



South Coast Air Quality Management District

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SENT VIA E-MAIL AND USPS:

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Mitigated Negative Declaration (MND) for the Proposed High Hampton Cannabis Cultivation Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comment is meant as guidance for the Lead Agency and should be incorporated into the Final MND.

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to construct two buildings totaling 257,051 square feet and a 58,834-square-foot retention basin on 10.99 acres (Proposed Project). Construction of the Proposed Project would take approximately six to seven months to complete¹, and it will include, among others, the use of one generator set².

Permits and Compliance with SCAQMD Rules

In the event that a generator rated greater than 50 brake horsepower (bhp) is necessary for the Proposed Project during construction, a permit from SCAQMD would be required, and SCAQMD should be identified as a CEQA responsible agency for this Project in the Final MND. The assumptions in the air quality analysis in the Final MND will be the basis for permit conditions and limits. The Final MND should also demonstrate compliance with SCAQMD Rule 201 – Permit to Construct, Rule 203 – Permit to Operate, Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion Engines, and 1110.2 – Emissions From Gaseous- and Liquid-Fueled Engines. If there are permit questions concerning the generator, they can be directed to SCAQMD Engineering and Compliance staff at (909) 396-2315.

Additional Recommended Mitigation Measures

In Mitigation Measure AQ-2³, The Lead Agency establishes a preference for contractors using Tier 3-rated or better heavy equipment. CEQA requires that all feasible mitigation measures go beyond what is required by law to minimize any significant impacts. To further reduce NO_x and particulate matter emissions from exhaust during construction, SCAQMD staff recommends that the Lead Agency include the following recommended mitigation measures in Mitigation Measure AQ-2 and include Mitigation Measure AQ-1 and the revised Mitigation Measure AQ-2 in applicable bid documents or contract specification with contractors. Successful contractor(s) must demonstrate the ability to supply such equipment. The Lead Agency should also require periodic reporting and provision of written documents by contractors to prove and ensure compliance.

Tier 4 Construction Equipment or Level 3 Diesel Particulate Filters

SCAQMD staff recommends that the Lead Agency require the use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction. Such equipment will be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel

¹ MND, Page 2.

² MND, Table III-4, Page 19.

³ MND, Page 20.

Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least 85 percent reduction in particulate matter emissions⁴. A list of CARB verified DPFs are available on the CARB website⁵. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. In the event that construction equipment cannot meet the Tier 4 engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 3 emissions standards, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Proposed Project, using cleaner vehicle fuel, and/or limiting the number of individual construction project phases occurring simultaneously.

Diesel-Fueled Trucks with 2010 Model Year Engines

To further reduce exhaust emissions from NOx and particulate matter, SCAQMD staff recommends that the Lead Agency include the use of diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction. If the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible supported by substantial evidence in the record, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum.

Closing

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and to the public who are interested in the Proposed Project.

SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov if you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

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Control Number

⁴ California Air Resources Board. November 16-17, 2004. *Diesel Off-Road Equipment Measure – Workshop*. Page 17. Accessed at: https://www.arb.ca.gov/msprog/ordiesel/presentations/nov16-04_workshop.pdf.

⁵ *Ibid*. Page 18.