



South Coast
Air Quality Management District

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FAXED: May 29, 2009

May 29, 2009

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**Review of the Draft Environmental Impact Report (Draft EIR)
for the Proposed Nuevo Business Park**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into either a Revised Draft or Final Environmental Impact Report (Final EIR) as appropriate.

The lead agency conducted a localized air quality impacts analysis and a health risk assessment to determine the projects exposure to sensitive receptors of substantial pollutant concentrations. The results of these analyses indicated cancer risk impacts for sensitive receptors south of the project boundary are elevated from the operation of the project. To reduce exposure to diesel particulate and consistent with the California Air Resources Board's Land Use Handbook (<http://www.arb.ca.gov/ch/landuse.htm>), the SCAQMD recommends that the lead agency specify conditions for approval of the project's Tentative Parcel Map and Plot Plan to preclude the establishment of future residential and sensitive receptors of at least 1,000 feet from the warehouse distribution center.

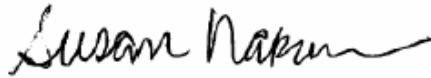
The SCAQMD staff appreciates the fact that the lead agency allowed additional time in which to submit comments. Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to

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address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

A handwritten signature in black ink that reads "Susan Nakamura". The signature is fluid and cursive, with a long horizontal flourish at the end.

Susan Nakamura
Planning and Rules Manager
Planning, Rule Development & Area Sources

Attachment

SS:DG

RVC090408-03
Control Number

Air Quality Analysis and Mitigation Measures:

1. In Section 4.4 (Air Quality) of the Draft EIR the lead agency assesses the regional significance thresholds for the project's construction and operational activities. The lead agency summarizes the project's unmitigated operational emissions in Tables 4.4-6 and mitigated operational emissions in Table 4.4-14; however, the emissions results are based on an urban trip length of 13.3 miles and rural trip length of 12.6 miles categorized as customer based trips in the URBEMIS 2007 Model.

Based on similar warehouse projects, the standard trip length that is applied to warehouse projects is 40 miles per one-way trip. Thus, a commercial trip length of 13.3 miles or less could lead to an underestimation of on-road mobile source emissions, at least for some pollutants. Therefore, SCAQMD staff recommends that the lead agency recalculate the mobile source emissions using actual fleet characteristics based on the project's anticipated operations. The mobile source emissions calculation should account for the project's applicable trip lengths (miles per one-way trip) and also reflect the actual percentage of the truck fleet creating mobile source emissions within the South Coast Air Basin and up to the California border.

Once the lead agency has recalculated the mobile source emissions to reflect actual fleet characteristics the SCAQMD staff requests that the lead agency revise Tables 4.4-6 and 4.4-14 of the draft EIR quantifying peak daily air quality impacts and summarizing all emissions (i.e. NO_x, SO_x, CO, PM₁₀, PM 2.5 and ROG) from the planned operational activities including; on-road and off-road mobile sources.

2. The lead agency's regional construction and operational air quality analysis demonstrates that NO_x, CO, PM₁₀ and PM 2.5 emissions exceed the SCAQMD's daily significance thresholds, therefore; the SCAQMD recommends that the lead agency consider adding the following mitigation measures to further reduce air quality impacts from the operational phase of the project, if feasible:

VOC**Recommended Additions:**

- Use required coatings and solvents with a VOC content lower than required under Rule 1113;
- Construct/build with materials that do not require painting;
- Use pre-painted construction materials; and
- Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.

NOx

Recommended additions:

- Alternative fueled off-road equipment;
- Require the use of alternative fueled off-road construction equipment;
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators;
- Develop park and ride programs;
- Electrify service equipment facility;
- Electrify auxiliary power units;
- Provide onsite services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria service, automated teller machines; and
- Restrict operation to “clean” trucks, such as a 2007 or newer model year or 2010 compliant vehicle.

In addition to the above NOx mitigation measures, SCAQMD staff recommends modifying the existing mitigation measures as follows:

MM4.4-5 Concurrent with construction activities, the construction contractor shall utilize CARB Tier I, II, or III certified equipment or better, and equip construction equipment with oxidation catalysts, particulate traps and demonstrate that these verified/certified technologies are available as follows: 1 Dozer CARB Tier I, 1 Dozer CARB Tier II, 6 Scrapers-CARB Tier III, 2 Scrapers CARB Tier II, 1 Blade CARB Tier I.

MM4.4-8 A construction traffic control plan shall be prepared by the Project Developer and submitted to the Riverside County Transportation Department for review and approval. The construction traffic control plan shall require the following:

- ~~contractor shall time the~~ Timed construction activities so as to not interfere with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site;
- ~~If necessary, A flag person shall be retained by the construction supervisor to maintain safety~~ and smooth traffic flow adjacent to existing roadways during all phases of construction;
- Dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Scheduled construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable;
- Rerouting of construction trucks away from congested streets or sensitive receptor areas; and
- Signal synchronization for improved traffic flow.

PM10 and PM2.5 (Fugitive Dust)

Recommended additions:

- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation; and
- Pave road and road shoulders.

In addition to the above PM mitigation measures, SCAQMD staff recommends modifying the existing mitigation measures as follows:

MM4.4-6(c) Immediately after clearing, grading, earthmoving or excavation is completed, the construction supervisor shall ensure that the entire area of disturbed soil is treated with non-toxic soil stabilizers ~~or comparable dust suppressants~~ if subsequent development is delayed or expected to be delayed more than five days. Chemical soils stabilizers, if used, shall be applied according to manufacturers' instructions. If the delay in construction is due to precipitation that dampens the disturbed soil sufficiency to eliminate visible fugitive dust emissions, this measure is not required.

MM4.4-6(f) During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used at least two times per day to prevent dust from leaving the site ~~and to create a crust after each day's activities cease.~~

Additional construction and operational mitigation measure suggestions can be found at http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html .

Health Risk Assessment:

3. PM2.5 emission factors were used to represent diesel particulate matter (DPM) emissions. This is atypical. DPM health risk is traditionally estimated using either PM or PM10 as a surrogate for DPM. While 92 percent of DPM is PM2.5 (http://www.aqmd.gov/ceqa/handbook/PM2_5/finalAppA.doc), using the PM2.5 emission factor reduces reported health risk. The Final EIR should include health risk based on PM or PM10 emissions rates, and clearly identify the sensitive receptor with the maximum incremental increased cancer health risk impact.
4. Page 14 of the HRA states that SCAQMD staff suggests an idling time of 10 minutes per trip. There appears to be a misunderstanding. While state regulations limit diesel truck idling to five minutes per event, diesel trucks often idle more than event per trip. Trucks may idle while waiting for a loading dock, at the loading dock before and/or after loading/unloading, and at scales or guard stations. Therefore, SCAQMD staff suggests an idling time of 15 minutes per trip. If less than 15 minutes per trip is

used for estimating health risk, a mitigation measure should be added to limit diesel truck idling to the duration used in the health risk assessment.

5. The lead agency's DPM Health Risk Assessment demonstrates that operation of the project would generate significant impacts; therefore, the SCAQMD recommends that the lead agency develop, adopt and enforce a truck route which restricts truck traffic to the project's frontage road (Harvill Avenue) avoiding all residential areas.
6. The SCAQMD recommends that the lead agency consider adding the following mitigation measures to further reduce air quality impacts from the operation phase of the project, if feasible:
 - Avoid siting new sensitive land uses within 1,000 feet of the warehouse/distribution center;
 - Design the warehouse/distribution center such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors;
 - Design the warehouse/distribution center such that any check-in point for trucks is well inside the facility property to ensure that there are no trucks queuing outside of the facility;
 - Develop, adopt and enforce truck routes both in an out of city and in and out of facilities;
 - Establish area(s) within the facility for repair needs;
 - Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas;
 - Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride;
 - Provide food options, fueling, truck repair and or convenience store on-site to minimize the need for trucks to traverse through residential neighborhoods;
 - Re-route truck traffic by adding direct off-ramps for the truck or by restricting truck traffic on certain sensitive routes;
 - Improve traffic flow by signal synchronization;
 - Require or provide incentives for particulate traps that meet CARB certified level 3 requirements;
 - Electrify service equipment at facility; and
 - Conduct air quality monitoring at sensitive receptors.

Climate Change:

7. On pages 4.4-29 through 4.4-33 the lead agency discusses global climate change impacts by estimating the CO₂ equivalent emissions of the project's construction and operational activities. The lead agency estimated that construction of the project will generate 2,152 metric tons of CO₂ equivalent emissions and that the project operation will generate 37 metric tons per year of CO₂ equivalent emissions. In addition to quantifying the projects CO₂ equivalent emissions the lead agency included GHG

reduction design features; however, the lead agency does not quantify the control efficiencies for the applicable emissions sources.

Finally, the lead agency contradicts its conclusion about the projects level of significance in relation to Global Climate Change. On page 4.4-33, the lead agency states “Because the proposed project complies with all feasible and applicable strategies as identified by the CAT, the project is assumed to be consistent with the goals and objectives of the emissions reduction targets set forth in AB32, resulting in a less than significant impact to GHG emissions.” In contrast to this statement on page 4.4-39 the lead agency summarizes the project’s significant impacts and states “...global climate change impacts are discussed herein for informational purposes only due to the lack of established GHG emissions thresholds that could be applied to the project.”

OPR has clearly stated in its 6/19/2008 Technical Advisory that a significance determination should be made when analyzing GHG emissions. Similarly, the California Attorney General’s Office has stated that the absence of a significance threshold does not relieve the lead agency from making a significance determination. Therefore, SCAQMD staff requests that the lead agency make a determination of significance for GHG emissions from the project, including construction and operational GHG emissions.