



South Coast
Air Quality Management District

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E-Mailed: June 4, 2012
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Review of the Draft Environmental Impact Report (Draft EIR)
for the Proposed Los Montanas Market Place Project

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 incorporated into the Final Environmental Impact Report (Final EIR) as appropriate.

AQMD staff is concerned about the about the potential health risk impacts to the project's residents from placing project residents adjacent to sources of pollution, such as an active freight rail line (Yuma Rail Line) and the I-10 Freeway adjacent to the project's southern boundary (approximately 100 feet south of the project site). The lead agency has not determined the effectiveness of the mitigation measures in the Draft EIR intended minimize potential health risk impacts to the project's residents but has concluded that they are insufficient to reduce the project's impacts to a less than significant level. In addition, the project's operations will exceed AQMD's regional significance thresholds for several pollutants. As a result, the AQMD staff requests that the lead agency revise its analysis of project impacts and provide additional mitigation measures based on the detailed comments attached to this letter.

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

RVC120418-02
Control Number

Potential Health Risk Impacts to Sensitive Land Uses

1. The proposed project contains sensitive land uses (i.e., residences) adjacent to mobile sources of Toxic Air Contaminants (TACs) including an active freight rail line (i.e., Yuma Rail Line) that facilitates 64 diesel operated trains per day and the I-10 Freeway that carries at least 60,000 vehicles per day. As a result, the lead agency determined that these sources will pose a potentially significant health risk impact to the proposed project. Given this significant health risk impact the lead agency incorporates Mitigation Measures (MM) AIR-5a through MM AIR-5c. Specifically, MM AIR-5c requires the use of particulate filters placed in residential HVAC systems that would reduce the health risk impacts to project residents from the aforementioned sources of TACs. However, the lead agency does not discuss the effectiveness of the proposed mitigation measures. Therefore, the AQMD staff recommends that the lead agency conduct a health risk assessment to determine the effectiveness of the proposed mitigation measures.

Further, the AQMD staff is concerned that while the particulate filters required by MM AIR-5c can be effective against particulate pollution they do not have the ability to remove a wide variety of gaseous pollutants (i.e., NO_x, TAC's and VOC's) associated with traffic-related pollution and some industrial sources. These filters also have no effectiveness when windows or doors are open, or on outdoor activities associated with residential uses, and require long term maintenance beyond the requirements of MMAIR-5c, therefore, the AQMD staff recommends that the lead agency provide additional mitigation that increases the distance between the project's outdoor residential park areas from the 10 Freeway and Yuma Rail Line. Pollutant concentrations decrease substantially with increased distance from mobile sources of pollution, which is the rationale for maintaining the largest buffer zone feasible. For example, the lead agency could consider revising the project's site plan such that the east residential parking areas are placed along the southern border of the project site as opposed to the project's northern border. Alternatively, they could be switched with the office campus area farther to the east to maintain a greater separation from the freeway and rail line.

Mitigation Measures for Construction Air Quality Impacts

2. Given that the lead agency concluded that the proposed project will have significant construction related air quality impacts the AQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15126.4. Specifically, AQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below.
 - Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113.
 - Construct or build with materials that do not require painting or use pre-painted construction materials.

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators.
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) 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 NOx and PM emissions requirements.
- During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following:
 - Project construction start to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards at minimum. 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 at a minimum, 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 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 emissions, refer to the mitigation measure tables located at the following website:

www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

Mitigation Measures for Operational Air Quality Impacts

3. Given that the lead agency concluded that the proposed project will have significant operation related air quality impacts the AQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15126.4. Specifically, AQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below

Energy Efficiency Mitigation Measures

- 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.
- 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.
- Use light colored paving and roofing materials.
- Use passive heating, natural cooling, solar hot water systems, and reduced pavement.
- Limit the hours of operation of outdoor lighting.
- Utilizing only Energy Star heating, cooling, and lighting devices, and appliances.
- Install light colored “cool” roofs and cool pavements.
- Use electric appliances (e.g. stoves) and gardening equipment.

Transportation Mitigation Measures

- Provide dedicated electric shuttles for employees that directly access the project site. In the event that the lead agency determines that electric shuttles cannot be obtained the applicant shall provide transit subsidies or passes to the employees. Also, ensure that if employees use transit that the transit will be available after their work shift is completed.
- Provide incentives to encourage public transportation and carpooling.
- Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices, and/or other incentives.
- Implement a rideshare program for employees.
- Construct off-site bicycle facility improvements, such as bicycle trails linking the facility to designated bicycle commuting routes or on-site improvements such as bicycle paths, bicycle parking facilities, etc.

- Provide electric vehicle charging stations in all land use types of the project.
- Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.
- Require the use of electric or alternative fueled maintenance vehicles.

Other Mitigation Measures:

- Provide outlets for electric and propane barbecues in residential areas.
- Require use of electric lawn mowers and leaf blowers.
- Require use of electric or alternatively fueled street sweepers with HEPA filters.
- Require use of water-based or low VOC cleaning products.