



South Coast
Air Quality Management District

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September 10, 2010

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Draft Environmental Impact Report (Draft EIR) for the Proposed Clay Street Business Park (Tentative Tract Map No. 36192)

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be considered prior to certifying the Final Environmental Impact Report.

The AQMD staff is concerned that the lead agency has underestimated project truck trip rates and subsequently underestimated operational air quality impacts. As the lead agency has determined that the cancer risk is approximately 7 in 1 million for residential receptors based on the current trip rates in the Draft EIR, the cancer risk could be potentially significant if project truck trips are substantially underestimated. The AQMD staff also requests that the lead agency provide additional justification and rationale for the Greenhouse Gas Emissions (GHG) threshold used in the Draft EIR. Detailed comments are included in the attachment.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The AQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Ian V. MacMillan".

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

IM:GM

RVC100729-01
Control Number

Trip Rates

1. In the Final EIR, the AQMD staff recommends that the lead agency estimate project traffic generation and applicable air quality calculations using a different trip rate and vehicle fleet distribution than used in the Draft EIR. The AQMD staff recommends that the information from the Institute of Transportation Engineers (ITE), 8th Edition, and the Truck Trip Generation Study from the City of Fontana (August 2003) Industrial Park (code 130) be used for the proposed business park rather than the Warehousing (code 150) shown in the Revised Traffic Impact Analysis (Kunzman Associates, Inc. July 2009). The Industrial Park average vehicle trip rate and the corresponding vehicle mix more closely resembles the project description in the Draft EIR compared with the Warehousing description in the ITE and Fontana Truck Trip Generation Study land use type descriptions. Use of the average vehicle trip rate used in the Draft EIR for Warehousing, (i.e., 3.56 daily vehicle trips) and the percentage of vehicle types (i.e., 12.5 percent for 2-axle trucks, 9.1 percent for 3-axle trucks and 6.9 percent for 4-axle trucks) would substantially underestimate project air quality impacts compared with using the more appropriate Industrial Park trip average rate of 6.96 daily trips and a vehicle mix of 4.0 percent for 2-axle trucks, 3.3 percent for 3-axle trucks and 39.8 percent for 4-axle trucks.

Greenhouse (GHG) Threshold of Significance

2. Beginning on page 35 of the Air Quality Analysis, the lead agency concludes that the proposed project's estimated 25,000 annual tons of GHG emissions are less than significant by indicating that the project will not hinder implementation of the CARB Climate Change Proposed Scoping Plan: a Framework for Change (Scoping Plan) and implementing mitigation measures/strategies shown in Table M on page 40. This argument does not appear to provide substantial evidence that the project's climate change impacts will be less than significant as the Draft EIR does not include a recognized threshold of significance for GHGs. The lead agency also does not demonstrate how implementation of the statewide Scoping Plan will be enforced locally or how the lead agency will quantify and enforce the necessary greenhouse gas reductions for the project. Further, Table M also does not identify measures to reduce vehicle emissions. In the Final EIR, the AQMD staff recommends that the lead agency adopt its own threshold or a recognized threshold from another lead agency pursuant to CEQA Guidelines Section 15064.4. The AQMD Board has adopted an Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans for industrial facilities that is available should the lead agency choose to use it. Further information and discussion of this threshold can be found at the AQMD website using the following link:
<http://www.aqmd.gov/hb/2008/December/081231a.htm> .

Mitigation Measures - Operations

3. Because the operational regional and localized air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for nitrogen

oxide (NO_x), the AQMD staff recommends that the lead agency consider adding the following mitigation measures to those listed in the Air Quality Section of the Draft EIR on pages 4.2-16 through 4.2-17 to further reduce operational air quality impacts from the project, if applicable and feasible:

Recommended Additions:

- Beginning in 2012, all heavy duty trucks entering the property must meet or exceed EPA 2007 engine emission standards
- Beginning in 2015, all heavy duty trucks entering the property must meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025.
- The facility operator will maintain a log of all trucks entering the facility to ensure that on average, the daily truck fleet meets that emission standards listed above. This log should be available for inspection by city staff at any time.
- The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies [for example, by requiring attendance at CARB-approved courses (such as Course #512)].
- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR.
- Improve traffic flow by signal synchronization; and
- Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.

Mitigation Measures - Construction

4. Because the localized construction air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for particulate matter (PM₁₀) fugitive dust, the SCAQMD recommends that the lead agency consider adding the following mitigation measures to those listed in the Air Quality Section of the Draft EIR on pages 4.2-22 through 4.23 to further reduce construction air quality impacts from the project, if applicable and feasible:

Recommended Additions:

- Water active sites at least twice daily;
- Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered;
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation;
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less;
- Pave road and road shoulders; and

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

Soil Remediation

5. In the project description and in Appendix F. Hazardous and Hazardous Materials under the Phase I Environmental Assessment (EA), the lead agency states that loose soils including the existing fill will be removed and replaced by compacted fill. IN addition, the lead agency determined during the Phase I EA that petroleum hydrocarbons may be present on the ground in several areas of the proposed site (previously occupied by the Northwest Pipe Company). In the event that any potential excavation activities disturb soil that has the potential to be classified as a hazardous waste, (e.g., petroleum hydrocarbons, etc.) contaminated sites would be subject to SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil and that compliance should be referenced in the Final EIR.

Localized Significance Thresholds Analysis

6. Although the lead agency has presented operational localized air quality impacts in the Air Quality Technical Appendix in Table I: Operational Localized Significance, it would be easier for the general public to review these impacts if Table I and the preceding discussion were also included in Section 4.2 Air Quality in the Final EIR.