive receptors and to require that volumes are set at a level not readily audible past the property line.
4.11	Facility Operation shall comply with the exterior noise decibel levels as required by Ord. 847 (Noise Ordinance), which includes a maximum exterior decibel level of 55 dba (between 7:00 a.m. and 10:00 p.m.) and 45 dba (between 10:00 p.m. and 7:00 a.m.) as measured on adjacent occupied residences, or as modified by the most current version of Ordinance No. 847.	X			A Noise Impact Analysis (NIA) has been prepared and is included with this submittal. The NIA concludes that noise impacts will be less than significant and compliant with Ordinance No. 847.
No.	Signage	Meets	Does Not Meet	Partially Meets	Comments

5.1	Signs should be posted in the appropriate locations that trucks should not idle for more than five (5) minutes and that truck drivers should turn off their engines when not in use.	X			The Project would be subject to CARB's Airborne Toxic Control Measure as set forth in title 13, CCR, section 2485, which requires, among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds shall not idle the vehicle's primary diesel engine longer than five minutes at any location. The Project Applicant is willing to accept a condition of approval requiring posting of signs noting the idling restrictions.
5.2	Signs should be posted in the appropriate locations that clearly show the designated entry and exit points for trucks and service vehicles.				All of the project's driveways connecting with Rio del Sol and 30th Avenue are proposed to be jointly used by passenger vehicles and trucks. Based on the site design, there is no possibility for confusion about entry and exit points.
5.3	Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets.	X			The Project Applicant is willing to accept a condition of approval requiring that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
5.4	Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services, if these services are not available onsite.	X			The Project Applicant is willing to accept a condition of approval requiring the posting of signage or distribution of information related to the location of the nearest food options, fueling, truck maintenance services, and other similar convenience services.
5.5	Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.	X			The Project Applicant is willing to accept a condition of approval requiring the identification of a Compliance Officer to ensure compliance with the County's Good Neighbor Guidelines, and requiring the posting of contact information for the Compliance Office and SCAQMD.
5.6	Signs shall be posted in accordance with Ordinance No. 348, which may be amended from time to time.	X			All signage on site would conform to applicable requirements of Ordinance No. 348.
No.	Community Benefits	Meets	Does Not Meet	Partially Meets	Comments
6.1	Applicants for proposed warehouse/distribution facilities shall engage in a community outreach effort to engage the existing community in determining issues of concern that can be addressed through site design and other means during the project land use entitlement process. Suggested outreach efforts include but are not limited to, hosting community meetings, making presentations at Municipal Advisory Councils and Community Councils, and hosting job fairs.	X			The applicant is engaging in community outreach for this project and will be making a presentation at the Thousand Palms Community Council.

6.2	<p>Additionally project applicants shall post on-site notice in accordance with Planning Department requirements during the Notice of Preparation stage of the EIR, in order to provide opportunity for early public comment. Said on-site notice shall include a link to a project website provided by the applicant and the Planning Department's Notice of Preparation link. Website should include information such as a complete and accurate project description, maps and drawings of the project design, and directions for how communities can provide input. <u>The website should be in a format that is easy to navigate and understand.</u></p>	X			<p>As required by this guideline, on-site notices were posted at the project site during the Notice of Preparation review period. Photographs of the posted signs were submitted for the County's records.</p>
6.3	<p>Applicants for proposed new facilities should look beyond their immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, landscaping, or other types of infrastructure improvements. On-site and off-site upgrades and improvements which offset potential air quality impacts, based on a showing of substantial evidence by means of a technical report as determined by the County, shall reduce the supplemental funding contribution policy listed in Section 6.4.</p> <p>On-site and off-site upgrades and improvements which could offset potential air quality impacts, include, not are not limited to:</p> <ul style="list-style-type: none"> • Project design features that directly offset NOx reductions above and beyond what is required by existing air quality regulations; • Project design features that generally improve air quality such as paving of dirt roads, installation of additional trees, landscaping, and air filters for sensitive receptors; • Provision of additional buffers between the new facility and sensitive receptors, in addition to those setbacks required pursuant to Section 3.1 herein; and • Project design features that lead to reduced emissions by promoting alternate forms of transportation such as bicycle lanes, new sidewalks, bus turnouts, or other transit-related uses. 				<p>The Project Applicant has engaged in extensive coordination with Supervisorial District 4 and IID to enhance the ability of IID to deliver reliable electricity service to the community. In response, the Project design accommodates an IID joint substation in the southeastern corner of the site, designed to IID specifications. In addition, the Project Applicant is working with IID to secure off-site utility easements to provide for the installation of support poles and electric lines to connect the substation to the electric grid to enhance service delivery in the Thousand Palms community. In addition, the Project Applicant will: 1) pave Robert Road from the southeast corner of the site, south to meet the existing pavement of Robert Road; 2) install site fronting sidewalks along Rio del Sol and 30th Avenue; install on-site landscaping at 21.35% (which includes gravel areas per the desert character of the area) which exceeds the County's 10% landscape requirement.</p>

<p>6.4</p>	<p>Given the potential for community impacts related to the construction and operation of logistics and warehouse facilities, the applicant for any new facility may be required to provide a supplemental funding contribution, which would be applied to further off-set potential air quality impacts to the community and provide a community benefit above and beyond any CEQA related mitigation measures. Said financial contribution would generally be determined by the Transportation and Land Management Agency based on the level of nitrogen oxides (NOx) emissions generated by the project that exceeds the regional NOx significance thresholds established by the appropriate AQMD. Said supplemental funding contribution will be collected on a one-time basis. Funds collected under said supplemental funding program will be subject to designation for use by the Board of Supervisors, and will generally be used for projects that directly benefit the impacted community wherein the project is located. The types of projects that the Board of Supervisors may designate for use of these funds include, but are not limited to:</p> <ul style="list-style-type: none"> • Projects that directly offset NOx reductions above and beyond what is required by existing air quality regulations; • Projects that generally improve air quality such as paving of dirt roads, installation of additional trees , landscaping, and air filters for sensitive receptors; • Provision of additional buffers between the new facility and sensitive receptors, in addition to those setbacks required pursuant to Section 3.1 herein; and • Projects that lead to reduced emissions by promoting alternate forms of transportation such as bicycle lanes, new sidewalks, bus turnouts, or other transit-related uses. 	<p>X</p>			<p>Refer to Response 6.5. The Project Applicant acknowledges that the County may impose a fee in addition to the compliance measures and fees that will be paid pursuant to the SCAQMD's Indirect Source Rule (ISR).</p>
<p>6.5</p>	<p>The County recognizes that the South Coast Air Quality Management District is studying and considering the implementation of a mitigation fee program that would apply to logistics and warehouse uses. Should South Coast AQMD adopt a mitigation fee program that covers similar uses to achieve additional air quality benefits as intended by Section 6.3, the County recognizes that participation in said South Coast AQMD fee program would offset the supplemental fee requirement in Section 6.3.</p>	<p>X</p>			<p>The Project Applicant recognizes that the Project will be subject to the SCAQMD's Indirect Source Rule (ISR).</p>