



# South Coast Air Quality Management District

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E-Mailed: June 20, 2013  
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## **Review of the Draft Environmental Impact Report (Draft EIR)** **for the Proposed Majestic Chino Gateway Project**

The South Coast Air Quality Management District (SCAQMD) staff 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 the Final Environmental Impact Report (Final EIR) as appropriate.

The SCAQMD staff is concerned about the project's significant regional construction and operational air quality impacts from the new industrial land uses identified in the proposed project. Therefore, the SCAQMD staff recommends that the lead agency revise the Draft EIR to incorporate additional mitigation measures that minimize the project's significant air quality impacts pursuant to Section 15126.4 of the California Environmental Quality Act (CEQA) Guidelines. Further, SCAQMD staff notes that the lead agency's methodology to determine the project's fleet mix could result in underestimated air quality impacts. Also, SCAQMD staff recommends that the lead agency provide a more expansive receptor grid to determine the project's health risk impacts. Details regarding these comments are attached to this letter.

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency 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 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,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

Attachment

IM:DG

SBC130423-02  
Control Number

### Mitigation Measures for Operational Air Quality Impacts (Mobile Sources)

1. The lead agency's operational air quality analysis demonstrates significant air quality impacts from NO<sub>x</sub>, CO, VOC, and PM<sub>10</sub> emissions. These impacts are primarily from mobile source emissions related to vehicle trips associated with the proposed project. However, the lead agency does not adequately address this large source of emissions and only requires a list of nominal non-quantifiable mobile source mitigation measures. Therefore, the lead agency should reduce the project's significant air quality impacts by reviewing and incorporating additional transportation mitigation measures, such as those listed below.
  - a) Require the use of 2010 and newer diesel haul trucks (e.g., goods/materials delivery trucks) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NO<sub>x</sub> emissions requirements.
  - b) Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas,
  - c) Improve traffic flow by signal synchronization,
  - d) Provide food options, fueling, truck repair and or convenience stores on-site to minimize the need for trucks to traverse through residential neighborhoods,
  - e) Electrify service equipment at facilities (e.g., forklifts and yard hostlers). Where it is not feasible for equipment to be electrically powered the lead agency should ensure that it is not fueled by diesel,
  - f) Promote clean truck incentive programs (see the discussion below regarding Cleaner Operating Truck Incentive Programs), and
  - g) Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).

#### Cleaner Operating Truck Incentive Programs

The lead agency should require that all future tenants apply for incentive funding (such as VIP, Carl Moyer, etc.) to upgrade their fleet. If they are awarded funding, they must also be required to use it within a reasonable period of time. At a minimum, the project should require that all tenants provide information and promote incentive programs and available alternative fueling truck technologies. This information should be updated as needed to ensure that the most recent information is available.

#### Electric Vehicle (EV) Charging Stations

Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NO<sub>x</sub> impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the lead agency require each warehouse and other project areas that

allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the lead agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations<sup>1</sup>. At a minimum, the electrical panels should be sufficiently sized to allow future upgrades and wiring should be provided to docks.

#### Mitigation Measures for Operational Air Quality Impacts (Other Area Sources)

2. In addition to the mobile source mitigation measures identified above the lead agency should incorporate the following onsite area source mitigation measures below to reduce the project's overall significant regional air quality impacts from NO<sub>x</sub>, VOC, CO and PM<sub>10</sub> emission during operation. These mitigation measure should be incorporated pursuant to CEQA Guidelines §15126.4
  - a) Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.
  - b) Require all lighting fixtures, including signage, to be state-of-the art and energy efficient, and require that new traffic signals have light-emitting diode (LED) bulbs and require that light fixtures be energy efficient compact fluorescent and/or LED light bulbs. Where feasible use solar powered lighting.
  - c) Maximize the planting of trees in landscaping and parking lots.
  - d) Use light colored paving and roofing materials.
  - e) Use passive heating, natural cooling, solar hot water systems, and reduced pavement.
  - f) Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
  - g) Install light colored "cool" roofs and cool pavements.
  - h) Limit the use of outdoor lighting to only that needed for safety and security purposes.
  - i) Require use of electric lawn mowers and leaf blowers.
  - j) Require use of electric or alternatively fueled sweepers with HEPA filters.
  - k) Use of water-based or low VOC cleaning products.

#### Mitigation Measures for Construction Air Quality Impacts

3. Given that the proposed project will result in significant construction related air quality impacts from both VOC and NO<sub>x</sub> emissions, the SCAQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15126.4. Specifically, SCAQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below.
  - a) Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,

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<sup>1</sup> [http://ladbs.org/LADBSWeb/LADBS\\_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf](http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf)

- b) Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
- c) Reroute construction trucks away from congested streets or sensitive receptor areas,
- d) Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications,
- e) Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113,
- f) Construct or build with materials that do not require painting or use pre-painted construction materials,
- g) Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements, and
- h) Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles)<sup>1</sup> have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:
  - ✓ Project start, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
  - ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate

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<sup>1</sup> For example see the Metro Green Construction Policy at:  
[http://www.metro.net/projects\\_studies/sustainability/images/Green\\_Construction\\_Policy.pdf](http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf)

clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: <http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html).

#### Fleet Mix/Trip Rate (Air Quality Analysis)

4. The proposed project will primarily support goods movement in the region, however, based on page (PDF page 122) of the Air Quality Appendix the project analysis assumes that only approximately 12% of the proposed total vehicular trips are generated by heavy-heavy duty trucks (HHDTs) from a total of 20% trucks. CalEEMod guidance and the ITE Trip Generation Manual (9<sup>th</sup> Edition) are referenced in the Draft EIR and both indicate that a higher truck percentage may be more appropriate for the proposed land use. Specifically, CalEEMod assumes that trucks make 40% of the fleet mix and the aforementioned ITE Trip Generation Manual assumes that 38% (0.64 trips per 1,000 ft<sup>2</sup> of building space) of the fleet mix consists of trucks. Therefore, the SCAQMD staff recommends that the lead agency revise the analysis to account for a potentially higher truck volume or incorporate mitigation and monitoring measures that achieve the following:

##### Truck and/or Emissions Cap

- a) Limits the volume of trucks at the project site to be consistent with Table 2-2 (Project Trip Generation Summary) of the Air Quality Appendix, or
- b) Demonstrates that emissions generated by the project site do not exceed the emissions levels disclosed in the Draft EIR, and

##### Contingency Measure

- c) Provides a contingency plan that ensures any exceedance of the estimated daily truck volumes or emissions levels are mitigated to levels consistent with the Draft EIR.

Further, goods movement operational activities fluctuate based on seasonality and from warehouse to warehouse. For example, goods movement activity often increases at the end of the year with back-to-school and holiday seasons. Given that SCAQMD significance thresholds are based on peak daily emissions, the Final EIR should include a discussion about whether the final trip rates used are average rates or peak daily rates.

#### Receptor Grid (Health Risk Assessment)

5. SCAQMD staff appreciates that the project site is generally located away from residential land uses. However the diesel trucks accessing the site will necessarily travel along local roads (such as Euclid Avenue) that are adjacent to homes. Although the Health Risk Assessment (HRA) analyzed impacts to residential land uses, the modeling analysis conducted for the HRA only evaluated three residential

receptors. Consistent with SCAQMD guidance<sup>2</sup>, staff recommends that a more complete receptor grid be used to determine potential impacts from this project. This grid should encompass any areas with current or potential residential land uses, including land zoned for future residential use and the nearby prison. A map showing concentration or risk contours should also be presented in the Final EIR based on this modeling. Although this expanded receptor grid may not change the determination of a less than significant health risk, the current limited analysis makes the determination less certain and does not provide the public the ability to assess the potential extent of health risk impacts from this project.

#### Preclusion of Refrigerated Warehouse Space

6. Based on a review of the project's emissions calculations (see page 29 of Appendix C: Air Quality) it appears that the lead agency determined the project's air quality impacts using emission factors for unrefrigerated warehouses/truck activity. Therefore, the SCAQMD staff recommends that the lead agency include a mitigation measure that precludes the use of refrigerated warehousing at the project site or revise the air quality analysis to account for emissions from refrigerated warehouse uses. Further, if the lead agency chooses to include refrigerated warehouses in the air quality analysis then electrical hookups should be provided onsite for truckers to plug in Transportation Refrigeration Units and any other onboard auxiliary equipment.

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<sup>2</sup> Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis - [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html)