

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



FROM: Supervisor Kevin Jeffries

SUBMITTAL DATE:
August 28, 2014

SUBJECT: Require Planning Commission hearings for large distribution centers in fast track process

RECOMMENDED MOTION: That the Board of Supervisors:
Change policy A-32 to require that while any warehouse/distribution center of 250,000 square feet or larger would still be eligible for Fast Track Processing and accelerated review times, they would no longer be exempt from appearing before the Planning Commission.

BACKGROUND:

Summary

As the economy continues its recovery in Riverside County, development applications are beginning to increase in number as well. Riverside County suffers from a severe jobs/housing imbalance, and as a result, has established policies to make the County more attractive to job creators, including a process for Fast Track Processing, as specified in Board Policy A-32 (Attached).

Some of these new development applications are based on specific plans and proposals that were first approved over a decade ago, and the logistics landscape has also changed in recent years, into a model that features much larger facilities than had previously been considered standard. While it is important that the County continue to process applications in an expedited manner to encourage job growth, these "super warehouses" that can reach over a million square feet are not only larger in size, but also may have a larger impact on the communities in which they are proposed.

Continued on page 2

KEVIN JEFFRIES, First District
Supervisor

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (per Exec. Office)
COST	\$ n/a	\$ n/a	\$ n/a	\$ n/a	Consent <input type="checkbox"/> Policy <input type="checkbox"/>
NET COUNTY COST	\$ n/a	\$ n/a	\$ n/a	\$ n/a	

SOURCE OF FUNDS: Paid by project applicant	Budget Adjustment:
	For Fiscal Year:

C.E.O. RECOMMENDATION:

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Jeffries, seconded by Supervisor Benoit and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Tavaglione, Stone, Benoit and Ashley
 Nays: None
 Absent: None
 Date: September 9, 2014
 xc: Supvr. Jeffries, All Dept., COB

Kecia Harper-Ihem
Clerk of the Board

By
Deputy

- A-30
- Positions Added
- 4/5 Vote
- Change Order

Prev. Agn. Ref.: _____ District: _____ Agenda Number: _____

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Departmental Concurrence

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FORM 11: Require Planning Commission hearings for large distribution centers in fast track process

DATE: August 28, 2014

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Background Summary (continued):

In the current Fast Track Processing policy, any commercial and/or industrial development project that meets one of four criteria (set out in Bullets #2 and #3 under "Eligibility Criteria" in the attached Policy A-32) not only qualifies for expedited review times and additional assistance from the Economic Development Agency, but also is automatically granted the ability to skip the Planning Commission, and have their application heard directly by the Board of Supervisors, as set out in Bullet #9 under Processing Procedure in Policy A-32: "The applications shall be considered by the Land Development Committee (LDC) and then set for hearing before the Board of Supervisors. A hearing before the Planning Director or Planning Commission shall not be required."

Though this can result in a minor shortening of the schedule for approval for such a development, it also means that the first time a community might see the details of this development and have the opportunity to discuss it or make suggestions for improvements or mitigations is at the Board of Supervisors hearing itself, without first being heard at the Planning Commission, where projects of far lesser impact are routinely considered.

This reform would change policy A-32 to require that while any warehouse/distribution center of 250,000 square feet or larger would still be eligible for Fast Track Processing and accelerated review times, they would no longer be exempt from appearing before the Planning Commission. This change will improve transparency and better include the community, allowing concerned residents to see the details of a project and express their opinions and ask questions in an environment more appropriate for detailed planning discussions than a typical Board of Supervisors meeting.

Following the discussion had by the Board at the July 29th, 2014 meeting, this proposal has been modified to allow for such a project to still go directly to the Board of Supervisors if 4/5 of the Board vote to allow it to do so. This would allow the County to compete for specific projects that might have a special benefit to the County, such as in the case of a fulfillment center that might produce significant sales tax revenues.

If approved by the Board, the specific provision in Bullet #9 under Processing Procedure would read:

"The applications shall be considered by the Land Development Committee (LDC) and then set for hearing before the Board of Supervisors. A hearing before the Planning Director or Planning Commission shall not be required unless the application is for an industrial facility to be predominantly used for warehousing and distribution and is 250,000 square feet or larger. These applications will require Planning Commission review prior to consideration by the Board of Supervisors."

The "opt out" provision for the Board would then be included as part of the new sub-head D under bullet 2 in the "Review Timelines" section:

"If the application is for an industrial facility where the predominant use is warehousing or distribution and the facility is 250,000 square feet or larger, the application will require Planning Commission review prior to consideration by the Board of Supervisors. The Board of Supervisors may maintain the exclusive right to hear land use applications for these projects by a supermajority vote of the Board of Supervisors."

Impact on Citizens and Businesses

Citizens would be given an additional opportunity to participate in the planning process for large distribution centers in their communities. Large distribution applicants will be subject to some delays and associated costs with Planning Commission hearing.

**COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY**

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Subject: Procedures for Fast Track Processing

POLICY:

The Board of Supervisors recognizes that certain development projects make a special contribution to the general welfare by providing employment opportunities, supporting government services or enhancing the general economic well-being of the County. The Board of Supervisors further recognizes the need to encourage such development projects by expediting the entitlement process and hereby establishes the following procedures:

PROCEDURES FOR FAST TRACK PROCESSING

Eligibility Criteria

The following development projects shall be eligible for fast track processing:

1. All child care development projects, including, but not limited to: child day care centers, Head Start centers and child development centers.
2. A commercial and/or industrial development project that meets at least one of the following criteria if, on the date a determination of fast track eligibility is requested as provided herein, the unemployment rate for Riverside County is greater than 6.0 percent as determined by the Employment Development Department of the State of California: 1) the project will create 40 new, permanent, full-time jobs; or 2) the project will result in a capital investment of at least \$5 million, including land, buildings, infrastructure (on-site and off-site) and equipment; or 3) the project will generate at least \$12.5 million in annual taxable sales; or 4) the project proposes at least 150,000 square feet of building space and will incorporate any of the following standards - the "Silver" Level Certification standards established for new construction by the U.S. Green Building Council in its Leadership in Energy and Environmental Design (LEED) program, any higher LEED standards or any other nationally recognized equivalent green building standards.
3. A commercial and/or industrial development project that meets at least one of the following criteria if, on the date a determination of fast track eligibility is requested as provide herein, the unemployment rate for Riverside County is 6.0 percent or less as determined by the Employment Development Department of the State of California: 1) the project will create 75 new, permanent, full-time jobs; or 2) the project will result in a capital investment of at least \$10 million, including land, buildings, infrastructure (on-site and off-site) and equipment; or 3) the project will generate at least \$25 million in annual taxable sales; or 4) the project proposes at least 150,000 square feet of building space and will incorporate any of the following standards - the "Silver" Level Certification standards established for new construction by the U.S. Green Building Council in its Leadership in Energy and Environmental Design (LEED) program, any higher LEED standards or any other nationally recognized equivalent green building standards.

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BOARD OF SUPERVISORS POLICY**

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Subject: Procedures for Fast Track Processing

4. A residential development project that meets at least one of the following criteria: 1) the project has received a form of public assistance from the County of Riverside and at least 15% of all project residential units that are either owner occupied or tenant occupied have been enforceably restricted to be affordable to low-income households for a minimum period of thirty (30) years; or 2) the project has received a form of public assistance from the County of Riverside and at least 15% of all project residential units that constitute mutual self-help housing units have been enforceably restricted to be affordable to very low-income and low-income households for a minimum period of fifteen (15) years ; or 3) the project is funded by Multifamily Housing Revenue Bonds authorized by the California Debt Limit Allocation Committee and at least 20% of all project residential units have been enforceably restricted to be affordable to low-income households for a minimum period of thirty (30) years.
5. Any other development project that is awarded fast track processing by a majority vote of the Board of Supervisors.

Authorization

Except as provided in paragraph 5. above, the Assistant County Executive Officer/Economic Development Agency (the EDA Director) shall determine whether a development project meets the eligibility criteria for fast track processing. The proponent of any development project may submit a written request for a determination of fast track eligibility to the EDA Director, and the EDA Director shall make the eligibility determination within thirty (30) days of the date of submittal.

Processing Team

The heads of the following entities, or their designees, shall serve as the Fast Track Processing Team (Team): EDA, the Planning Department (including the Environmental Programs Division), the Transportation Department (including the Survey Division), the Building & Safety Department, the Fire Department, the Environmental Health Department, the Flood Control & Water Conservation District and the Regional Parks & Open Space District.

Processing Procedure

Once the EDA Director determines that a development project meets the eligibility criteria for fast track processing or a development project is awarded fast track processing by a majority vote of the Board of Supervisors, the development project shall be processed as follows:

1. EDA shall complete an authorization form and shall assign the project a fast track number.
2. The project proponent (Developer) shall meet with EDA staff to discuss fast track processing.

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BOARD OF SUPERVISORS POLICY**

**Policy
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Subject: Procedures for Fast Track Processing

3. The Developer shall provide EDA staff at least fifteen (15) folded site plans (floor plans, elevations, grading plans, and landscaping plans).
4. EDA shall send Team members a memorandum attached to a site plan describing the project no less than five (5) working days before the predevelopment meeting described below.
5. If the Developer requests consultation with any Team member(s) before the predevelopment meeting, a preliminary meeting shall be held at one of the reserved predevelopment meeting times described below. EDA shall give two (2) working days notice to the affected Team member(s).
6. Fast track predevelopment meetings shall be held every Monday, excluding holidays, at 9:00 a.m., 10:00 a.m. and 11:00 a.m., as necessary, at the offices of EDA or at any other location designated by EDA. All Team members shall reserve these times for fast track predevelopment meetings or other fast track related meetings.
7. At the fast track predevelopment meeting, Team members shall identify all required revisions to the site plan and all required special studies, including, but not limited to, studies relating to traffic, geology, biology or cultural resources.
8. After the Developer has made all the required revisions to the site plan and has prepared all the required special studies, the Developer shall submit the appropriate land use applications, including the required special studies and any applicable fees, to the Planning Department. The Developer shall attach the fast track authorization form to the applications.
9. The applications shall be considered by the Land Development Committee (LDC) and then set for hearing before the Board of Supervisors. A hearing before the Planning Director or Planning Commission shall not be required unless the application is for an industrial facility to be predominantly used for warehousing and distribution and is 250,000 square feet or larger. These applications will require Planning Commission review prior to consideration by the Board of Supervisors.

Review Timelines

The following timelines shall be observed for development projects that have been fast tracked:

1. The LDC shall meet and consider land use applications submitted to the Planning Department no more than twenty-one (21) days after the date of their submittal. LDC representatives shall review the applications, all exhibits thereto and all required special studies before the first meeting. If the LDC determines that the applications, exhibits and/or special studies need to be revised, the Developer shall resubmit revised versions no more than thirty (30) days after the LDC meeting. A subsequent LDC meeting shall

COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY

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Subject: Procedures for Fast Track Processing

be held no more than fifteen (15) days after the Developer has resubmitted the revised applications, exhibits and/or special studies to the Planning Department. A subsequent LDC meeting is not required if the revisions are minor. In no event, shall more than two (2) LDC meetings be held.

2. The Board of Supervisors shall hear land use applications submitted to the Planning Department no more than ninety (90) days after the date of their submittal. The Board of Supervisors shall concurrently hear all land use applications related to a single project within the ninety (90)-day time period. Notwithstanding the above -
 - a) If the Developer fails to resubmit revised versions of the application, exhibits and/or special studies within the thirty (30)-day period referenced in paragraph 1. above, the Board of Supervisors shall hear the application as soon as feasible;
 - b) If a land use application requires the preparation of an Environmental Impact Report (EIR), the Planning Department shall expedite the EIR preparation process and the Board of Supervisors shall hear the application as soon as feasible; and/or
 - c) If a land use application concerns property within the boundaries of a Multi-Species Habitat Conservation Plan (MSHCP), the Planning Department shall comply with the review timelines established by the MSHCP or, if there are no established timelines, shall give the application priority processing and the Board of Supervisors shall hear the application as soon as feasible.
 - e)d) If the application is for an industrial facility where the predominant use is warehousing or distribution and the facility is 250,000 square feet or larger, the application will require Planning Commission review prior to consideration by the Board of Supervisors. The Board of Supervisors may maintain the exclusive right to hear land use applications for these projects by a supermajority vote of the Board of Supervisors.
3. Concurrent grading and building plan checks shall be performed at the request of either EDA or the Developer.
4. Grading Plan Check Reviews:
 - a) The following entities shall complete an initial review of grading plans no more than ten (10) working days after receiving those plans: the Transportation Department, the Building & Safety Department, the Environmental Health Department, the Fire Department and the Flood Control & Water Conservation District.
 - b) Any additional Grading Plan Check reviews shall be completed by the

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BOARD OF SUPERVISORS POLICY

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Subject: Procedures for Fast Track Processing

appropriate entity no more than five (5) working days after the Developer has resubmitted documentation to that entity.

5. Building Plan Check Reviews:

- a) The following entities shall complete an initial review of building plans no more than ten (10) working days after receiving those plans: the Transportation Department, the Building & Safety Department, the Environmental Health Department, the Fire Department and the Flood Control & Water Conservation District.
- b) Any additional Building Plan Check reviews shall be completed by the appropriate entity no more than five (5) working days after the Developer has resubmitted documentation to that entity.

6. The Fire Department shall complete an initial review of fire plans no more than ten (10) working days after receiving those plans. Any additional fire plan reviews shall be completed no more than five (5) working days after the Developer has resubmitted documentation to that department.

7. The review of all other development submittals, such as geo-technical reports and performance securities for grading and landscaping, shall be completed by the appropriate entity no more than ten (10) working days after receiving the submittal.

8. Unless otherwise requested by EDA or the Developer, all plan checks shall be conducted by county staff and shall not be referred to outside consultants.

Expiration

Unless otherwise determined by the EDA Director, a fast track authorization shall expire if a development project becomes inactive. Inactive means the Developer has not filed the appropriate applications within twelve (12) months of the date of fast track authorization, or the Developer has not submitted any grading or building plans within twelve (12) months of the date of project approval.

Ordinance Amendment Authorization

The Board of Supervisors hereby authorizes and directs the Planning Director to process all ordinance amendments required to implement the terms of this policy.

MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



3-64

On motion of Supervisor Jeffries, seconded by Supervisor Ashley and duly carried by unanimous vote, IT WAS ORDERED that the recommendation from Supervisor Jeffries regarding Require Planning Commission Hearings for Large Distribution Centers in Fast Track Process; and Amend Board Policy A-32 is continued to Tuesday, September 9, 2014 at 9:00 a.m.

I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on July 29, 2014 of Supervisors Minutes.

WITNESS my hand and the seal of the Board of Supervisors
Dated: July 29, 2014
Kecia Harper-Ihem, Clerk of the Board of Supervisors, in
and for the County of Riverside, State of California.

(seal)

By: *Kecia Harper-Ihem* Deputy

AGENDA NO.
3-64

xc: Supvr. Jeffries, CØB

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



FROM: Supervisor Kevin Jeffries

SUBMITTAL DATE:
July 23, 2014

SUBJECT: Require Planning Commission hearings for large distribution centers in fast track process

RECOMMENDED MOTION: That the Board of Supervisors:
Change policy A-32 to require that while any warehouse/distribution center of 250,000 square feet or larger would still be eligible for Fast Track Processing and accelerated review times, they would no longer be exempt from appearing before the Planning Commission.

BACKGROUND:

Summary

As the economy continues its recovery in Riverside County, development applications are beginning to increase in number as well. Riverside County suffers from a severe jobs/housing imbalance, and as a result, has established policies to make the County more attractive to job creators, including a process for Fast Track Processing, as specified in Board Policy A-32 (Attached).

Some of these new development applications are based on specific plans and proposals that were first approved over a decade ago, and the logistics landscape has also changed in recent years, into a model that features much larger facilities than had previously been considered standard. While it is important that the County continue to process applications in an expedited manner to encourage job growth, these "super warehouses" that can reach over a million square feet are not only larger in size, but also may have a larger impact on the communities in which they are proposed.

Continued on page 2

KEVIN JEFFRIES, First District
Supervisor

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (per Exec. Office)
COST	\$ n/a	\$ n/a	\$ n/a	\$ n/a	Consent <input type="checkbox"/> Policy <input type="checkbox"/>
NET COUNTY COST	\$ n/a	\$ n/a	\$ n/a	\$ n/a	

SOURCE OF FUNDS: Paid by project applicant	Budget Adjustment:
	For Fiscal Year:

C.E.O. RECOMMENDATION:

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

Departmental Concurrence

- A-30
- 4/5 Vote
- Positions Added
- Change Order

Prev. Agn. Ref.: _____ **District:** _____ **Agenda Number:** _____

3-64

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FORM 11: Require Planning Commission hearings for large distribution centers in fast track process

DATE: July 23, 2014

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Background Summary (continued):

In the current Fast Track Processing policy, any commercial and/or industrial development project that meets one of four criteria (set out in Bullets #2 and #3 under "Eligibility Criteria" in the attached Policy A-32) not only qualifies for expedited review times and additional assistance from the Economic Development Agency, but also is automatically granted the ability to skip the Planning Commission, and have their application heard directly by the Board of Supervisors, as set out in Bullet #9 under Processing Procedure in Policy A-32: "The applications shall be considered by the Land Development Committee (LDC) and then set for hearing before the Board of Supervisors. A hearing before the Planning Director or Planning Commission shall not be required."

Though this can result in a minor shortening of the schedule for approval for such a development, it also means that the first time a community might see the details of this development and have the opportunity to discuss it or make suggestions for improvements or mitigations is at the Board of Supervisors hearing itself, without first being heard at the Planning Commission, where projects of far lesser impact are routinely considered.

This reform would change policy A-32 to require that while any warehouse/distribution center of 250,000 square feet or larger would still be eligible for Fast Track Processing and accelerated review times, they would no longer be exempt from appearing before the Planning Commission. This change will improve transparency and better include the community, allowing concerned residents to see the details of a project and express their opinions and ask questions in an environment more appropriate for detailed planning discussions than a typical Board of Supervisors meeting.

If approved by the Board, the specific provision in Bullet #9 under Processing Procedure would read:

"The applications shall be considered by the Land Development Committee (LDC) and then set for hearing before the Board of Supervisors. A hearing before the Planning Director or Planning Commission shall not be required, unless the application is for a warehouse/distribution facility of 250,000 square feet or larger in size."

Impact on Citizens and Businesses

Citizens would be given an additional opportunity to participate in the planning process for large distribution centers in their communities. Large distribution applicants will be subject to some delays and associated costs with Planning Commission hearing.

COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY

Subject:
PROCEDURES FOR FAST TRACK PROCESSING

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POLICY:

The Board of Supervisors recognizes that certain development projects make a special contribution to the general welfare by providing *significant* employment opportunities, supporting government services or enhancing the general economic well-being of the County. The Board of Supervisors further recognizes the need to encourage such development projects by expediting the entitlement process and hereby establishes the following procedures:

Procedures for Fast Track Permit Processing

Eligibility Criteria

The following development projects shall be eligible for fast track processing:

1. All child care development projects, including, but not limited to: child day care centers, Head Start centers and child development centers.
2. A commercial and/or industrial development project that meets at least one of the following criteria if, on the date a determination of fast track eligibility is requested as provided herein, the unemployment rate for Riverside County is greater than 6.0 percent as determined by the Employment Development Department of the State of California: 1) the project will create 40 new, permanent, full-time jobs; or 2) the project will result in a capital investment of at least \$5 million, including land, buildings, infrastructure (on-site and off-site) and equipment; or 3) the project will generate at least \$12.5 million in annual taxable sales; or 4) the project proposes at least 150,000 square feet of building space and will incorporate any of the following standards - the "Silver" Level Certification standards established for new construction by the U.S. Green Building Council in its Leadership in Energy and Environmental Design (LEED) program, any higher LEED standards or any other nationally recognized equivalent green building standards.

In addition to meeting one of the above criteria, the developer must also commit to the following: 1) the developer will hire construction contractors and other development-related consultants that are based in Riverside County whenever possible, and; 2) the developer will give hiring preference to individuals who have served in the United States armed forces or who have been unemployed for 6 or more months due to economic conditions.

3. A commercial and/or industrial development project that meets at least one of the following criteria if, on the date a determination of fast track eligibility is requested as

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BOARD OF SUPERVISORS POLICY**

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provided herein, the unemployment rate for Riverside County is 6.0 percent or less as determined by the Employment Development Department of the State of California: 1) the project will create 75 new, permanent, full-time jobs; or 2) the project will result in a capital investment of at least \$10 million, including land, buildings, infrastructure (on-site and off-site) and equipment; or 3) the project will generate at least \$25 million in annual taxable sales; or 4) the project proposes at least 150,000 square feet of building space and will incorporate any of the following standards - the "Silver" Level Certification standards established for new construction by the U.S. Green Building Council in its Leadership in Energy and Environmental Design (LEED) program, any higher LEED standards or any other nationally recognized equivalent green building standards.

In addition to meeting one of the above criteria, the developer must also commit to the following: 1) the developer will hire construction contractors and other development-related consultants that are based in Riverside County whenever possible, and; 2) the developer will give hiring preference to individuals who have served in the United States armed forces or who have been unemployed for 6 or more months due to economic conditions.

4. A residential development project that meets at least one of the following criteria:
 - 1) the project has received a form of public assistance from the County of Riverside and at least 15% of all project residential units that are either owner occupied or tenant occupied have been enforceably restricted to be affordable to low-income households for a minimum period of thirty (30) years; or 2) the project has received a form of public assistance from the County of Riverside and at least 15% of all project residential units that constitute mutual self-help housing units have been enforceably restricted to be affordable to very low-income and low-income households for a minimum period of fifteen (15) years; or 3) the project is funded by Multifamily Housing Revenue Bonds authorized by the California Debt Limit Allocation Committee and at least 20% of all project residential units have been enforceably restricted to be affordable to low-income households for a minimum period of thirty (30) years.
5. Renewable Energy Projects.
6. Manufacturing facilities that develop new clean/green products.
7. Any other development project that is awarded fast track processing by a majority vote of the Board of Supervisors.

**COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY**

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Fast Track Authorization

Except as provided in paragraph 5. above, the Assistant County Executive Officer/Economic Development Agency (the EDA Director) shall determine whether a development project meets the eligibility criteria for fast track processing. The proponent of any development project may submit a written request for a determination of fast track eligibility to the EDA Director, and the EDA Director shall make the eligibility determination within thirty (30) days of the date of submittal.

Processing Team

The heads of the following entities, or their designees, shall serve as the Fast Track Processing Team (Team): EDA, the Planning Department (including the Environmental Programs Division), the Transportation Department (including the Survey Division), the Building & Safety Department, the Fire Department, the Environmental Health Department, the Flood Control & Water Conservation District and the Regional Parks & Open Space District.

Processing Procedure

Once the EDA Director determines that a development project meets the eligibility criteria for fast track processing or a development project is awarded fast track processing by a majority vote of the Board of Supervisors, the development project shall be processed as follows:

1. EDA shall complete an authorization form and shall assign the project a fast track number.
2. The project proponent (Developer) shall meet with EDA staff to discuss fast track processing.
3. The Developer shall provide EDA staff at least fifteen (15) folded site plans (floor plans, elevations, grading plans, and landscaping plans).
4. EDA shall send Team members a memorandum attached to a site plan describing the project no less than five (5) working days before the predevelopment meeting described below.
5. If the Developer requests consultation with any Team member(s) before the predevelopment meeting, a preliminary meeting shall be held at one of the reserved predevelopment meeting times described below. EDA shall give two (2) working days notice to the affected Team member(s).

**COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY**

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6. Fast track predevelopment meetings shall be held every Monday, excluding holidays, at 9:00 a.m., 10:00 a.m. and 11:00 a.m., as necessary, at the offices of EDA or at any other location designated by EDA. All Team members shall reserve these times for fast track predevelopment meetings or other fast track related meetings.
7. At the fast track predevelopment meeting, Team members shall identify all required revisions to the site plan and all required special studies, including, but not limited to, studies relating to traffic, geology, biology or cultural resources.
8. After the Developer has made all the required revisions to the site plan and has prepared all the required special studies, the Developer shall submit the appropriate land use applications, including the required special studies and any applicable fees, to the Planning Department. The Developer shall attach the fast track authorization form to the applications.
9. The applications shall be considered by the Land Development Committee (LDC) and then set for hearing before the Board of Supervisors. A hearing before the Planning Director or Planning Commission shall not be required.

Review Timelines

The following timelines shall be observed for development projects that have been fast tracked:

1. The LDC shall meet and consider land use applications submitted to the Planning Department no more than twenty-one (21) days after the date of their submittal. LDC representatives shall review the applications, all exhibits thereto and all required special studies before the first meeting. If the LDC determines that the applications, exhibits and/or special studies need to be revised, the Developer shall resubmit revised versions no more than thirty (30) days after the LDC meeting. A subsequent LDC meeting shall be held no more than fifteen (15) days after the Developer has resubmitted the revised applications, exhibits and/or special studies to the Planning Department. A subsequent LDC meeting is not required if the revisions are minor. In no event, shall more than two (2) LDC meetings be held.
3. The Board of Supervisors shall hear land use applications submitted to the Planning Department no more than ninety (90) days after the date of their submittal. The Board of Supervisors shall concurrently hear all land use applications related to a single project within the ninety (90)-day time period. Notwithstanding the above -

**COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY**

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PROCEDURES FOR FAST TRACK PROCESSING

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- a) If the Developer fails to resubmit revised versions of the application, exhibits and/or special studies within the thirty (30)-day period referenced in paragraph 1. above, the Board of Supervisors shall hear the application as soon as feasible;
 - b) If a land use application requires the preparation of an Environmental Impact Report (EIR), the Planning Department shall expedite the EIR preparation process and the Board of Supervisors shall hear the application as soon as feasible; and/or
 - c) If a land use application concerns property within the boundaries of a Multi-Species Habitat Conservation Plan (MSHCP), the Planning Department shall comply with the review timelines established by the MSHCP or, if there are no established timelines, shall give the application priority processing and the Board of Supervisors shall hear the application as soon as feasible.
3. Concurrent grading and building plan checks shall be performed at the request of either EDA or the Developer.
4. Grading Plan Check Reviews:
- a) The following entities shall complete an initial review of grading plans no more than ten (10) working days after receiving those plans: the Transportation Department, the Building & Safety Department, the Environmental Health Department, the Fire Department and the Flood Control & Water Conservation District.
 - b) Any additional Grading Plan Check reviews shall be completed by the appropriate entity no more than five (5) working days after the Developer has resubmitted documentation to that entity.
5. Building Plan Check Reviews:
- a) The following entities shall complete an initial review of building plans no more than ten (10) working days after receiving those plans: the Transportation Department, the Building & Safety Department, the Environmental Health Department, the Fire Department and the Flood Control & Water Conservation District.
 - b) Any additional Building Plan Check reviews shall be completed by the appropriate entity no more than five (5) working days after the Developer has resubmitted documentation to that entity.

**COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY**

Subject:	Policy	Page
PROCEDURES FOR FAST TRACK PROCESSING	<u>Number</u>	<u>6 of 7</u>
	A-32	

6. The Fire Department shall complete an initial review of fire plans no more than ten (10) working days after receiving those plans. Any additional fire plan reviews shall be completed no more than five (5) working days after the Developer has resubmitted documentation to that department.
7. The review of all other development submittals, such as geo-technical reports and performance securities for grading and landscaping, shall be completed by the appropriate entity no more than ten (10) working days after receiving the submittal.
8. Unless otherwise requested by EDA or the Developer, all plan checks shall be conducted by county staff and shall not be referred to outside consultants.

Expiration

Unless otherwise determined by the EDA Director, a fast track authorization shall expire if a development project becomes inactive. Inactive means the Developer has not filed the appropriate applications within twelve (12) months of the date of fast track authorization, or the Developer has not submitted any grading or building plans within twelve (12) months of the date of project approval.

Ordinance Amendment Authorization

The Board of Supervisors hereby authorizes and directs the Planning Director to process all ordinance amendments required to implement the terms of this policy.

Reference:

- Minute Order 6.12 of 10/16/79
- Minute Order 3.17 of 05/30/95
- Minute Order 3.25 of 04/09/02
- Minute Order 3.12 of 04/01/03
- Minute Order 3.2 of 12/20/05
- Minute Order 3.7 of 11/07/06
- Minute Order 3.47 of 04/20/10
- Minute Order 3.64 of 09/11/12

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: JOIE WALTZ

Address: _____
(only if follow-up mail response requested)

City: _____ **Zip:** _____

Phone #: _____

Date: _____ **Agenda #** 3-64

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** _____ **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Tosy Padregon

Address: _____
(only if follow-up mail response requested)

City: _____ **Zip:** _____

Phone #: _____

Date: _____ **Agenda #** 3-64

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: B. Helms from

Address: _____
(only if follow-up mail response requested)

City: _____ **Zip:** _____

Phone #: _____ *3.64
Fast Tracking*

Date: _____ **Agenda #** _____

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** _____ **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

Barton, Karen

From: Mead Valley <ramvinfo@yahoo.com>
Sent: Monday, September 08, 2014 4:15 PM
To: District2; District1; District3; District4 Supervisor John J Benoit; District5; COB
Subject: BOS September 9, 2014 Agenda Item 3-3
Attachments: Fasttrack.docx

Board of Supervisors,

Please find the attached letter regarding Fast Track Agenda Item 3-3.

Thanks.

Everett Price

September 8, 2014

Riverside County Board of Supervisors
4080 Lemon Street, 5th Floor
Riverside, CA 92501

RAMV - Rural Association of Mead Valley
Everett Price, President
19910 Una Street
Perris, CA 92570

RE: Procedures for Fast Track Processing
Agenda Item 3-3. Board Policy, A-32 - Fast Track

Review Timelines

2. (d) It states, "If the application is for an industrial facility where the predominant use is warehousing or distribution and the facility is 250,000 or larger the application will require Planning Commission Review prior to consideration by the Board of Supervisors. **The Board may maintain the exclusive right to hear land use applications for these projects by a supermajority vote of the Board of Supervisors.**

The text, "The Board may maintain the exclusive right to hear land use applications for these projects by a supermajority vote of the Board of Supervisors" should be eliminated.

The Board should always require a public hearing before the Planning Commission on large facilities such as logistics warehouses. There should not be a supermajority vote of the Supervisors to bypass the Planning Commission where public comment and review take place on these major projects that impact not only local residents, but the region. Ramrodding projects through the process using Fast Track by going straight to the Board of Supervisors can have detrimental consequences to everyone. Once a project is built it will be there forever and the problems that these projects can bring with them will be difficult or impossible to fix once the facility is built.

This was made very apparent when the Majestic warehouse PP25461 was Fast Tracked straight to the Board of Supervisors using an outdated and flawed EIR to base the project on. The current process is too constrained and does not allow for a more flexible time frame that allows detailed analysis from County departments. Major changes were overlooked in the rush to Fast Track the project through to the approval process.

Taking a few more weeks to give the public and other local agencies a chance to review and make comments is essential to good governance. The public deserves to not only be a part of the process, but needs to be given sufficient notice so that meaningful comments can be made. The

notice to the residents to the Majestic Project arrived to residents homes just a week before the public hearing. Residents just a few properties away were not notified and yet they would be adversely impacted by truck heavy traffic on Seaton Ave., pollution, flooding and noise that will impact their health, safety and welfare if the proposed project is built. The Community with thousands of residents should have been notified as this project will affect a major portion of the Community and General Plan for the area.

Government should be transparent and accountable to the public that it serves. The LDC process is not set for public hearings. The Planning Commission is an essential element in the approval process and must be included in every large warehouse project.

Problems that were brought up by residents of Mead Valley include: A sensitive receptor next door to the project. Conflicting statements in the conditions of approval. Fire requiring access onto Cajalco and Transportation stating that access onto Cajalco be removed from the project. The current plans for the project still have access onto Cajalco. There is no information from Fire regarding comments to the changes to the project regarding additional access at another location.

Staff report states, ISSUES OF POTENTIAL CONCERN

"Transportation has added a condition of approval to remove the access shown off of Cajalco Expressway and Planning has added a condition requiring a revision to the permit before the project can be split into a multitenant structure"

The outdated EIR allowed conditions of approval that allowed trucks to idle for 10 minutes, while current State law requires trucks to idle for no more than 5 minutes.

Fast Tracking projects that eliminate public hearings and access to public documents does not work and creates more problems down the road. Mistakes are made that cannot be reversed. Certainly the few extra weeks that are required for public input to address concerns is well worth it. These large projects have the potential to bring major problems to the County, local residents and the region. Riverside County is second in the nation for the worse smog. More mega logistics centers will soon compound this problem. Thousands of trucks traveling local streets and highways will pose even more risks to drivers and require taxpayers to pay more to maintain public roads and freeways. Smog will continue to increase health risks to everyone especially those next to logistics centers and freeways. Property values will plummet as residents move out of the area to preserve their health and safety.

I urge the Board of Supervisors to change Fast Track Policy A-32 to require Planning Commission approval for all warehouse projects before being agendized for approved by the Board of Supervisors.

Sincerely,

Everett Price

EFFECTS OF IDLING DIESEL TRUCKS

*Clarke
Copy*

In 1998, following a 10-year scientific assessment process, the Air Resources Board (ARB) in collaboration with the Office of Environmental Health Hazard Assessment (OEHHA) identified particulate matter from diesel-fueled engine exhaust as a toxic air contaminant (TAC). On a statewide basis, the average potential cancer risk associated with these emissions is over 500 potential cases per million. In the South Coast Air Basin, the potential risk associated with diesel PM emissions is estimated to be 1,000 per million people. Compared to other air toxics the Board has identified and controlled, diesel PM emissions are estimated to be responsible for about 70 percent of the total ambient air toxics risk. In addition to these general risks, diesel PM can also present elevated localized or near-source exposures. Depending on the activity and nearness to receptors, these potential risks can range from small to 1,500 per million or more.

On-Road Heavy Diesel trucks are major contributors to California's air quality problems. On a per truck basis, they emit relatively high levels of NOx and Particulate Matter (PM) emissions. In California, emissions generated by idling diesel trucks pose a significant portion of air quality problems. A high density of idling trucks for extended periods of time can produce highly localized and concentrated emissions, which adversely affect the health of not only the drivers but the neighboring community.

In modern truck fleets (2007 and later model year) NOx catalysts require a minimum operating temperature before catalytic reactions needed to reduce NOx can occur. The light-off temperature for NOx catalysts is generally above 200°C, while exhaust temperatures during idling are typically below 150°C.

In addition, diesel engines have disproportionately high CO and HC emissions at idle. Diesel combustion at idle conditions has a high proportion of premixed combustion. This premixed burn is fuel rich and local fuel-air equivalence ratios can be as high as 4. Such rich conditions would produce significant amounts of CO. Also, over-lean conditions at the periphery of the premixed rich burn can lead to quenching of partially oxidized mixture or mixture escaping the combustion altogether. Because of this, PM emissions at engine idle can show a much larger concentration of particles than operation at load. These particles have been also reported to be much smaller (20 nm) than those at load (60 nm). Smaller, lighter particles have the ability to stay airborne longer as well as disperse to greater distances.

Current regulations require that heavy duty trucks sold after 2010 are to be equipped with tamper-proof timers that shut off idling engines after 5 minutes. Older trucks are required to manually shut down after the same period. Idling at or near a school is prohibited. Under current law, school busses are also required to shut down upon arriving at a school and restart no sooner than 30 seconds prior to departure.

*Debbie
Walsh*
Submitted by _____
9/9/2014 (date) Item 3-3

§ 2485. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

- (a) *Purpose.* The purpose of this airborne toxic control measure is to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles.
- (b) *Applicability.* This section applies to diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. This specifically includes:

- (1) California-based vehicles; and
- (2) Non-California-based vehicles.

- (c) *Requirements.*

- (1) *Idling Restriction.*

On or after February 1, 2005, the driver of any vehicle subject to this section shall comply with the following requirements, except as noted in subsection (d) below:

- (A) the driver shall not idle the vehicle's primary diesel engine for greater than 5.0 minutes at any location.
- (B) the driver shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area.

- (2) *Use of Alternative Technologies.*

- (A) On or after January 1, 2008, the driver shall not operate an internal combustion APS on any vehicle equipped with a 2007 and subsequent model year primary diesel engine unless the vehicle is:
 - 1. equipped with an APS meeting the emissions performance requirements found in subsection (c)(3)(A), below; and
 - 2. the vehicle is equipped with a label meeting the requirements pursuant to section 35.B.4 of the "California Exhaust Emission Standards and Test Procedures for 2004

and Subsequent Model Heavy-Duty Diesel Engines and Vehicles," as incorporated by reference in title 13, CCR, section 1956.8(b).

- (B) On or after January 1, 2008, the driver shall not operate a fuel-fired heater on any vehicle equipped with a 2007 and subsequent model year primary diesel engine unless the fuel-fired heater meets the emissions performance requirements found in subsection (c)(3)(B), below;
 - (C) On or after January 1, 2008, the driver of a vehicle equipped with a 2006 or older model year primary diesel engine may use and operate in California any certified internal combustion APS with or without the additional PM control specified in subsection (c)(3)(A)1. or any other certified alternative idling reduction technology.
- (3) *Compliance Requirements.* As an alternative to idling the primary engine, diesel engines/vehicles may, as an option, be equipped with alternative technologies, as listed and defined below in (A), (B), and (C) of this subsection. If so equipped, these technologies are subject to the following requirements:

(A) *Internal Combustion APS.*

1. In order to operate in California, an APS utilizing an internal combustion engine must comply with applicable California off-road and/or federal non-road emission standards and test procedures for its fuel type and power category. In addition, diesel-fueled APSs installed on vehicles equipped with primary engines certified to the 2007 and subsequent model year heavy-duty diesel engine standards, pursuant to section 1956.8(a)(2)(A) of title 13, CCR, shall either,
 - a. be equipped with a verified Level 3 in-use strategy for particulate matter control (see title 13, CCR, sections 2700 to 2710), or
 - b. have its exhaust routed directly into the vehicle's exhaust pipe, upstream of the diesel particulate matter aftertreatment device.
2. With advance Executive Officer approval, a certifying/verifying APS manufacturer may petition for an alternate compliance strategy other than described in (A)1.a. or b. in this subsection above. However, this provision is

FACTS ABOUT

California's Commercial Vehicle Idling Regulations

Idling diesel trucks and buses create toxic air pollution, contribute to global warming, and waste costly fuel – and in some cases, the operator may be breaking the law. Find out how you can help keep emissions in check so we can all breathe easier.

Which vehicles are covered?

Heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier.

How long can I idle?

Idling for more than 5 minutes is prohibited within California's borders. While at a school, the driver must shut down the engine immediately upon arrival and leave within 30 seconds of starting the engine.

What are the fines?

Fines start at \$300 and can be as much as \$1000 per day.

Are there situations where idling is allowed?

Yes. Idling is allowed in the following situations:

- You are stuck in traffic
- When idling is necessary to inspect or service your vehicle
- You are operating a power take-off device
- You cannot move due to adverse weather conditions or mechanical failure
- You are queuing (must be beyond 100 feet from any residential area)
- Your truck's engine meets the optional low-NOx idling emission standard, and your truck is located more than 100 feet from any residential area (clean-idle label required)

See www.arb.ca.gov/noidle for a complete list of exemptions.

If I can't idle, what can I do about cab comfort?

Listed below are some available idle reduction technologies:

- Battery-powered auxiliary power systems
- Fuel-fired heaters (restrictions apply; see www.arb.ca.gov/noidle)
- Diesel-fueled auxiliary power systems (restrictions apply; see www.arb.ca.gov/noidle)
- Truck stop hookups that provide heat, cooling, electricity and other services throughout California

Visit www.arb.ca.gov/cabcomfort for further details on these and other idle-reduction technologies.

What restrictions apply to idle-reduction technologies?

- You may not operate a diesel-fueled auxiliary power system for more than 5 minutes within a 100 feet of a residential area
- Diesel-fueled auxiliary power systems (APS) on trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required)
- Fuel-fired heaters must meet certain emission standards

Visit www.arb.ca.gov/noidle for further details.

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Paul Jacobs

Address: _____
(only if follow-up mail response requested)

City: Temecula **Zip:** _____

Phone #: _____

Date: 9/9/14 **Agenda #** 3-3

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** _____ **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**

FB

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Bell Hobbs

Address: _____
(only if follow-up mail response requested)

City: _____ **Zip:** _____

Phone #: _____

Date: _____ **Agenda #** _____

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** _____ **Oppose** _____ **Neutral**

3-3

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Phyllis Minarcin

Address: 19351 Seaton Avenue
(only if follow-up mail response requested)

City: Perris **Zip:** 92570-9722

Phone #: _____

Date: 9-9-2014 **Agenda #** 3-3

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: BriH Holman

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: GARRY GRANT

Address: _____
(only if follow-up mail response requested)

City: _____ **Zip:** _____

Phone #: _____

Date: Sept 9 - 07 **Agenda #** 3-3

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

Support **Oppose** **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: EVERETT TRICE

Address: MEAD VALLEY
(only if follow-up mail response requested)

City: _____ **Zip:** 92570

Phone #: 951-657-9516

Date: 9/9/14 **Agenda #** 3-3

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:
_____ **Support** **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Debbie WALSH

Address: _____
(only if follow-up mail response requested)

City: MEAD VALLEY **Zip:** _____

Phone #: _____

Date: 9/9/14 **Agenda #** 3-3

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
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the appeal below:

_____ **Support** _____ **Oppose** _____ **Neutral**

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Michelle Landall

Address: _____
(only if follow-up mail response requested)

City: _____ **Zip:** _____

Phone #: 951-277-3583

Date: 9/9/14 **Agenda #** 3.3

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:
 Support **Oppose** **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Support **Oppose** **Neutral**

I give my 3 minutes to: _____

BRITT

Enter view 368 1062 - special

9/9/2014 3-3

Mailed to Supervisors 9/18/14

TO: The Planning Department of Riverside County

Date: 8/5/2014

RE: Objection Letter to the
Logistic Project Plot Plan No. 25461 (FTA 2013-03)

My name is Carlotta Fuerstenberg and I live at 19355 Seaton Avenue, the first house north of Cajalco. I would like strongly to object to Seaton being used as a thoroughfare by placing a signal on Seaton and Cajalco. I would like to see no commercial trucks to go through Seaton Avenue at all. This is a residential street only about 50 feet from the project.

The fumes created by the commercial and diesel trucks would be unimaginable. I have a serious heart condition. You should have in your possession a report on air pollution concerning Riverside County that was submitted to you earlier. In the first paragraph they did a study on dogs in Mexico City and how it polluted their lungs. I have a rescue kennel with small dogs and they would not last very long. Nothing to say about the noise that this development would create. In addition, my dogs would bark at the constant flow of traffic.

Your plot plan shows an entrance to the project on Seaton Avenue a few feet opposite my house. The constant noise of the brakes and the puffing out of the diesel and gasoline fumes would be unsustainable although you say it meets the sponsors requirements. IN NO WAY.

Again, I strongly oppose that there be an entrance to the Logistic project on Seaton Avenue and to the signal light on Seaton Avenue by Cajalco. I absolutely object to commercial vehicles associated with the Project on Seaton Avenue.

My neighbor, Phyllis Minarcin who lives next to me (19351 Seaton Avenue) agrees with me fully and she is signing this letter simultaneously.

Respectfully submitted,

Carlotta Fuerstenberg
Carlotta Fuerstenberg
19355 Seaton Avenue
Perris, CA 92570-9722

Phyllis J. Minarcin

Phyllis J. Minarcin
19351 Seaton Avenue
Perris, CA 92570-9722

Please note: These objections were presented to the Board of Supervisors on July 29, 2014 - Public Hearing.

Phyllis J. Minarcin

Riverside County Board of Supervisors
4080 Lemon Street, 5th Floor
Riverside, CA 92501

RAMV - Rural Association of Mead Valley
Everett Price, President
19910 Una Street
Perris, CA 92570

BOS HEARING JULY 15, 2014 AGENDA ITEM: 16.1 PP 25461

Honorable Supervisors:

A recent article in Discover Magazine

**California's Air Pollution Causes Asthma, Allergies and Premature Births
More than half of America's dirtiest cities are in California, and rates of illness there are rising.
Is it too late to reverse the trend?**

<http://discovermagazine.com/2013/julyaug/19-californias-air-pollution-causes-asthma-allergies-and-premature-births>

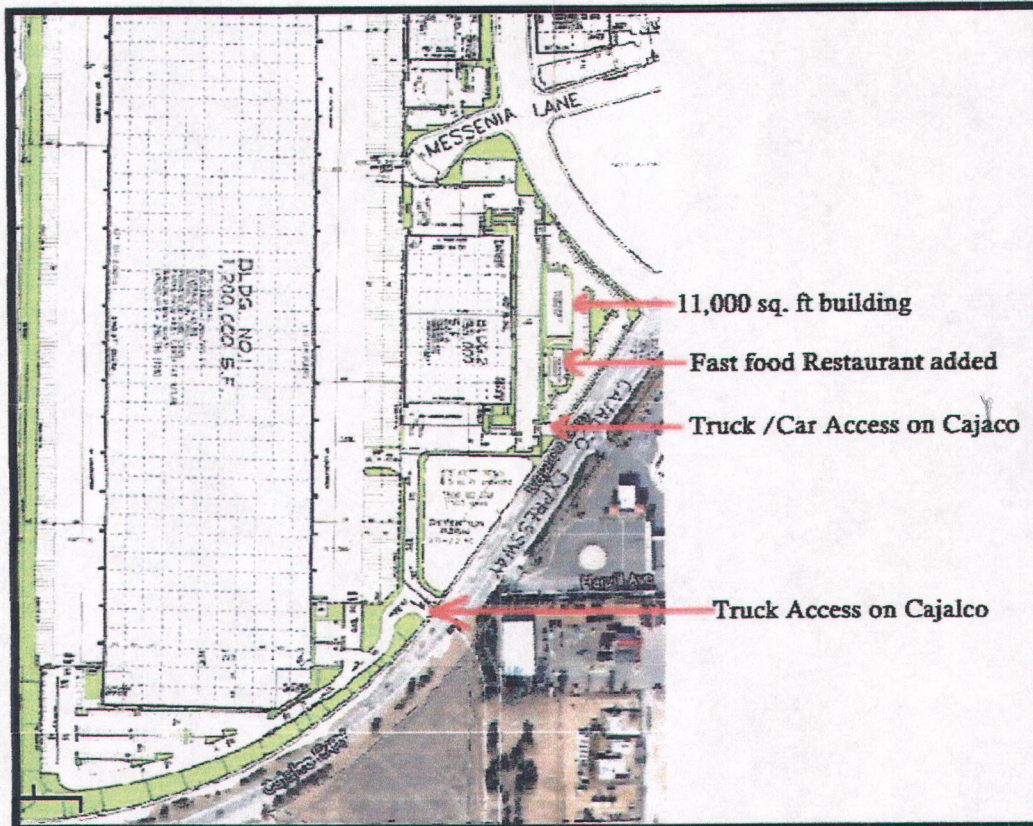
In just a few weeks school will start up again. Hundreds of parents will be taking the Harley Knox on and off ramps going down Harvill and turning at the stop sign on Markham taking their children to and from Citrus Hill High School in Mead Valley from Moreno Valley. This was never addressed in EIR 466 and greatly impacts traffic as big trucks and cars are rushing to their destinations and safety is being compromised.

The new tire distribution center is a prime example of how rushing through projects such as this can dramatically impact communities. The signal light at Harvill and Markham was deferred in the Conditions of Approval. A lack of community meetings and understanding of the real impacts were never addressed properly in the EIR and addendum to the EIR. Currently this is a four way stop and certainly not adequate for this type of traffic. **Trucks have been seen coming out of and entering the truck tire distribution facility driving through the stop sign at Markham.** If there is a major accident who will be paying for a signal light for this intersection? Will it be the taxpayers or the developer? Who will pay for extra patrols to monitor this intersection. Hopefully the CHP will be monitoring the situation closely, but they cannot continue to place a patrol car at this intersection forever. EIR 466 required a signal light be installed at this intersection.



Designed with logistics tenants in mind, Majestic Freeway Business Center is destined to attract intense interest from companies looking for industrial warehouse space to manage the flow of goods from Asia through the Los Angeles and Long Beach ports. The park's Foreign Trade Zone application is pending.

Directly from the Majestic Business Center website. Logistics center is the main focus SP 341



The Majestic Business Center website for this project indicates a number of additional buildings that are not part of the Specific Plan and EIR in PA2. The project proponent is piece mealing the Specific Plan for this project in order to gain approval of a project that does not comport to the original Specific Plan. The original Conceptual Phasing Plan does not indicate a fast food restaurant or 11,000 sq. ft. building at the corner of Harvill and Cajalco. This plan also shows additional access onto Cajalco Road where it appears that cars and logistic trucks will use the same access and driveways. See exhibit above. This could create additional hazards to the existing conditions on Cajalco Road where there is a curve in the road and view is obstructed.

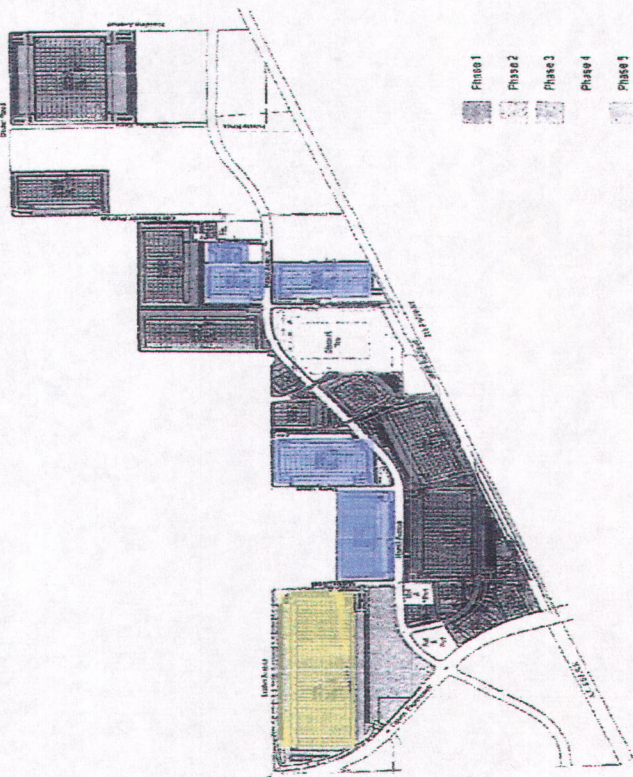


Cajalco Road between Harvill and Seaton is a blind curve and prone to deadly accidents.

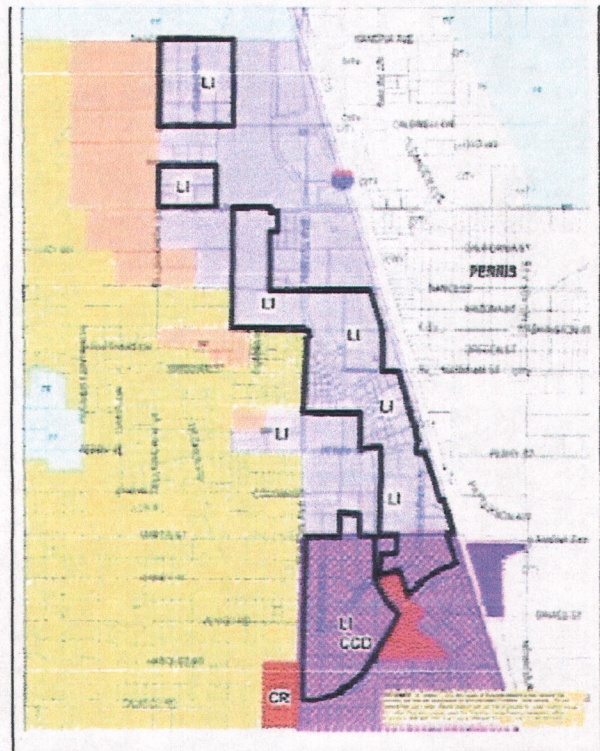
Harvill Ave. was never designed properly when the industrial corridor was created in 1988. The width of the road is undersized for major truck traffic making it unsafe for cars or trucks to park along the side of the road.



Seaton Ave. is a 2 lane county road and will become a major truck route for the Industrial Corridor and this Specific plan. Hundreds of trucks will eventually travel down this Country road as Harvill becomes congested with truck traffic. A major church is on Seaton Ave. where Children will be playing next to some of the most polluted air in the nation. A 12 foot wall along Seaton is not going to address this problem. Seaton is not designed for this type of traffic. The health and welfare of local residents will be at risk as high polluting diesel trucks spew out millions of particles of toxic fumes into the air.



Majestic Business Park website shows 5 additional warehouses on additional land outside of SP341. Shown in blue. Current Plot Plan in yellow. Note Seaton Ave where trucks will enter from Martin, Markham and Perry Streets.



WEBB ASSOCIATES

Figure IV-1
RCIP General Plan Land Use Designations
Majestic Freeway Business Center

RCIP states, "The Community Center Overlay is envisioned as a major employment center, which may include a mixture of industrial, office, business park, and commercial uses." SP 341-EIR 466. Community Center Overlay in hatched purple

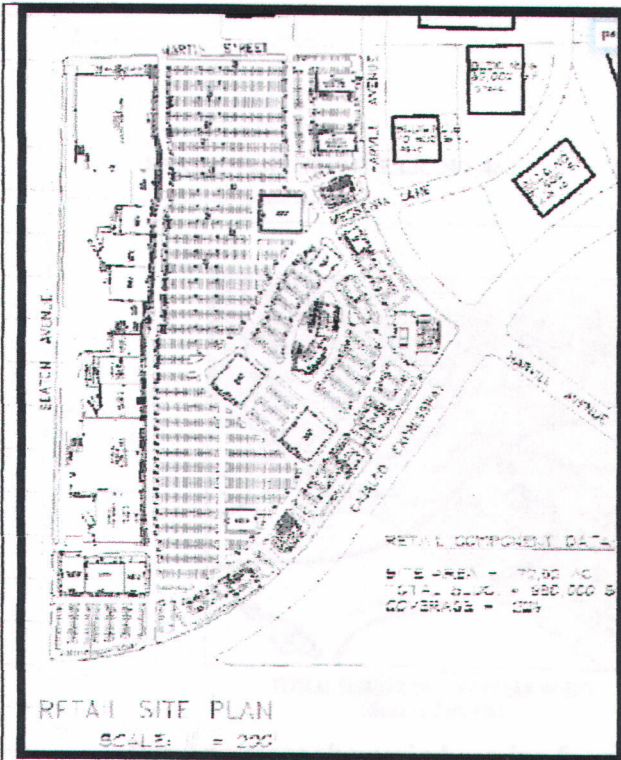
Mead Valley Community Center Option is preferred by residents to logistics centers in SP 341.

Riverside County Vision:

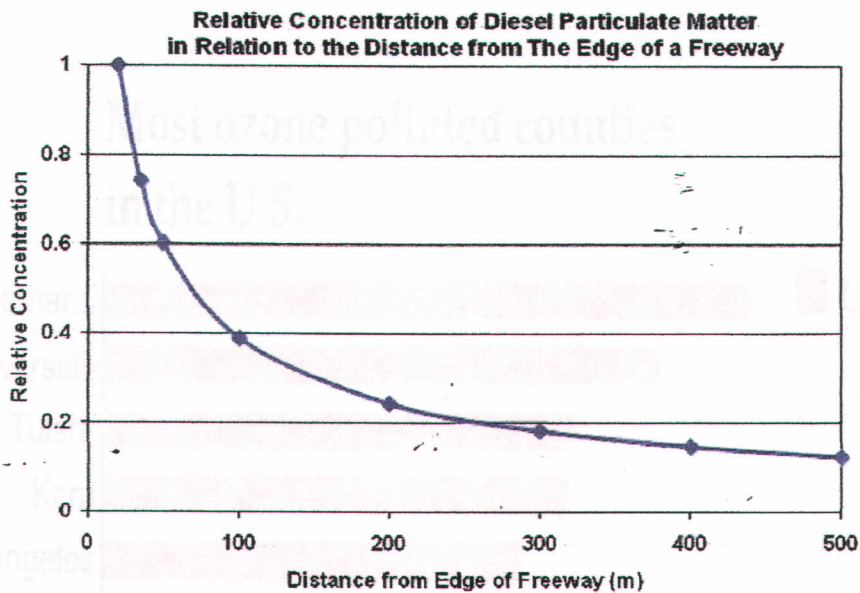
"In the year 2020, Riverside County will be home to approximately 2.8 million people, occupying approximately 918 thousand housing units, residing in at least two dozen vibrant cities and numerous well-planned unincorporated suburbs and rural areas. A large majority of our working population will be employed locally in approximately 960 thousand jobs by clean industries paying good wages and by a thriving retail and service commercial sector."

This is not possible with logistics centers as the main focus for jobs producing industries in Riverside County.

Each logistics warehouse creates thousands of truck trips per day and "jobs that are no better than fast food."



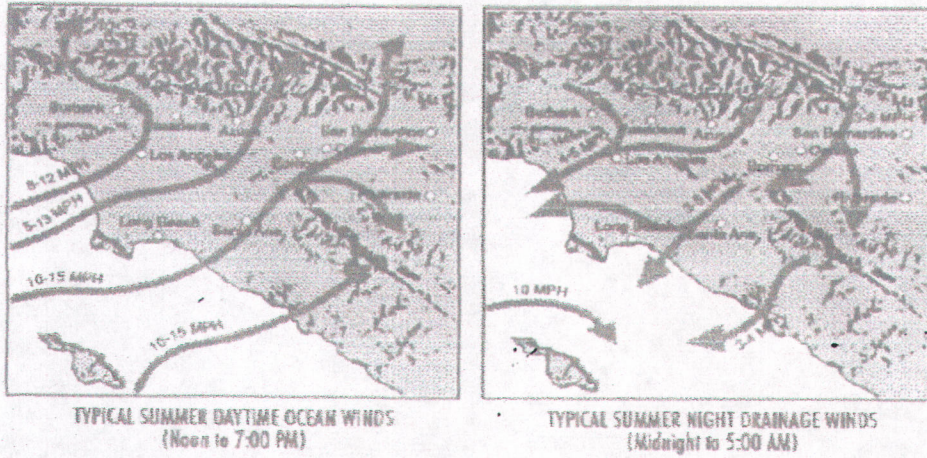
Community Center Overlay Component.



<http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/chapter-2--air-quality-issues-regarding-land-use.pdf?sfvrsn=2>

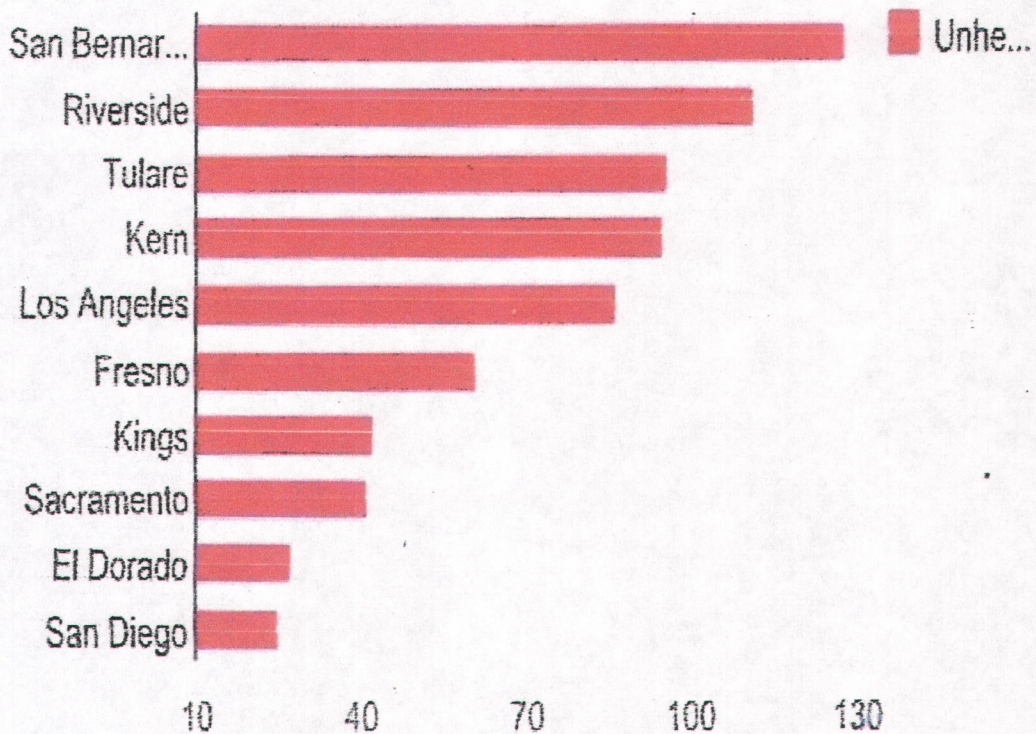
This 1.2 million sq. ft. mega warehouse is across the street from a church, just a half mile from one high school, 1 block from a proposed park, and less than 2 miles from 4 elementary schools, one middle school, several day care facilities, 1 library and 1 community center. This is one of a possible 20 warehouses planned for this project. AQMD recommends prohibiting placement of loading docks or major truck routes within 500 meters or 1640.42 feet from sensitive receptors.

Residents and those using the church including children and seniors living nearby will be greatly impacted by the huge concentrations of ozone and particulate matter from the trucks at this facility.



Wind patterns show wind coming from the ocean and moving smog into Riverside where it continues on into Moreno and Perris Valleys pushing smog up against the hills next to this project.

Most ozone polluted counties in the U.S.



Source: American Lung Association

CEQA requirements, "A range of reasonable alternatives, both on- and off-site, that would feasibly attain most of the basic project objectives, while avoiding or substantially lessening the significant effects of the project, must be analyzed per CEQA Guidelines Section 15126.6."

PP 25461 robs the community of essential high and medium paying jobs, sales tax revenue, leaving low paying jobs that have few if any benefits. Thousands of truck trips per day will flood our roads, congest our freeways, local roads and pollute our air with no real benefits to the community.

Transportation has added a condition of approval to remove access shown off of Cajalco Expressway. There is however language still included in the conditions of approval that provide allowance for this in the future. The project exhibits and language show access onto Cajalco and therefore one would assume that access onto Cajalco is still in the plans for this project as the future could be any time after this document is approved.

"In the event a project access is introduced in the future on Cajalco Expressway between Seaton Avenue and Harvill Avenue the project proponent shall provide interconnect along the project frontage and shall make all provisions necessary for the ultimate interconnect of traffic signals on Cajalco Expressway from Seaton Avenue to Harvill Avenue or as approved by the Transportation Department" Project Staff Report.

Riverside County Vision:

"In the year 2020, Riverside County will be home to approximately 2.8 million people, occupying approximately 918 thousand housing units, residing in at least two dozen vibrant cities and numerous well-planned unincorporated suburbs and rural areas. A large majority of our working population will be employed locally in approximately 960 thousand jobs by clean industries paying good wages and by a thriving retail and service commercial sector."

Replacing the Community Center Overlay with Logistics centers goes completely against the vision that Riverside Supervisors have set for Riverside County.

Specific Plan No. 341/EIR 466 includes the Community Center Option as one of its main goals and objectives of the plan. (a) To provide effectuate expansion of the area's commercial base and local employment opportunities. (b) Promote the improvement and centralization of industrial area and/or enhance and expand retail services in the project area. (c) Assist in the elimination of physical and economic blighting conditions in the project area.

Mead Valley is a blighted community and this project instead of improving the area will have significant negative impacts to jobs, housing prices, the economy, freeways and local roads.

Majestic Business Center is 279 acres and 6.2 million sq. ft. of light industrial. According to the EIR "Potential project-related and cumulative impacts upon Air Quality and Noise were found to be significant and cannot be mitigated to below the level of significance" (DEIR 466). Community Center Overlay could potentially generate 5,728 quality jobs. If distribution uses are developed the job numbers are cut almost in half to 2,950 jobs.

Riverside County should address that issue aggressively, especially given the County's plans for millions more square feet of warehouse space.

BOARD MEETING TO DISCUSS WAREHOUSE LOGISTIC CENTER ON SEPT. 9, 2014,

IF YOU CANNOT ATTEND THE BOARD OF SUPERVISORS MEETING ON SEPTEMBER 9 AT 10 A.M. PLEASE SEND A LETTER OF YOUR OWN. I ALSO HAVE A FORM LETTER FOR YOU TO USE. ALL YOU HAVE TO DO IS FILL IN THE BLANKS AND MAIL IT.

THE AGENDA ITEM IS CALLED: THE MAJESTIC LOGISTICS CENTER PLAN.

IT IS Agenda Item 16-1 KNOWN AS Logistic Project Plot Plan No. 25461 (FAST TRACK 2013-03) EA NO. 42637

My name is Phyllis Minarain My address is

19351 SEATON AVE, PERRIS, in the Mead Valley Area, and I strongly

oppose approval of the proposed Mead Valley Area Plan—the development of a 1,191,500 square foot warehouse/logistics center to be located northerly of Cajalco Expressway, southerly of Martin Street, easterly of Seaton Avenue, and westerly of Harvill Avenue.

I urge you to **OPPOSE THIS PLAN** because such a development will

- Jeopardize the health and increase the risk of accidents to residents and motorists.
- Restrict traffic flow for all neighborhood residents and for all who travel the Cajalco/Ramona Expressway Corridor.
- Increase diesel exhaust emissions from **182 or more big rigs.**
- Increase road damage to existing **RESIDENTIAL** streets.
- Increase the risk of crime—prostitution, trafficking, theft, and burglary.
- **DEPRECIATE THE VALUE OF OUR HOMES.**

Growth is inevitable, therefore, CONSIDER more acceptable options: a Commercial Retail Center as proposed in Project Area 2 of the Specific Plan, reconsider the Metro Link Station or a high-speed rail system serving commuters from San Diego to Sacramento.

- 16-1 TRANSPORTATION AND LAND MANAGEMENT AGENCY/PLANNING: Public Hearing on PLOT PLAN NO. 25461 (FAST TRACK 2013-03) EA NO. 42637 – John Burroughs, Commerce Construction Company, L.P. – Mead Valley Area Plan – Consider Addendum No. 1 to EIR NO. 466 and Approval of Plot Plan No. 25461 which proposes a 1,191,500 square foot warehouse/logistics center with 182 loading docks, 212 automobile parking spaces and 417 truck and trailer parking spaces, which includes a 3.4 acre detention basin and will also export approximately 181,100 cubic yards of material to an adjacent property, across Harvill Avenue ("the project"). The project is located northerly of Cajalco Expressway, southerly of Martin Street, easterly of Seaton Avenue, and westerly of Harvill Avenue, 1st/1st District.

Part 2

Part 3

Part 4

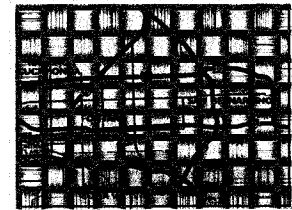
(REFERRED TO PLANNING COMMISSION)

EYEWITNESS: WORKING INSIDE AN INLAND EMPIRE WAREHOUSESHARE    By **Gabriel Thompson** (<http://capitalandmain.com/author/adminsm/>)

December 2, 2013 in Labor & Economy

(<http://capitalandmain.com/files/2013/12/inlandempire21.jpg>)

*(This article was reported in partnership with the Investigative Fund of the Nation Institute. It first appeared on **The Nation's website** (<http://www.thenation.com/article/177377/holiday-crush?page=0,0>) and is republished with permission.)*



The call from the temp agency comes in late October. I've passed the drug test, cleared the background check, sat down for a quick interview—"Can you lift fifty-pound boxes?"—and completed a worksheet of basic math problems. Now there's a job. A warehouse just outside the city of Ontario, about forty miles east of Los Angeles, needs more bodies to meet the holiday crush.

They do work for Walmart, Best Buy, "all sorts of big companies," says the female voice on the line. Orientation starts at 8:15 am; pay is \$9 an hour. "Make sure you're early." Before hanging up she repeats the order. "Be early."

On an overcast Tuesday, I pull into the parking lot, fifteen minutes ahead of schedule. Looming to my left is a giant rectangle of windowless cement. At 800,000 square feet, the warehouse is the size of Madison Square Garden, big enough that any misplaced products are as good as lost. I get my picture snapped for an ID badge and join thirty other new hires in the cafeteria. It is a diverse group, evenly divided by gender, mostly Latino but with a fair number of whites and blacks. As we sit, several men swap rumors of better opportunities elsewhere: a warehouse where pay starts at \$12 an hour, another with productivity bonuses that can boost hourly wages to \$15. But those are direct hire positions, and hard to land. During my job search, each warehouse I visited gave directions to the nearest temp agency.

After waiting twenty minutes, we are ushered into a room upstairs. A woman from the agency hands each of us a time sheet. For the sign-in, she tells us to write 8:30. "I know you were told to be here at 8:15," she says, anticipating a protest that never comes, "but that was just to make sure you got here early."

And, like that, fifteen minutes are lopped from our paycheck. It's a small but important lesson in what it means to be a "flexible" worker. We are not in control here. Shifts may last four hours, eight hours or twelve; start times will bounce around as well. I'm originally hired for a shift that begins at 7 am, but that later moves up an hour, to 8, and then, in a rush to move goods out the door, to four o'clock in the morning. In the online world of holiday shopping, where demand can surge and retreat with the click of (many) buttons, workers must respond in real time, shoving other commitments aside. For people without cars, the ever-changing schedule makes it hard to coordinate transportation. One middle-aged woman, caught off guard on a day we're dismissed at noon, will spend three hours walking the eight miles home. That she returns for the next shift—rubbing her feet and complaining under her breath—is a testament to her "flexibility," to how far she's learned to bend in the new economy.

A man I'll call Brian (I've changed the names of people at the warehouse) takes over. He works for Ingram Micro, the warehouse operator, which he tells us is a "pretty big company." (In fact, it's the largest distributor of electronics in the world, with \$37.8 billion in revenue last year.) Brian has a boyish face, wears an orange polo shirt and does his best to inject some passion into the room. "You guys are here to work—that's awesome!" he calls. Blank stares. "We want people who want to be here!" Some fidgeting. He seems to be a nice enough guy, but it's a tough crowd for a pep talk.

So down to business. Lesson number one: safety is a top priority of Ingram Micro. "We are constantly having people get hurt because they are working too fast," Brian says. "You don't get paid enough to get hurt." (Someone behind me mutters, "You got that right.") Brian walks us through the proper way to pick up boxes, and holds up a poster that illustrates safe stretching techniques.

But it's a complicated message Brian is preaching. Why, after all, are people working too fast? Why did the employee in Brian's lead anecdote try to slide under the conveyor belt—busting his head open in the process—instead of simply walking around?

Well, there's this: the output for each employee, tracked at every moment via our scanning guns, will be posted daily. "All supervisors see are numbers, numbers, numbers," he tells us. "So are we going to push you to work faster and be more productive?" The man to my left dutifully nods. "Yes, we are. Does the company expect you to pick up and carry fifty-pound boxes? Yes, it does." Pause. "But we don't expect you to carry them half a mile."

Before we're dismissed, the temp agency staffer returns with some final words of advice. Anyone who misses a shift on Thanksgiving, Black Friday, Cyber Monday or Christmas Eve is out. Anyone who isn't performing at 100 percent efficiency by the third week will be given one week to improve, and then is out. On the bright side, a few "top performers"—perhaps 150 of the 800 temps they'll hire by Thanksgiving—may get to stick around after the holiday season and avoid the mass layoffs. "Some people even get hired permanently by Ingram Micro," she says. Such a promotion, she tells us, would include *raises and benefits*. The emphasis is hers. She makes the words sound like exotic treats.

But we shouldn't get ahead of ourselves. Just this morning, she let someone go who was performing only at 20 percent. It won't be easy to meet our efficiency goals, she acknowledges. "It sounds like a lot," she tells us, "but it's possible."

* * *

With a day off before work begins, I use the time to tour the area. The warehouse sits in the middle of the Inland Empire, a sprawling and fast-growing region that includes Riverside and San Bernardino counties. Of late, the area is best known for having taken the Great Recession square on the nose. The housing bust left the region short more than 70,000 construction jobs and with some of the highest foreclosure rates in the nation. Signs of recovery are hard to spot. Today, nearly one in five Inland Empire residents lives in poverty—highest among the nation's twenty-five largest metropolitan areas—with unemployment at 10.4 percent.

It is against this bleak backdrop that a fantastic warehouse boom is under way. No area in the country is experiencing faster industrial growth, with warehouses occupying more than 400 million square feet, about the size of 7,000 football fields. The primary reason for the boom:

Los Angeles is crowded, but the Inland Empire, in the words of John Husing—an economist with the Inland Empire Economic Partnership—has plenty of “dirt.” Land is cheap and plentiful, allowing for structures large enough to handle the flow of goods arriving from overseas. More than 40 percent of US imports pass through the Long Beach and Los Angeles ports, and three-quarters of those products enter Inland Empire warehouses, where they are unloaded, reloaded and shipped out again. If you own stuff made in China—the phone in your pocket, the shoes on your feet—chances are good that some of it passed through an Inland Empire warehouse.

The newest surge of growth is being driven by fulfillment centers catering to online shoppers. In 2012, the US e-commerce market accounted for \$365 billion in sales, growing at a rate seven times faster than US retail spending. Just last year, Amazon moved into its first Inland Empire facility and recently announced a second. Despite the sluggish overall economy, demand is so high that most of the new construction is speculative. As one broker told the *Los Angeles Times*, “The Inland Empire is to industrial real estate what downtown Manhattan is to office real estate.”

On the ground, the results of all this activity aren’t especially pretty. Warehouses have about as much character as giant curbs—some are half a mile long—and have been plopped down along dusty roads in the desert. On my driving tour, I repeatedly get lost in the swirl of industrial parks, my only traffic companions the endless stream of big rigs going to and fro. But these parks are more than just aesthetic hazards. Air quality here is among the very worst in the nation—thanks in part to the diesel exhaust—leading stunted lung growth among local children.

For some, after the loss of so many good-paying construction jobs and decades of manufacturing decline, the logistics industry represents the region’s best shot at prosperity. Economist John Husing has studied the region for decades. During an interview, he notes that the majority of the jobs are available to people with high school diplomas or less, and that—unlike fast food work, for example—they can put folks on the path to the middle class. State data find that the average wage for logistics workers in the Inland Empire is nearly \$45,000.

But Juan De Lara, an assistant professor at the University of Southern California, contends that such a rosy conclusion comes from conflating the white-collar jobs in the industry—managers and logisticians, for example—with most other warehouse employees: the folks who snag your online orders from shelves, load boxes onto pallets or drive those goods away on forklifts. Isolating for these positions, De Lara arrived at a median annual income of just \$22,000. And it’s worse for temporary employees, who make up a significant portion of the workforce, especially during the holiday rush. For warehouse temps—like the crew of thirty folks I’ve joined at Ingram Micro—annual median wages come to a mere \$10,067. Even a typical farmworker makes more.

The growth of temp work isn’t limited to warehouses, of course. Over the last several decades, cost-cutting companies have transformed many stable blue-collar jobs into temp positions, complete with sporadic hours, low pay and no benefits. Manufacturing has been hit especially hard: only one in forty-three manufacturing positions was temporary in 1989; by 2006, the figure had risen to one in eleven. And alongside the hollowing out of blue-collar jobs has been an explosion of low-wage jobs generally. According to the National Employment Law Project,

such low-wage positions are responsible for three-fifths of all new jobs created since the recession.

* * *

Early the next morning we shuffle into a small warehouse across the street from the main building. Although many of us have been hired to work in the larger facility, we're needed right now for what is being called the "Apple project." We empty our pockets and pass through a security checkpoint, following a supervisor along a path of yellow lines. Men and women zoom past on forklifts and cherry-pickers, beeping incessantly as they carry pallets of boxes to load onto towering metal shelves. On the way, I chat with a blond woman who previously worked as a security guard for \$9 an hour. Covering the graveyard shift, she arrived home just as her husband was heading to work, which left her in charge of their three young children. "Didn't sleep too much," she says.

We stop at a clearing in the middle of the warehouse, in front of three assembly lines. Surrounding the lines are boxes filled with thousands of Apple's newest release, the iPad Air.

The iPads are fresh from China, looking sleek in shrink wrap. Our task is to box the units for individual shipping. At the front of the line, an address label is scanned and slapped onto a slender cardboard box, and the iPad is stuffed inside with extra padding for the edges. The boxes are then sent through a taping machine and loaded onto pallets for shipping.

I take a slot at one of the taping stations next to Mike, an older man with an impressive white beard. Soon hundreds of boxes are headed our way on rollers, and we fold the top and bottom flaps rapidly and shove them into the taping machine. It's easy work, until it's not. Despite our frenetic pace, boxes pile up behind us, each representing a customer eager to receive the newest Apple toy, which goes on sale tomorrow. Even in the cold building, sweat begins beading on my forehead. After an hour my hands are stiff. The rough edges of the cardboard leave painful nicks along my index fingers. By noon they'll be bleeding.

Seeing the overflowing line, a supervisor bounces over, eager to motivate. "Come on, tapers, I need you to go faster!" Mike—who I've learned is no stranger to warehouse work—locks eyes with him, keeps his face blank, says nothing, maintains his pace. It's subtle, but I'm witnessing a conversation of sorts. The supervisor backs off. Score one for the temps.

The iPads we're packing are the 64GB models and sell for \$699 at Apple.com. At \$9 an hour, that's about two weeks of our paycheck. This fact doesn't seem to be lost on the security guards, one of whom paces around our line for nearly an hour. Each time I look up, his eyes are locked on us, causing me to wonder if in the chaos of packing I've somehow lodged an iPad in my rear pocket. "Go ask him what the fuck his problem is," Mike says to me, a bit too loudly.

Our first break comes thanks to a malfunctioning label machine, which a supervisor scurries over to attempt to fix. (The slow speed of the printer allows for impromptu breaks throughout the week. "We want to work faster," a supervisor tells me, sounding apologetic, "but we can only go as fast as the labels print.") On the way out we run the security gantlet again. This time I set off the sensor with the plate and screws in my collarbone from a bike accident. I raise my arms to be wanded down and am told to take off my shoes and shake them out. Finally free to go, I grab my things. "Hey wait," calls the guard. "Can you open your wallet for me?" I open it, show him the only contraband I'm carrying is a dollar bill, and finally make it to the break room. "This place isn't playing," says a temp who watched the ordeal.

* * *

If warehouse jobs serve as pathways to the middle class, someone forgot to hand out road maps to my co-workers. During my time at Ingram Micro—which is divided between getting the iPad Airs out the door and packing boxes full of products mostly destined for Walmart.com customers—I’ll learn that many of my co-workers have spent years bouncing from one temp assignment to the next. “They say they might keep you on past the holidays,” a woman named Martha tells me, “but they never do.” It makes for stressful living—weeks of steady, if low-paid, work can be followed by weeks, or months, of next to nothing—but in a region with high unemployment, there aren’t many other options. Temp work is the main game in town. One count puts the number of staffing agencies in Ontario at 275.

In the smaller warehouse, our shifts are dedicated to the iPad Air launch. A supervisor usually paces the floor while we work, occasionally calling us together to tell us to pick up the pace, or informing us of our output. (“You’ve done 18,000 units—good job!” he says after one shift, a rare word of praise.) Except when we’re waiting for pallets to arrive, we’re constantly in motion. The burliest folks in our group, men with veined forearms who drink workout shakes during breaks, take the assignment in stride. But others—like me—are soon complaining about sore hands and wrists, along with aching feet. As the line hums, workers steal a second here or there to stretch their hands and grimace. But the boxes don’t stop, and neither do we.

“Years ago, I made \$12 an hour at a warehouse,” says Carlos, an immigrant from Mexico City, during a break. “Now look at what they’re paying.” To make ends meet, he picks up side jobs as a carpet cleaner, while his wife works at a Ross distribution center in nearby Moreno Valley, earning just \$9 an hour as well. “That’s why you’ve got people going back to Mexico. The jobs here don’t pay enough.” Learning new skills can help, a little. At Ingram Micro, temps trained to drive forklifts earn \$10 an hour.

The fluctuating schedule makes any work-life balance nearly impossible. At the end of one shift, we’re told to report the next day, a Saturday, at 4 am. Although there is some grumbling—“I didn’t sign up for this,” one woman complains—everyone is lined up for roll call the following morning. I stand next to Carlos, who looks exhausted. Last night, he had taken his two kids to Disneyland. He got home from the amusement park at 2 am, dressed for work and headed back out the door. “Time goes by really fast when you have kids,” he tells me, saying he has no regrets about the decision. “This is the time to be with them.”

* * *

The problems of warehouse work—the low wages, the mad pace—are all too familiar to Javier Rodriguez. Originally from Mexico, he found construction work in the Inland Empire and for a time was pulling in \$25 an hour. But jobs dried up after the housing bust. He wound up as a temp at a nearby warehouse in 2012, driving a forklift for \$10 an hour, when a group of blue-shirted workers stormed into the building.

“I was watching and wondering, ‘Who are they?’” remembers Rodriguez. “That’s when the rumors and stories started that they were with the union.”

The rumors turned out to be true, and Rodriguez signed up right away. He worked at a warehouse operated by a company named NFI, dedicated to moving Walmart goods. “You feel like you’re doing a good job, but they are always putting pressure on you to go faster,” he says.

A supervisor insulted him; the heat in summer was unbearable; the water given to workers wasn't clean. And, of course, the low wages. To make ends meet, Rodriguez had taken on a second warehouse job, and was putting in seventy hours a week. "I'd only get to see my wife and kids on the weekend," he says.

The blue-shirted workers were members of Warehouse Workers United, a project launched in 2009 by the Change to Win labor coalition. The group seeks to get an organizing toehold in the fast-growing industry and has filed numerous lawsuits against warehouse operators, alleging rampant wage theft and dangerous workplace conditions. But WWU aims to broaden the target, moving up the supply food chain to the companies that use warehouses—known as "third party logistics providers" (3PLs)—to transport their goods. And they're starting with the biggest target of all: Walmart. Their efforts got a big boost earlier this year, when a federal judge allowed the retail giant to be added to a class-action suit alleging widespread wage theft against Schneider Logistics and three staffing companies, in a warehouse exclusively dedicated to Walmart merchandise.

"When workers began coming to us and complaining, the common thread was Walmart," says Guadalupe Palma, WWU's campaign director. "As the biggest retailer, they have a responsibility to improve the conditions. These could easily be good jobs."

But there are significant challenges to organizing the industry. "Because of the temp nature of work, it's very easy for a worker who speaks out to be retaliated against," says Palma. "They might not be called back to work the following day, or have their hours decreased." That's exactly what happened to Rodriguez, according to the WWU. After he spoke to the media and participated in strikes over unsafe workplace conditions—leading Cal/OSHA to fine the warehouse nearly \$30,000—he was fired earlier this year. Federal charges have been filed against the company, alleging retaliation, and an investigation is under way.

Though out of work, Rodriguez is surprisingly upbeat. "The warehouses aren't bad," he tells me. "If they treat people better and pay us what we're owed, the work could be very good. It is honest work. The workers are very dedicated. But right now, others are getting rich off jobs that pay us misery wages."

* * *

One morning I am told to report to the larger warehouse. I wait for a supervisor near the security checkpoint, in front of a digital display that lists the number of days since an accident. Today it reads: 4.

When I follow the supervisor through the vast building, it's easy to see how people can get hurt here. In the "picking module," employees dart around snapping up products for online orders, a slip away from a sprained ankle or worse. ("Work there if you want to lose weight," someone tells me.) Shelves tower overhead, filled with pallets loaded with heavy boxes. They fall, you're crushed. I will witness one such near miss, when a heavy box topples from a raised forklift, sending a loud boom through the building. Thankfully, no one was underneath. As we make our way to the rear, we have to sidestep workers driving forklifts and cherry-pickers—the latter used to reach the highest shelves—zipping around the tight spaces.

We head up a flight of stairs to the packing area. A series of conveyor belts are filled with boxes, most reading Walmart.com on the side. The boxes, filled with an endless array of products, must be stuffed with brown packing paper, folded and shoved through a taping machine, after

which they'll continue on their journey through the building. Initially, the pace seems sustainable. Every three seconds or so a new box arrives, and I feel oddly content with the small role I'm playing to keep the online shopping beast humming along. Electric blankets and Teenage Mutant Ninja Turtles. Diaper Genies and vibrating baby chairs. Backpacks, keyboards, extension cords. Some of the product combinations are intriguing: the person, for example, who needs a tent and a printer cartridge. Judging by the sheer number of items for kids—My Little Pony, Elmo, a host of characters I'm too out of the loop to identify—by early November parents are already deep into Christmas shopping.

Then comes a collection of toy cars that, no matter how hard I try, refuse to fit into the box they've been assigned. I put the carton aside, several precious minutes wasted, and see that my conveyor belt is really backed up. I know such a sight often prompts a visit from a supervisor, so I begin to hustle.


The boxes start flying by. Pack-fold-tape, pack-fold-tape. At this speed, my powers of observation have left. No longer do I care about the product, or pause to imagine the customer; my thoughts, such as they are, tend toward "Here comes another box of crap." This goes on for how long I don't know, but at some point I realize that a light is blinking. I look up. I've been so focused on dispatching the boxes, I've failed to realize that the conveyor has jammed in front. As far as I can see, the packed and taped boxes are frozen in place, some mashed together in a way that is unlikely to cause "customer delight," which is the number-one goal here at Ingram Micro. I look around for guidance. Not a supervisor in sight. My hands are bleeding again, rubbed raw by the cardboard. Unsure what else to do, I take my break and go to the bathroom to wash off. Unlike my co-workers, I can afford to get fired.

* * *

On the final day of the iPad project, a young worker to my right calls my name. We're both doing the same job at the end of parallel lines: grabbing boxed iPads after they've gone through the taping machine and stacking them on pallets, to be loaded onto trucks and delivered to customers. There's a sign on the taping machine, warning us to keep our hands away. Previously, an extension allowed the iPads to exit the taping machine and land on a platform. But today the extension has disappeared, and we have to snag the boxes as they emerge from the machine to keep the precious cargo from falling to the ground.

"Yo, Gabe, can I get some help?" I scamper over. While grabbing an iPad, his sweatshirt cuff has become trapped in the revolving gears of the belt, threatening to suck his hand into churning metal. As he yanks, I pull the machine in the opposite direction, and after a moment of struggle he's free. A few seconds of "fuck that was close" breathing follows. His wrist is bright red. Then he rolls up his sleeves and, seeing more iPads on the way, gets back to work.

(Gabriel Thompson is the author of Working in the Shadows . He is working on a biography of Fred Ross—the legendary organizer who trained Cesar Chavez—titled, America's Social Arsonist.)

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GABRIEL THOMPSON

Featured Writer

BIO

Gabriel Thompson has worked as a journalist, community organizer, union researcher, and investigator of capital punishment cases involving undocumented Mexican immigrants. He is the author of three books: *Working in the Shadows*, *There's No José Here*, and *Calling All Radicals*. He has written for *The Nation*, *New York* magazine, *The New York Times*, and numerous other publications, and been interviewed by CNN, MSNBC, PBS, NPR, and Salon. Thompson is working on a book about the life and times of legendary community organizer Fred Ross.

PRAISE

For *Calling All Radicals*:

"Calling All Radicals is a marvelous book, which is both instructive and inspiring. If taken to heart by the coming generation, it could have a profound effect on the history of this country."
—Howard Zinn

For *Working in the Shadows*:

*"In the shadows of the U.S. economy — places where underpaid, often undocumented workers toil in hellish conditions — Gabriel Thompson does more than just observe and document. Showing deep solidarity as well as a commitment to exposing the injustices endured by low-paid laborers in America, Thompson spent a year working alongside this largely immigrant and rural workforce—cutting lettuce, dumping tubs of chicken parts, and huffing through the streets of Manhattan to deliver food. In writing this remarkable book, Thompson brings attention to the resilience of the workers who are the backbone of this country's economy, appreciates the great contributions of undocumented workers to making our lives better by holding up the economy and the backlash they so often face. For anyone who has fought for dignity in the workplace, *Working in the Shadows* is a triumph—and a call to arms."*
—Dolores Huerta, co-founder of the United Farm Workers

"This is a big-hearted American book, audacious and bold. Gabriel Thompson goes the distance, and should help silence the nativist nabobs and peddlers of racial propoganda who clog the immigration discourse today. In the spirit of Upton Sinclair, it's an ode to the working human—whether that worker comes from Iowa or Michoacan."

— Luis Alberto Urrea, author of *The Devil's Highway*

PRESS INQUIRIES

thompson.gabriel@gmail.com

LINKS

www.wherethesilenceis.org

AWARDS

Richard J. Margolis Award
Studs Terkel Media Award
Sidney Hillman Award (collective)
Two Independent Press Association Awards

ARTICLES

"A Gringo in the Lettuce Fields," *The Week*, January 29, 2010
"Meet the Wealth Gap," *The Nation*, June 30, 2008
"The Good-Behavior Bribe," *New York* magazine, October 28, 2007
"Alan, Alien," *New York* magazine, April 9, 2006
"When Even the Minimum Wage is a Distant Dream," *Brooklyn Rail*, January 5, 2005

Board of Supervisors Meeting
September 9, 2014
Policy Number A-32
Agenda Item 3-3
Procedures for Fast Tracking Process
Item 2d

My name is Phyllis Minarcin. I moved to Riverside in 1963 and have lived at 19351 Seaton Avenue, Perris, CA, since 1988. I have witnessed many changes in our beloved County and will undoubtedly witness many more.

I know that growth and change—commonly known as progress-- are inevitable, and I also know that “haste makes waste”. Hasty decisions, which may easily be based on subjectivity, a lack of information or incorrect information **can lead to costly consequences for present and future generations of Riverside County.** Riverside County’s Fast Tracking Policy A-32, 2d, does just that. It states: “If the application is for an industrial facility where the predominant use is warehousing or distribution and the facility is 250,000 or larger the application will require Planning Commission Review prior to consideration by the Board of Supervisors. **The Board may maintain the exclusive right to hear land use applications for these projects by a supermajority vote of the Board of Supervisors.**” This last caveat: “**The Board may maintain the exclusive right to hear land use applications for these projects by a supermajority vote of the Board of Supervisors**” should be eliminated.

Rational

Policy Number A-32 Procedures for Fast Tracking (Agenda Item 3-3) places great decision making responsibilities in the hands of 5 human beings (the members of the Board of Supervisors). These responsibilities give 5 individuals the power to control growth and change--a power that is afforded to few. But this power also means that the Board of Supervisors (both individually and collectively) are accepting responsibility for the psychological and physical wellbeing of Riverside County residents for generations to come.

Future developments are inevitable; but, as a resident of Riverside County, I do not want to sacrifice the health and safety of one member of our society for the **hasty development** of one or twenty-one warehouse/distribution facilities.

THEREFORE , I respectfully submit that the Board of Supervisors changes Fast Tracking Policy A-32, to **require Planning Commission approval for all warehouse/distribution projects before they are placed on the agenda for approval by the Board of Supervisors.**

Do you want a Shopping Center in Mead Valley or a logistics warehouse the size of a city block? The choice is yours.

Vote No to 1.2 Million Square Foot logistics warehouse next to homes and a church in Mead Valley
No to Pollution, Truck Traffic and Low Paying Jobs

Yes to Mead Valley community center option that includes shopping center and job center. This option will produce real jobs and sales revenue for the community. Location Harvill and Cajalco. No to a logistics warehouse where hundreds of trucks will be going down Cajalco, Seaton and Markham.



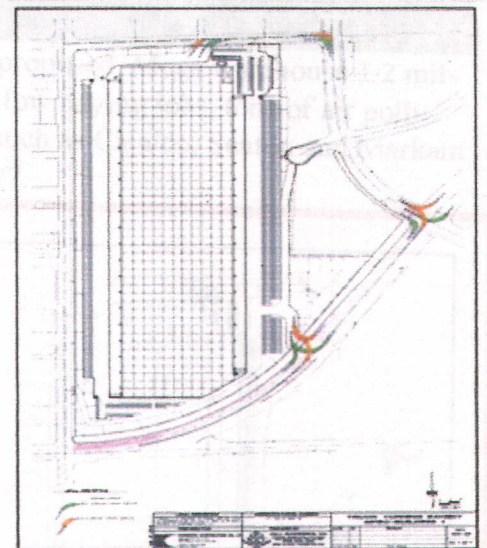
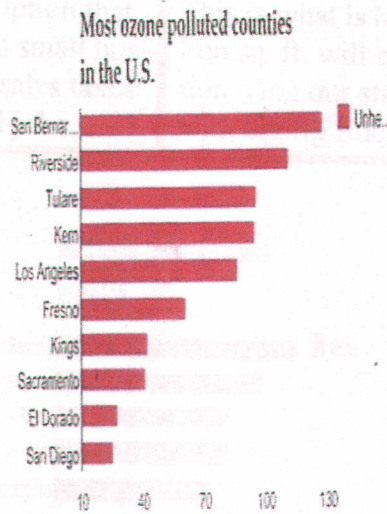
We want the Commercial Shopping Center Option that will allow a grocery store, shopping mall and small businesses to be built in Mead Valley increasing sales taxes and providing much needed services and real jobs.



This is what is being proposed. Mega warehouse 1.2 million sq. ft. will create low paying jobs, tons of air pollution, clog our streets such as Cajalco, Seaton and Markham with big rig trucks 24/7.



Our children will be playing next to hundreds of trucks from this one mega warehouse. Many more are being planned for our area. Riverside County 2nd worse for air pollution in the nation. You and the health of you family are at risk!



Truck access on Cajalco is dangerous

Sign the Petition to stop this now

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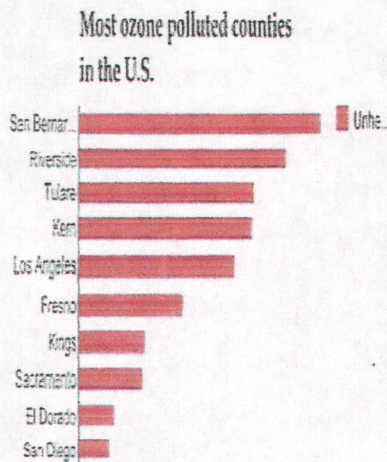
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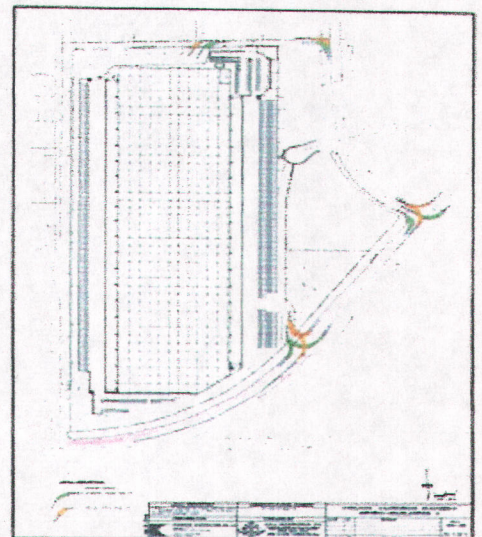
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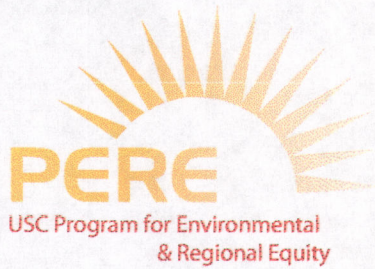


Source: American Lung Association



Truck access on Cajalco is dangerous

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Warehouse Work

*Path to the Middle Class or
Road to Economic Insecurity?*

Juan D. De Lara, Ph.D.



Warehouse Work: Path To The Middle Class Or Road To Economic Insecurity?

By Juan D. De Lara, Ph.D. - University of Southern California

September 2013

Paying the Price for Cheap Goods

A series of research briefs that highlight key economic and policy issues that affect warehousing and logistics in Riverside and San Bernardino counties.

President Obama’s recent visit to an Amazon.com warehouse in Chattanooga, Tennessee was supposed to provide a glimpse into what good middle class jobs look like in today’s economy. According to the President, warehouse jobs offer American families economic stability at a time when employment can be difficult to find. Major retailers like Amazon and Walmart regularly gain public and political support by claiming that their supply chain workers earn middle class wages. According to Amazon, their typical warehouse employee makes more than 30 percent above what an average retail worker earns.¹ Few would oppose jobs that offer economic stability for working men and women, but the idea that warehouse jobs are categorically middle class often obscures the low wage cycle that many blue-collar workers endure in the logistics industry. When political leaders and

What Is The Logistics Industry?
Regional planners measure the logistics industry by aggregating data for the following eight economic sectors:

- Warehousing and Storage
- Wholesale Trade
- Couriers
- Support Activities for Transportation
- Truck Transportation
- Air Transportation
- Rail Transportation

corporations talk about a middle class logistics wage, they are effectively lumping blue-collar and high-skilled workers together with managers in order to create an industry average. Before claiming that warehouse jobs provide a pathway to the middle class, we need to assess whether official industry wage models accurately measure what workers in this sector actually earn.

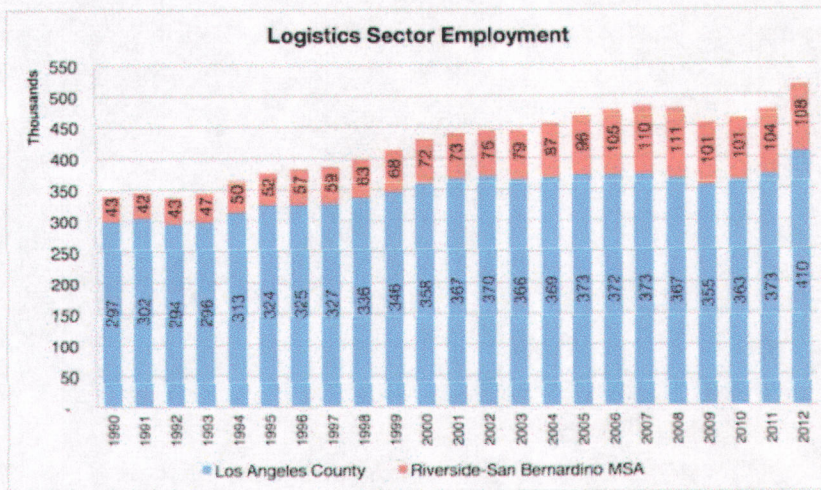


Figure 1: Based on data from the CA Employment Development Department

Jobs and Logistics

Southern California was among a number of regions that turned to logistics in an effort to recoup some of the manufacturing jobs that were lost during the economic restructuring of the 1980s and 1990s. Together with shippers and rail companies, local policy makers built an extensive network of

trains, trucks, and warehouses that made Southern California into the largest port complex in the United States. Port container shipments and logistics-related employment reached record highs during the first decade of the 2000s. By 2012, the industry employed approximately 521,000 people in Los Angeles, Riverside, and San Bernardino counties (see Figure 1). To industry boosters, such robust growth signaled a possible solution to Southern California's need for well-paid blue-collar jobs.

However, recent investigations by California's Labor Commissioner's Office revealed that employers at major warehouses in the Inland Empire (otherwise known as Riverside and San Bernardino counties) regularly subjected their workers to a number of labor law violations. These investigations, as well as concerns raised by warehouse workers during interviews, raise serious questions about whether the logistics industry truly provides a path to the middle class for the region's growing population. If the logistics industry is supposed to be a solution to America's and Southern California's jobs crisis, we should figure out whether the sector's much-celebrated average middle class wage of \$45,000 per year actually trickles down to blue-collar workers.

The Numbers Game: What Average Industry Wage Models Don't Tell Us

According to the industry model developed by the Southern California Association of Governments, logistics workers in Riverside and San Bernardino counties earn an average yearly wage of \$45,000 per year (see Figure 2). Regional boosters use these relatively high wages to promote the warehouse industry by arguing that



Figure 2: Average based on QCEW data from the CA Employment Development Department.

ports provide the building blocks for a more sustainable and diverse economic future by providing a path to middle-class jobs for the region's blue-collar workers.²

Yet, a closer look at occupational wage data reveals serious flaws in this notion. To begin with, it is important to understand how the logistics industry's hiring structure shields major retailers from accusations that they pay low wages to warehouse workers. When inspectors for the California Labor Commissioner's office fined Schneider Logistics, Rogers Premier, Impact Logistics, and Quetico, LLC more than \$2.3 million for alleged payroll irregularities and overtime theft in 2011 and 2013, these companies were operating as contractors for warehouses that processed products from major retailers.³ Even though the warehouse workers affected by these labor law violations were sorting goods that belonged to Walmart and other companies, the retailers distanced themselves from any responsibility for wages and working conditions paid by their contractors. Herein lies a key problem with companies who tout middle class warehouse wages. Retailers like Walmart, Target and Amazon often hire third party logistics companies (3PLs) to operate their distribution centers at much lower costs. Retailers can claim that they pay relatively high wages to their direct-hire warehouse employees because they tend to unload the lower wage

functions to logistics contractors - who technically serve as the employer of record to the workers who process goods for companies like Walmart and Amazon.

A more accurate picture of blue-collar warehouse wages requires us to straighten out the facts about how we approach economic data for the logistics industry. Let's begin by looking more closely at the much touted \$45,000 logistics wage. This figure includes wages from all occupations and sectors in the logistics industry – including distribution managers and logisticians - a comparison that clearly does not apply to the average blue-collar worker with a limited educational background. Once the managerial and high-skilled occupations are removed, it is clear that casting a wide net across the entire logistics industry artificially inflates wage scales for blue-collar warehouse occupations.

As **Figure 3** shows, if we simply measure income for actual blue-collar occupations that normally make up the bulk of the warehouse sector, the idea of a \$45,000 logistics wage becomes rather far-fetched. When we control for job type (see sidebar) and industry, we find that warehouse jobs within logistics pay a median annual income of \$22,000 per year. Female workers, who account for 33 percent of

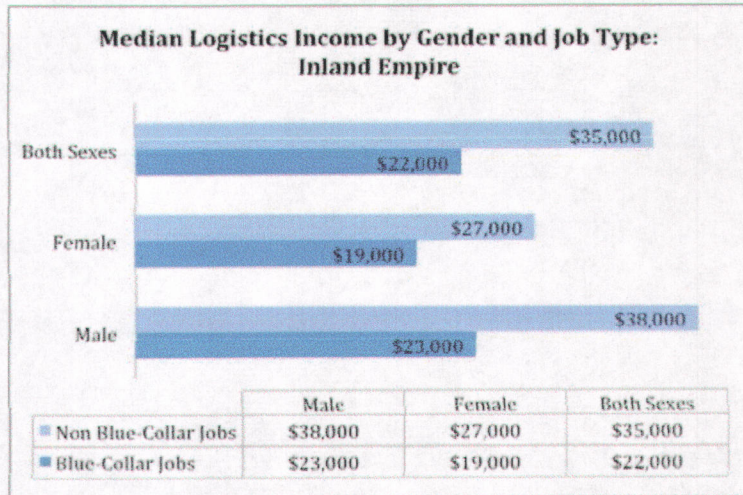


Figure 3: Data based on 2007-2011 American Community Survey.

blue-collar warehouse occupations, earned \$19,000, roughly \$4,000 less than men.

Temps: The Invisible Warehouse Workforce

Once we have established that blue-collar warehouse workers earn far less than the much touted \$45,000 logistics wage, we must turn our attention to another group of workers that are normally excluded from economic data and policy discussions about the logistics industry. Temp workers are a key component of the just-in-time distribution system that enabled retailers like Walmart to expand their corporate empires by reducing inventory and increasing speed to market. As retailers developed new technologies that allowed them to expand sales volume, they created new flexible labor markets to accommodate the ebbs and flows of fluctuating supply and demand.

Unlike their predecessors, modern warehouses act as high turnover distribution centers that employ flexible workforces and sophisticated technologies to quickly deliver goods that consumers want. For example, Walmart officials claim that a new breed of distribution center - called a cross-dock - enabled them to surpass Kmart in retail sales.⁴ Because retail demand and supply is constantly

Defining Blue-Collar Warehouse Jobs

This list includes the six major occupations that are normally employed in warehouses:

- Industrial Truck and Tractor Operators (Forklift Drivers)
- Laborers and Material Movers
- Packers and Packagers
- Shipping, Receiving, and Traffic Clerks
- Stock Clerks and Order Fillers

fluctuating, the new generation of distribution centers rely on a more flexible and temporary labor supply. When Amazon announced that it would hire workers for two new distribution centers in Chattanooga, TN, company officials said that 3,000 out of the 4,500 total employees would be seasonal or temp workers.⁵ We do not have to look too far to understand how local retailers rely on temp workers to meet seasonal and market variations. Of the 11 dedicated Walmart distribution centers that we were able to identify in the Inland Empire, nine employ temporary workers.⁶

It is unclear how many of the region's roughly 30,000 temporary workers are actually employed in local warehouses.⁷ Depending on the economic model, between 15 percent (4,500) to 30 percent (9,000) of all temp workers are employed in blue-collar warehouse occupations. Even if the overall number of temp workers remains relatively small when compared to employment in the overall logistics sector, they play a key role in the industry's ability to maximize sales. Nonetheless, they are often unaccounted for in official logistics-related data because the temporary employment agencies that act as the employers of record are not included in the logistics sector.

While warehouse operators enjoy the benefits of flexible labor - including reduced overhead and salaries - temp workers experience this as low wages and irregular work hours. According to the Bureau of Labor Statistics, the average full time temporary worker who is employed year-round earned \$19,965 in 2012. But temp warehouse workers earned far less, especially when compared to direct-hire employees.

Blue-collar warehouse workers who are hired directly by a retailer or third party logistics

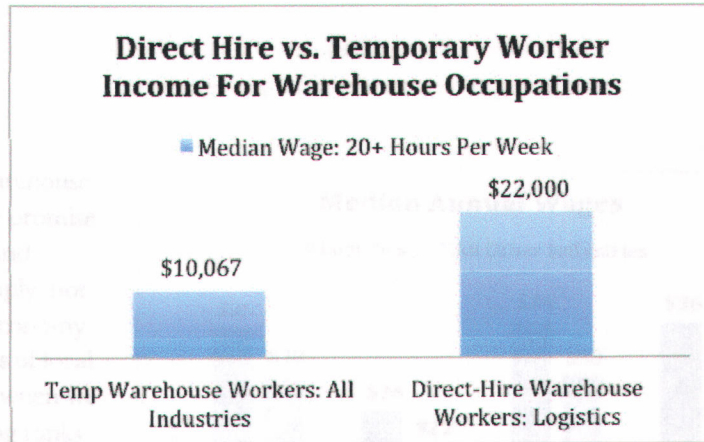


Figure 4: Data taken from 2007-2011 American Community Survey

company earn a median average wage of \$22,000. Temp workers - who are hired to do the same jobs and work at least 20 hours per week - earn a median income of \$10,067 per year (see **Figure 4**).⁸ What explains the wage disparity? To begin with, many temp workers are placed in relatively low wage warehouse occupations that are more susceptible to market fluctuations. Underemployment is another major factor that drives down yearly income for a large portion of temporary warehouse workers. Approximately 70 percent of all temp workers in warehouse occupations reported working less than 40 weeks (roughly less than 10 months) out of the year. When they did find work, close to 40 percent of temporary workers in warehouse occupations reported working less than 30 hours per week. The combination of low wage occupations and underemployment results in wages that fall far below the industry average.

Delivering On The Promise Of Good Jobs

By now it should be clear that most blue-collar warehouse workers earn far less than the average logistics annual wage of \$45,000. While it is true that skilled logistics workers and managers earn relatively high wages when compared to service sector industries, the

median \$22,000 blue-collar warehouse income does not deliver on the promise of middle class security for Inland Empire workers.⁹ To put it simply, not enough of the global logistics economy trickles-down to meet the needs of local families. This is especially true when we account for the region's growing ranks of blue-collar workers.

Any conversation about the future of the logistics industry as a key driver in the Inland Empire's regional economy should begin with an honest assessment of blue-collar vs. white-collar wages. More importantly, policy and industry leaders should be concerned about who has access to wages at the higher end of the scale. Regional policy makers who have supported logistics-based development because it was one of the few growing industries that promised to pay decent wages, should ensure that the path to middle class economic security is open to the region's growing blue-collar workforce. Given the region's changing demographics, one big challenge will be to address the racial disparities in logistics sector wages.

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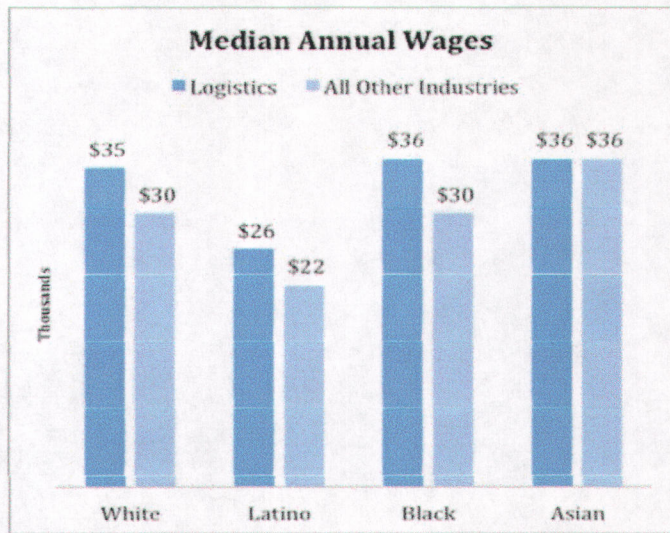


Figure 5: Data taken from 2007-2011 American Community Survey

Figure 5 shows that there is a significant wage gap between white and Latino logistics workers.

Yet, when compared to other industries, the logistics sector does pay higher wages to workers who are white, Black and Latino.¹⁰ As policy makers continue to tout the industry, they should also figure out how to make sure that the promise of goods jobs and middle class wages are available to all blue-collar families.

¹ Fox, Emily Jane. 2013. "How Amazon's New Jobs Really Stack Up." *CNN Money*, July 30. <http://money.cnn.com>.

² Husing, John. 2004. "Logistics & Distribution: An Answer to Regional Upward Social Mobility." Southern California Association of Governments.

³ Quetico LLC announced that it would appeal the fines. Please see <http://www.dir.ca.gov/DIRNews/> for more details on the citations.

⁴ A typical cross-dock facility includes receiving, sorting, and shipping functions. Trucks deliver containers filled with goods to the cross-dock and workers use forklifts or their hands to unload the containers. Workers then sort goods into specific shipments and load customer/store orders onto awaiting trucks.

⁵ Parc, Mikc. 2011. "3,000 Temps Among 4,500 Amazon Is Hiring." *Times Free Press*, October 19.

⁶ We were able to identify 11 distribution facilities that process Walmart goods in the Inland Empire. At the time of this report, it appears that one of the nine facilities mentioned - operated by Schneider Logistics - was eliminating temporary workers from its payroll. Perhaps this was in direct response to fines for labor law violations.

⁷ Temp workers are employed by temporary staffing agencies (NAICs 56132). These agencies provide short and longer-term employees to their clients. Temporary employment soared to 41,608 during 2006, but there was a slight decline as the economy struggled during the post-2008 Great Recession.

⁸ In order to get a more accurate assessment, we calculated the median income - for temp workers in blue-collar warehouse occupations - by including only those who reported working an average of 20 or more hours per week for the time that they were able to find jobs. It's important to note that this may include many workers who were not employed year-round.

⁹ According to estimates from the Economic Policy Institute (www.epi.org), the average household of four (two parents and two children) would need to earn \$65,741 per year in order to achieve a modest level of economic security in Riverside and San Bernardino counties.

¹⁰ Racial categories are defined as follows: Black alone or in combination with one or more other races, Asian alone or in combination with one or more other races, White alone or in combination with one or more other races, Latino of any race. (2007 - 2011 American Community Survey)



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