



South Coast Air Quality Management District

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Review of the Final Environmental Impact Report (EIR) for the Oakmont Olive Grove Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above mentioned project. The following comments are intended to provide guidance to the lead agency and should be incorporated into the final Environmental Impact Report (EIR) as appropriate.

On June 2, 2010 the AQMD staff provided the lead agency with comments on the draft EIR for the proposed project. AQMD staff expressed specific concerns about the project's air quality impacts to sensitive receptors (i.e., nearby residences and a park) surrounding the project site. Also, AQMD staff stated that the air quality and health risk impacts may have been underestimated in the draft EIR due to incorrect input parameters in the air quality analysis. As a result, AQMD staff requested that the lead agency revise the air quality analysis in the final EIR to include a revised health risk assessment (HRA), revised localized air quality impacts analysis and revised regional air quality impacts analysis in the final EIR. Further, AQMD staff requested that the lead agency provide additional mitigation to minimize the project's regional air quality impacts and, if warranted, provide mitigation to reduce any new air quality impacts identified in the revised air quality analysis.

In response to the AQMD staff's aforementioned comments the lead agency revised the regional and localized air quality analysis, GHG emissions analysis, HRA and air quality mitigation measures in the final EIR. However, the AQMD staff is concerned that the final EIR does not adequately address potential cumulative health risk impacts nor does it provide enforceable mitigation to minimize the project's operational air quality impacts. Lastly the final EIR presents significant new information related to greenhouse gas (GHG) emissions that substantially underreports the severity of the GHG emissions impacts.

Cumulative Health Risk Impacts

Given the high cancer risks presented in the final EIR combined with the lead agency's recent approval of the adjacent Renaissance Specific Plan containing approximately six million square feet of industrial space the AQMD staff is concerned about potentially significant cumulative health risk impacts from the proposed project. The final EIR states that the health risk impacts from the project are less than the significance threshold of ten (10) in one million based on the project's maximum cancer risk of 9.97 in one million. Also, based on trip information for the proposed project and the Renaissance Specific Plan more than 5,000 additional diesel truck trips per day will occur within the project area. Therefore, AQMD staff is concerned about the project's potentially significant cumulative health risk impacts from diesel truck emissions. As a result, AQMD staff recommends that the lead agency quantify the cumulative health risk impacts from the proposed project and make a significance determination in the final EIR.

Operational-Mobile Source Fleet Mitigation

The significance determination for the localized operational emissions air quality analysis and HRA provided in the final EIR are based on a fleet mix that consists of 2004 and newer diesel truck engines. In the final EIR the lead agency indicates that the age of the fleet and emissions standards are based on the California Air Resources Board (CARB) On-Road Heavy-Duty Diesel Vehicle Regulation (Title 13). However, AQMD staff notes that CARB is currently proposing an amendment to Title 13 that will change the regulation's compliance options and postpone compliance dates. As a result, AQMD staff is concerned that once in operation the proposed project could result in additional significant air quality impacts by allowing older diesel trucks to service the project. Therefore, AQMD staff recommends that the lead agency revise the final EIR to provide mitigation that strictly adheres to the requirements for on-road heavy-duty diesel trucks set forth in Title 13 on December 12, 2008 or include emissions factors that reflect the cumulatively considerable changes to Title 13. This would include prohibiting trucks older than the 2004 model year from accessing the site, and providing a mechanism to enforce this provision. AQMD staff notes that other lead agencies have enacted similar measures for similar projects.¹ Additional information regarding the existing and proposed requirements for the On-Road Heavy-Duty Diesel Vehicle Regulation is available at: <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

GHG Emissions Analysis

The lead agency revised the GHG emissions analysis presented in the draft EIR and provided significant new information in the final EIR related to GHG emissions impacts. Specifically, the lead agency removed the mobile sources emissions (24,530 CO₂e metric tons per year) including worker commute trips and haul truck trips that will be generated during operation of the proposed project. The significance threshold in the draft EIR is

¹ The City of Banning adopted similar measures to reduce diesel truck emissions from the Banning Business Park Project. Please see page 183 of the following website for a detailed list of the measures: <http://www.ci.banning.ca.us/archives/30/July%2013,%202010%20City%20Council%20Agenda.pdf>

based on AQMD's *Interim CEQA GHG Significance Threshold* of 10,000 metric tons of CO₂e per year. The guidance document adopted for the interim threshold recommends that mobile source emissions from worker commute trips and haul truck trips be included in the GHG emissions calculations.² Therefore, AQMD staff recommends that the lead agency revise the GHG emissions analysis in the final EIR to include the mobile source emissions of 24,530 CO₂e metric tons per year. If the lead agency chooses to modify the methodology promulgated by AQMD, it must also present substantial evidence justifying this alternative approach pursuant to CEQA Guidelines 15064.4.

AQMD staff is available to work with the lead agency to address these air quality 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

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² The guidance document for the AQMD's *Interim CEQA GHG Significance Threshold* is available at: <http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html>