



APPENDIX A

INDUSTRIAL GOOD NEIGHBOR POLICIES

PURPOSE

The purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. These Policies are designed to promote economic vitality and sustainability of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors. within the City of Menifee. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

The intent of the City of Menifee’s Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

1. Minimize impacts to sensitive uses
2. Protect public health, safety, and welfare by regulating the design, location and operation of facilities
3. Protect neighborhood character of adjacent communities

APPLICABILITY

The Policies apply to all new warehouse, logistics and distribution facilities (“industrial uses”), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). These Policies apply in addition to the provisions of the Development Code, and act as a supplement to the City-wide Design Guidelines adopted by the City on April 15, 2020. Project-level review under CEQA would continue to apply to any project, regardless of the total square footage. The hearing body has the discretion and authority to approve projects that deviate from the guidance provided in this policy, subject to unique site-specific conditions such as topography and other relevant factors.

The following summarizes the Policies for the City of Menifee:

General Performance Standards

1. Truck traffic shall generally be routed to impact the least amount of sensitive receptors, (e.g. access locations, use of traffic control features, signage).
2. To the maximum extent feasible, buildings shall be designed so that truck driveways and loading docks are oriented away from sensitive receptors to minimize impacts.
3. Sufficient landscape buffers and walls shall be provided on-site to screen sensitive receptors from truck access, parking, and storage.
4. Building massing shall be consistent with the City's Industrial Design Guidelines so as to reduce visual dominance on adjacent sensitive receptors.
5. Community outreach throughout the planning process shall occur. The level of public outreach for each project shall be determined by City staff based on the project's scope and surroundings.

A. Site Design, Access, and Layout

1. Buildings shall be set back a minimum of one foot for every one foot of building height, but no less than 25 feet, when adjacent to a sensitive receptor.
2. Dock high doors shall be a minimum of 250' from the property line of adjacent sensitive receptors.
3. When not adjacent to sensitive receptors, truck courts and trailer parking should face internal to the site when feasible to avoid screen walls being the most prominent street feature. A "wing-wall" may also 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.

4. Decorative walls shall be used to screen industrial uses from adjacent sensitive receptors. Landscaping (and berming for walls greater than six feet in height) shall be used to reduce the visual impact of the walls.
5. To the maximum extent feasible, truck driveways shall not be placed on any portion of the street that fronts sensitive receptors.
6. Facilities shall be designed to provide adequate on-site parking and queuing for trucks/trailers away from sensitive receptors.
7. 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 of 12 feet) are permitted to achieve the required on-site truck queuing. The general queuing and spill-over of trucks onto surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public road right-of-way or adjacent to sensitive receptors.
8. Required passenger vehicle parking should be separated from enclosed truck parking/truck court, and have separate primary access.
9. Underground stormwater facilities are preferred over above-ground basins. If above-ground facilities are needed, these should be designed so that the depth (i.e. under 18") does not require perimeter fencing and can be incorporated as additional landscape buffer.
10. A minimum of 50% of site plantings shall be evergreen broadleaf tree species.
11. Front setbacks shall include a minimum 25-foot landscape planter. For property lines adjacent to a sensitive receptor, side setbacks shall include a minimum 10 foot landscape planter, and rear setbacks shall include a minimum 5 foot landscape planter.
12. No parking shall be permitted in the landscape setback area.

B. Signage and Information

1. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
2. Anti-idling signs are required to be posted at warehouses to stipulate a 3-minute idling restriction.
3. Legible, durable, weather-proof signs are required at all truck exit driveways directing truck drivers to the truck route and State Highway System.
4. 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.
5. New and existing industrial uses shall provide truck drivers with information on the closest restaurants, fueling stations, truck repair facilities, and lodging (i.e. by posting in offices/breakrooms).

C. Environmental Considerations

a) Air Quality

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new logistics and warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of industrial uses and adoption of all feasible mitigation of significant impacts. As updated by South Coast Air Quality Management District (AQMD) and California Air Resource Board (CARB), the following policies apply:

1. In compliance with CEQA, conduct SCAQMD URBEMIS and EMFAC computer models to identify the significance of air quality impacts on sensitive receptors.
 - a) 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.

- b) Require “Health Risk Assessments” for industrial uses within 1,000 feet of sensitive receptors.
2. Minimize the air quality impacts of trucks on sensitive receptors
 - a) Design facilities with queuing of trucks on-site and away from sensitive receptors.
 - b) Prevent the queuing of trucks on streets or elsewhere outside of the facility.
 - c) 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 and required where transport refrigeration units (TRUs) are proposed to be used.
 3. Require Transportation Demand Management measures for industrial uses with over one hundred employees to reduce work-related vehicle trips.
 4. Use of electric-powered hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors, when feasible.
 5. For buildings with 50 or more dock high doors, site plans are required to identify a planned location for future electric truck charging stations and install conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
 6. The following environmentally responsible construction practices are required:
 - a) Use of most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
 - b) 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.
 - c) The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.

- d) Streets adjacent to the development site shall be swept on a regular basis as determined by the City inspector to remove any construction related debris and dirt.
- e) 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 listed above, shall be kept on-site and furnished to the City upon request.

b) Noise and Traffic

Noise impacts associated with industrial uses can be the most impactful to sensitive receptors and include various sources, such as unloading, truck movement, rooftop mechanical equipment, and PA systems.

1. Use of perimeter walls, buildings, and/or enhanced landscaping to reduce noise impacts as appropriate.
2. If a public address (PA) system is being used in conjunction with an industrial use, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
3. 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.
4. See B5 through B8 above in Site Design, Access and Layout section.