



**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

August 12, 2021

Francisco Avila
Principal Planner
Contra Costa County
30 Muir Road
Martinez, CA 94553

RE: Scannell Properties Project Draft Environmental Impact Report

Dear Mr. Avila,

Bay Area Air Quality Management District (Air District) staff have reviewed the Draft Environmental Impact Report (DEIR) for the Scannell Properties Project (Project). The Project proposes to build two warehouse fulfillment buildings totaling approximately 325,000 square feet on a 29.4-acre site, including the installation of approximately 546 auto parking spaces, 16 tractor parking spaces, 194 trailer parking spaces, off-site improvements, as well as annexation into the West County Wastewater District, in unincorporated Contra Costa County in the North Richmond area.

The North Richmond community is disproportionately impacted by air pollution. The Air District has worked for many years to improve air quality and reduce health risks in this area, including current efforts to develop a community-led Richmond-North Richmond-San Pablo Area Community Emissions Reduction Plan as part of the AB 617 Program. The County should require the Project proponents to implement all feasible measures to minimize additional air quality impacts, as the Project is proposed to be located in an already overburdened community.

The Air District commends Contra Costa County for the inclusion of Construction Best Management Practices (BMPs), vehicle electrification and a transition to a zero-emission fleet, and a Transportation Demand Management (TDM) plan. Air District staff recommends the Project demonstrate consistency with the State's climate goals beyond 2030 and consider opportunities to further reduce air pollutant and greenhouse gas (GHG) emissions associated with the significant and unavoidable transportation impacts.

Consistency with State Policies for Greenhouse Gas Emissions and Climate Change

State Policy Consistency: The DEIR does not mention Executive Order B-55-18, nor does it evaluate, disclose, nor discuss the Project's consistency with State policies requiring long-term (i.e., 2045 and 2050) reductions in

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emissions of GHGs. See *Cleveland Nat'l Forest Foundation v. San Diego Ass'n of Governments* (2017) 3 Cal.5th 497, 516 (CEQA analysis should “compare the [project’s] projected greenhouse gas emissions ... from 2020 through 2050 with the Executive Order’s goal of reducing emissions to 80 percent below 1990 levels by 2050.”). Air District staff recommends that the GHG analysis be augmented to include an evaluation, disclosure, and discussion of whether the Project will be consistent with the State’s policies beyond 2030.

Elimination of Natural Gas: In Air District staff review of the Administrative Draft EIR, there was a Mitigation Measure, MM GHG-1f, to Eliminate Natural Gas Consumption, however the current DEIR no longer includes this measure. Many local governments in the Bay Area and throughout California are moving swiftly to eliminate use of natural gas in new buildings, as such use is a significant source of GHGs and air pollutant emissions. The Air District encourages the County to require that the Project implement alternatives to natural gas and require the Project to be 100% electric. For resources on building electrification, please see the Air District’s Clean Building Compass website: <https://www.buildingdecarb.org/compass.html>.

Significant and Unavoidable Transportation Impacts:

As noted in the DEIR, both Impact TRANS-1 and the Cumulative Vehicle Miles Traveled (VMT) Impact would be significant and unavoidable, and the Project’s VMT does not meet the regional goal to achieve VMT at least 15% below the regional, nine-county average as required by SB 743 via the Metropolitan Transportation Commission (MTC). Transportation is one of the largest sources of air pollutants and GHGs in the Bay Area, and transportation emissions affect local communities. As such, we recommend that the County require all feasible measures to minimize transportation emissions. To this end, the Air District recommends:

- **Expansion of the (MM TRANS-1 (TDM plan) and MM TRANS-4b (bicycle parking):** Air District staff recommends the inclusion of additional TDM measures, listed below, to further reduce VMT:
 - Expansion of the current measure “End of Trip Facilities” and the addition of Last Mile Services:
 - Comprehensive and safe bicycle and pedestrian route and path connections with nearby activity centers and transit facilities;
 - Build on MM TRANS-4b, short- and long-term bicycle parking, by expanding bike share and bike share membership, bicycle repair station and maintenance services, a fleet of bicycles, and bicycle valet parking;
 - Consider creating an ebike program (similar to the City of Richmond’s ebike Program linked here: <https://blog.bayareametro.gov/posts/richmond-launches-first-ever-bikeshare-program>), and/or provide ebike rebates, (such as those linked here: <https://511contracosta.org/biking/electric-bicycle-rebate/>);
 - For the employer-sponsored vanpool/shuttle:

- Connect to AC Transit lines 71, 76 and 376 and/or to the nearest bus stop to the project site at the intersection of Fred Jackson Way and Market Avenue; and/or
- Connect or provide service to and from the Bay Area Rapid Transit (BART) Station.
- Parking Supply Limits:
 - Reduce current proposed parking in accordance with Contra Costa County's Ordinance No. 2012-12 for Off-Street Parking (<https://www.contracosta.ca.gov/DocumentCenter/View/8843/off-street-parking-ord---final?bidId=>) which requires "warehouses and other storage buildings: one space per every 1,000 square feet of gross floor area," equal to 325 parking spots for the approximately 325,000 square foot project.
- Provide unbundled parking for building tenants, parking cash-out, and transit fare subsidy for bus or BART.

Compliance with BAAQMD Rules and Regulations:

Air District recommends that the DEIR discuss measures that would be taken to ensure compliance with the following Air District Rules and Regulations that may pertain to the Project:

- Regulation 6, Rule 6, Prohibition of Trackout for construction sites where the total land area covered by construction activities and/or disturbed surfaces at the site are one acre or larger.
- Regulation 6, Rule 1, Visible Emissions from construction activities such as demolition and excavation.
- Regulation 2, Rule 1, Permits. Equipment at the Project that could potentially require an Air District permit include boilers and back up generators.
- Regulation 9, Rule 8 Nitrogen Oxides and Carbon Monoxide from Stationary Internal Combustion Engines.
- Regulation 8, Rule 3 Limiting quantity of volatile organic compounds in architectural coatings.
- Regulation 11, Rule 2, Asbestos Demolition, Renovation and Manufacturing, which entails, but is not limited to, a thorough asbestos survey by a certified asbestos consultant, removal of all regulated asbestos if present, and renovation and/or demolition notification.
- The Portable Equipment Registration Program (PERP) Air Toxic Control Measure (ATCM), which is enforced for California Air Resources Board (CARB) by the Air District.

We encourage the County to contact Air District staff with any questions and/or to request assistance during the environmental review process. If you have any questions regarding these comments, please contact Kelly Malinowski, Senior Environmental Planner, 415-749-8673 kmalinowski@baaqmd.gov.

Sincerely,



Greg Nudd
Deputy Air Pollution Control Officer

cc: BAAQMD Vice Chair Karen Mitchoff
BAAQMD Director John Gioia
BAAQMD Director David Hudson
BAAQMD Director Mark Ross