

**APPENDIX I-B**

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**COMMENT LETTERS RECEIVED ON THE NOP/IS AND RESPONSES TO  
COMMENTS**

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**SHELL CARSON FACILITY ETHANOL (E10) PROJECT**  
**COMMENT LETTERS RECEIVED ON THE NOP/IS AND RESPONSES TO**  
**COMMENTS**

**INTRODUCTION**

The Notice of Preparation/Initial Study (NOP/IS) was circulated for a 30-day public review and comment period, which started on April 16, 2010, and ended May 18, 2010. The NOP/IS included a detailed project description and an analysis of each environmental resource identified in the CEQA checklist, including all potentially significant environmental impacts. The SCAQMD received four comment letters on the NOP/IS during the public comment period. Responses to the comment letters are presented herein. The comment letters are numbered and individual comments within each letter are bracketed and numbered. The related responses are identified with the corresponding number and are included in the following pages.

<b>Comment Letter</b>	<b>Commentator</b>
#1	Roye Love (Citizen)
#2	Long Beach Unified School District
#3	Department of Toxic Substances Control
#4	City of Carson

Appendix I-B: Comment Letters Received on the NOP/IS and Responses to Comments

**From:** Roye Love [mailto:royelove@att.net]  
**Sent:** Monday, May 17, 2010 4:18 PM  
**To:** Barbara Radlein  
**Subject:** Shell Carson Facility(E10) Project

As a Carson resident who lives approximately a mile from the proposed project, here are some of my initial comments:

- 1-1 --The draft EIR must scrupulously evaluate the project's impact on our residential community that is in close proximity to the project site for at least two general reasons. First, we are an Environmental Justice Community. We are already bearing far more than our share of toxics, VOCs, pollution and unhealthy emissions, that cause us to suffer more cancers, respiratory ailments, congenital and genetic disorders. Second, the project site is located in ZIP code 90746. In the year 2008, the California Senate Committee on Public Health and the Environment, chaired by Senator Orpeza, found that ZIP code 90746 had an age-adjusted Asthma Hospitalization rate of 50 persons per 10,000 population. This figure is the highest rate in the 28th Senatorial District and 30% higher than the next highest ZIP code, located near the Los Angeles Airport. Your study must seriously evaluate alternative sites for this project!
- 1-2 --The projected 118 additional daily truck trips during the operation of this project will unleash serious diesel emissions, along with other toxic tailpipe emissions including PM10, PM2.5 and Ultrafine particulates. Traffic congestion is expected to be even more of a problem as a new high school is scheduled to open during the fall of 2012. As there is no school district provided bus transportation, most of the projected 1800 students will have to travel east on Del Amo Boulevard (like your truck route) to reach the new school. You should re-evaluate the reasons why pipeline transmission of ethanol is not feasible--my understanding is that Brazil may have been successful in that area.
- 1-3 --While you intend to evaluate the project's impact on Del Amo Elementary School, I would add Curtiss Middle, First Lutheran, Magnolia Academy, Mills and Del Amo Parks. Each of these facilities appear to be within a quarter mile of the Ethanol Loading site.
- 1-4 --While you identify the existing ethanol permitted amount as 30,000 bbl/day for the two-lane truck loading rack, I believe for developing a baseline pursuant to the recent CBE vs Conoco Phillips case of ethanol, your study should use the actual amount of ethanol distributed.
- 1-5 --Due to the environmental fragility of the residential area surrounding the project site, no Emission Reduction Credits derived from terminated facilities or services located outside of our general residential area, should be used as offsets for pollution increases in this project. Only ERCs originating within our general area should be permitted.

Roye Love

**RESPONSES TO COMMENT LETTER NO. 1**  
**(Roye Love, May 17, 2010)**

**1-1** With respect to analyzing impacts to the local community, which is described as an environmental justice community and a community with high asthma rates, in the vicinity of the proposed project, see the following paragraphs.

Potential adverse air quality impacts from the proposed project within the vicinity of the Carson Facility and near roadways that would be used by tanker trucks delivering ethanol from the facility are addressed in the Draft EIR (see Chapter 4, Subsection 4.2 - Air Quality and in Appendices II-A, II-B and II-C). In addition, a detailed analysis of potential health risks associated with the proposed project are evaluated in Appendix II-D.

Ambient air quality standards, which are intended to protect public health from exposure to nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), particulate matter smaller than 10 microns (PM<sub>10</sub>), and particulate matter smaller than 2.5 microns (PM<sub>2.5</sub>), have been adopted by the U.S. Environmental Protection Agency and the California Air Resources Board. The SCAQMD has also adopted CEQA localized significance thresholds for these pollutants. If estimated impacts are shown to be below the localized significance thresholds, significant adverse impacts on ambient air quality would not be expected to occur.

Localized air quality impacts from construction activities were analyzed for NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. The analysis, which includes conservative assumptions about dispersal of emitted pollutants in the air and background pollutant concentrations, concluded that construction emissions of nitrogen oxides (NO<sub>x</sub>), which may be converted to NO<sub>2</sub> after being emitted, may exceed the SCAQMD localized significance threshold and that construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> may also exceed the SCAQMD localized significance threshold. However, these emissions would be temporary and would cease after construction activities are completed. While the Draft EIR identifies mitigation measures that would be expected to reduce NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions, the NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions are expected to remain above the localized significance threshold during construction. The analysis of localized air quality impacts also concluded that the construction activities associated with the proposed project are not expected to cause CO emissions that would exceed the localized significance thresholds for this pollutant. Therefore, CO emissions during construction of the proposed project are not expected to cause significant adverse impacts on local air quality in the vicinity of the Carson Facility, and no mitigation measures for these pollutants would be required.

Localized air quality impacts during operation of the proposed project were also analyzed for NO<sub>2</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. The analysis considered increased operational emissions from sources located within the facility as well as increased tanker truck exhaust emissions on roadways between the facility and the local freeways. The analyses concluded that operational activities associated with the proposed project are not expected to cause emissions that exceed the localized significance thresholds for these pollutants. Therefore, CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions during operation of the proposed project are not expected to cause significant adverse impacts on local air quality in the vicinity of the Carson

Facility or the roadways that will be used by tanker trucks delivering ethanol from the facility.

The proposed project was analyzed for potential human health impacts from air toxics. The SCAQMD has adopted CEQA significance thresholds for potential cancer and non-cancer health risks caused by emissions from a project. Potential cancer health impacts are characterized as a cancer risk that represents the increased probability of a person developing cancer from exposure to emissions from the proposed project. The SCAQMD CEQA significance threshold for cancer risk is an increased probability of contracting cancer of 10 cases in one million. Potential non-cancer health impacts caused by both long-term (chronic) and short-term (acute) exposures to emissions from a project are characterized by a hazard index. The SCAQMD CEQA significance threshold for chronic and acute non-cancer health risks is a hazard index of 1.0. If the non-cancer hazard impacts are less than 1.0, non-cancer health impacts are not expected to occur.

The analysis of potential health impacts considered increased operational emissions of toxic air contaminants from sources located within the facility as well as increased tanker truck exhaust emissions on roadways between the facility and the local freeways. For residential and sensitive receptors, such as schools, the analysis of potential cancer risks assumed an exposure to emissions from the proposed project over a 24 hour-per-day period, 350 days per year, over 70-years, as recommended by the California Office of Environmental Health Hazard Assessment, though it is unlikely that an individual would be exposed to emissions at a single location for this length of time. The estimated cancer risk at the most impacted residence, located adjacent to the facility boundary, was 2.11 cases in one million, and the cancer risk at the most impacted sensitive receptor (Del Amo elementary school located about 0.1 mile from the facility) was 1.61 cases in one million. These estimated cancer risks are less than the SCAQMD significance threshold of 10 per million. The chronic hazard index and the acute hazard index are both less than the significance threshold of 1.0, which means that non-cancer health impacts are not expected to occur.

Potential cumulative impacts are analyzed in Chapter 5 - Cumulative Impacts, of the Draft EIR. The evaluation considered potential cumulative impacts caused by the proposed project in addition to several other projects proposed for development in the vicinity of the Carson Facility which may contribute to cumulative impacts. The analysis concluded that cumulative regional air quality impacts from VOC and NO<sub>x</sub> emissions during construction and operation of the proposed project are expected to exceed the SCAQMD's significance thresholds. The analysis concluded that construction and operation of the proposed project would not cause any other cumulatively significant air quality impacts.

**1-2** As required by CEQA Guidelines §15126.6(a), an evaluation of an alternative site for the proposed project is included in the Draft EIR (see Chapter 6, Subsection 6.2 - Alternatives Rejected as Infeasible). An alternative site would need to be located within southern California, be owned by Shell or there would need to be a reasonable possibility that Shell could obtain the use of the site for the proposed project, would need to be located in the vicinity of the dedicated ethanol pipeline between the Kinder Morgan Lomita Terminal and the Carson Facility to have a means to provide bulk ethanol to the alternative site and would need to have sufficient space available to implement the proposed project (approximately

16.0 acres). The evaluation concluded that implementing the proposed project at an alternative location is not feasible because a site was not identified that meets all of these requirements. Other terminals owned or leased by Shell do not have sufficient space available to implement the proposed project and they are not located in the vicinity of the dedicated ethanol supply pipeline. One site was identified in the vicinity of the ethanol supply pipeline. This site is not owned or operated by Shell and is located adjacent to the Kinder Morgan Lomita Terminal. However, the size of this location is only approximately 6.3 acres, which is less than the 16.0 acres that would be required for the proposed project. Therefore, the proposed project could not physically be implemented at this location.

**1-3** The analyses of local impacts on ambient air quality and on health risks included increased emissions from tanker trucks associated with operation of the proposed project. The analyses concluded that these emissions would not cause significant adverse impacts on local NO<sub>2</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> air quality and would also not cause significant adverse health risks. See also Response to Comment 1-1 regarding the localized air quality impacts during operation of the proposed project, including impacts from exposure to diesel exhaust from the tanker trucks.

**1-4** Potential traffic impacts caused by the new high school referenced in the comment in combination with the increased tanker truck traffic during operation of the proposed project are not expected to be significant as explained in the following paragraphs.

Potential traffic impacts associated with operation of the proposed project are addressed in the Draft EIR (see Chapter 4, Subsection 4.7 - Traffic and Transportation and Appendix II-I). No additional employees will be required on-site to operate any new equipment as a result of implementing the proposed project. Therefore, employee commuting trips will not increase during operation of the proposed project. Operation of the proposed project is anticipated to increase the daily number of tanker trucks delivering ethanol from the facility by a maximum of 144 trucks per day above the current average baseline (see Response to Comment 1-7 regarding the baseline used to calculate the increase). For purposes of the analysis, the increased tanker truck loading operations were assumed to occur uniformly over a 24 hour-per-day period, which will result in an increase of six tanker trucks entering the facility and six tanker trucks leaving the facility each hour. Because of their size, one tanker truck is considered equivalent to two passenger cars, so the hourly increase would be equivalent to 12 inbound and 12 outbound passenger car trips per hour.

As required by the Design Overlay Review (DOR) that has been granted by the City of Carson for the ethanol loading operations, the additional tanker trucks associated with operation of the proposed project will use Wilmington Avenue between Dominguez Street and Del Amo Boulevard, Del Amo Boulevard between Wilmington Avenue and the I-710 Freeway, and Alameda Street north and south of Del Amo Boulevard. The traffic analysis concluded that impacts from increased tanker trucks associated with operation of the proposed project would be below the SCAQMD significance thresholds for changes in intersection level-of-service and increases in intersection volume-to-capacity ratio.

The new high school referred to in the comment is presumably Los Angeles Unified School District (LAUSD) South Regional High School Number 4, which will be located at the

intersection of Carson Street and Santa Fe Avenue, on the east side of Carson Street and the north side of Santa Fe Avenue. The school will have 1,809 seats and 67 classrooms and is scheduled to open in the third quarter of 2011<sup>1</sup>.

Because Santa Fe Avenue intersects Del Amo Boulevard north of Carson Street and between Alameda Street and the I-710 Freeway, some of the traffic to and from the new high school is expected to travel on Del Amo Boulevard. This traffic would overlap with increased tanker truck traffic on Del Amo Boulevard associated with operation of the proposed project.

Potential traffic impacts associated with the high school were analyzed in the Final EIR for the high school<sup>2</sup>. The Final EIR estimated that the highest number of trips to or from the high school during the morning or afternoon peak traffic periods would be 383 outbound trips during the afternoon peak period. The Final EIR also estimated that five percent of the trips to and from the high school would be on Del Amo Boulevard. Thus, the maximum number of trips on Del Amo Boulevard associated with the high school during a peak traffic period would be 19 trips per hour traveling west on Del Amo Boulevard during the afternoon peak period. The combined increase from traffic associated with the proposed project and with the high school would then be up to 31 passenger car equivalent trips per hour (12 associated with the proposed project plus 19 associated with the high school) travelling west on Del Amo Boulevard during the afternoon peak traffic period.

Impacts from this combined increase in traffic would be considered significant if the increase would cause the level-of-service (LOS) at an intersection to be reduced to D, E or F or if the increase would cause an intersection's volume-to-capacity (V/C) ratio to increase by 0.02 (two percent) or more when the level of service is already D, E or F (see Draft EIR Chapter 4, Subsection 4.7 - Traffic and Transportation). The intersections that could be impacted by the combined traffic increase associated with the proposed project and the high school are the intersections of Del Amo Boulevard and Alameda Street and Del Amo Boulevard and Wilmington Avenue. The analysis of traffic impacts associated with operation of the proposed project concluded that the following impacts to the LOS and the V/C ratio would potentially occur at these intersections during the afternoon peak traffic period (see Draft EIR Table 4.7-7):

- Del Amo Boulevard and Alameda Street: The existing LOS is A and it would not change; the V/C ratio would increase from 0.468 to 0.472 (increase of 0.004); and
- Del Amo Boulevard and Wilmington Avenue: The existing LOS is B and it would not change; the V/C ratio would increase from 0.612 to 0.619 (increase of 0.007).

The combined increase in traffic associated with operation of the proposed project and the high school is a factor of 2.58 higher than the increase in traffic associated only with the proposed project (31 passenger car equivalents per hour combined / 12 passenger car equivalents associated with the proposed project). Thus, the increases in V/C ratio at the two

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<sup>1</sup> [http://www.laschools.org/project-status/one-project?project\\_number=56.40019](http://www.laschools.org/project-status/one-project?project_number=56.40019)

<sup>2</sup> The Final EIR, available at [http://www.laschools.org/project-status/one-project-images?project\\_id=805994&att=1#attachments](http://www.laschools.org/project-status/one-project-images?project_id=805994&att=1#attachments) was certified by the LAUSD in April 2007.

intersections caused by the combined increase in traffic would be approximately 2.58 times the increases that would be caused by operational traffic associated only with the proposed project. Estimated impacts to the LOS and the V/C ratio at the intersections from the combined traffic increases are as follows:

- Del Amo Boulevard and Alameda Street: The V/C ratio would increase from 0.468 to 0.478 (increase of 0.010); the existing LOS is A and it would not change because the LOS is A if the V/C ratio is from 0.0 to 0.60; and
- Del Amo Boulevard and Wilmington Avenue: The V/C ratio would increase from 0.612 to 0.630 (increase of 0.018); the existing LOS is B and it would not change because the LOS is B if the V/C ratio is from 0.61 to 0.70.

Based on these analyses, the combined traffic impacts from the new high school and the proposed Carson Facility project would be below the SCAQMD significance thresholds, and, therefore, impacts would be less than significant.

**1-5** If ethanol were transported by pipelines that are also used for other materials, such as gasoline, cross-contamination could lead to both ethanol and gasoline that have unacceptable levels of other substances. For example, gasoline containing ethanol has a high affinity for water. If gasoline is transported through a pipeline that is also used to transport ethanol, traces of residual ethanol in the pipeline could contaminate the gasoline, which could, in turn, lead to unacceptable levels of moisture in the gasoline. Therefore, transporting ethanol by pipeline requires pipelines solely dedicated to ethanol service. As stated in the comment, projects to transport ethanol by pipeline are under development in Brazil; however, these pipelines would be dedicated to ethanol service<sup>3</sup>. Thus, transporting ethanol to Shell's customers by pipeline instead of by tanker truck would require constructing a new network of pipelines between the Carson Facility and Shell's customers' locations throughout southern California that would solely be dedicated to ethanol service.

Ethanol is currently transported from the Carson Facility to more than 12 locations in southern California. These locations are an average of approximately 28 miles from the Carson Facility. Thus, it would be necessary to construct approximately 336 miles (12 locations x 28 miles/location = 336 miles) of new pipelines to be dedicated to ethanol service. Shell would need to identify routes for the new pipelines, ensure that access to the routes could be acquired, obtain permits to construct them and conduct additional review in accordance with CEQA requirements prior to beginning construction. It is extremely unlikely that these activities could be accomplished successfully within a reasonable period of time. Additionally, constructing these pipelines would potentially generate greater impacts in many environmental categories (e.g., air quality, biological resources, hazards/hazardous materials, hydrology/water quality, noise, and traffic) than the proposed project. Because of the potential extent of environmental impacts from constructing these pipelines, it is possible that Shell could not obtain required approvals. Therefore, transporting ethanol from the Carson Facility by pipeline instead of by tanker truck is not considered feasible and is not evaluated in the Draft EIR.

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<sup>3</sup> <http://www.reuters.com/article/idUSTRE55270U20090603>

**1-6** Potential cancer and non-cancer health impacts are addressed in the Draft EIR (see Chapter 4, Subsection 4.2 - Air Quality and Appendix II-D). The analysis included impacts on sensitive receptors, including schools, nearest to the facility in all directions and near the streets on which trucks will travel between the freeways and the Carson Facility. The sensitive receptors are listed in Table 4.2-7 in the Draft EIR. Two of the schools listed in this comment were included in the analysis: Curtiss Middle School (located approximately 0.1 mile from the Carson Facility and 0.6 mile from the ethanol loading rack) and First Lutheran Academy (located approximately 0.3 mile from the facility and 0.7 mile from the ethanol loading rack). Magnolia Academy is located adjacent to Curtiss Middle School, so results of the analyses for Curtiss Middle School are representative of Magnolia Academy. The cancer risk at these two schools was less than one case in one million, which is below the significance threshold of 10 cases in one million, and the chronic hazard index and the acute hazard index are both less than the significance threshold of 1.0. Therefore, the proposed project is not expected to cause a potentially significant adverse impact on these schools associated with exposure to toxic air contaminants.

With regard to the comment suggesting that the Draft EIR analyze health risk impacts for Mills Park (located approximately 0.1 mile from the facility and 0.5 mile from the loading rack) and Del Amo Park (located approximately 0.5 mile from the facility and 0.9 mile from the loading rack), the health risk analysis in the Draft EIR did not include these locations because neither location qualifies as a sensitive receptor. A sensitive receptor means any residence, school (e.g., pre-school or kindergarten through grade 12 (K-12) school), day-care center, or healthcare facility.

**1-7** The Draft EIR addresses the baseline for the proposed project in Chapter 3, Subsection 3.1 - Introduction. Potential impacts from the proposed project were evaluated by analyzing the effects of increases in activities above the baseline activities that could cause impacts. The levels of the existing activities at the Carson facility for delivering ethanol by tanker trucks, such as the quantity of ethanol loaded into tanker trucks and the number of tanker truck trips from the facility to deliver ethanol, vary from day-to-day in response to short-term variations in customer demand. Periods of equipment maintenance and repair also cause day-to-day variations in activities at the facility. Thus, the levels of activities at the Carson facility that occurred on the day when the NOP/IS was published would not be a reasonable representation of baseline conditions for this EIR. CEQA provides some flexibility in determining a project's baseline by stating, "This environmental setting [at the time the NOP is released] will **normally** [emphasis added] constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." Therefore, levels of activities between January 15, 2010, and April 14, 2010, were used to establish the baseline. This time period was used for the following reasons:

- Complying with the 2007 RFG Phase 3 amendments required fuel producers to increase the percentage of ethanol blended into gasoline by December 31, 2009. As a result, levels of activities at the Carson facility associated with ethanol loading and delivery prior to January 2010 were not representative of current market demand;

- The first two weeks of January 2010 were a transition period for the demand for ethanol deliveries from the Carson facility. Therefore, January 15, 2010, was used as the beginning of the time period to establish the baseline; and
- April 14, 2010, was used as the end of the time period to establish the baseline, because the NOP/IS was published on April 15, 2010.

The average daily amount of ethanol loaded during the baseline period was 25,344 barrels per day, and the average number of trucks loaded during the baseline period was 132 trucks per day. These values were used as the baseline to evaluate impacts from daily ethanol loading and truck trips during operation of the proposed project.

**1-8** As indicated in the Draft EIR, Subsection 4.2 - Air Quality, emission offsets are required for newly permitted and modified permitted emission sources by SCAQMD Regulation XIII - New Source Review, to comply with state and federal New Source Review requirements and to minimize the impacts associated with emissions from stationary sources. Emission offsets will be required for net volatile organic compound (VOC) emission increases greater than one pound per day from stationary sources. Because the proposed project is expected to cause an increase in VOC emissions from permitted stationary sources that exceeds one pound per day, offsets for the VOC emissions are required. Shell will provide Coastal emission reduction credits to offset the VOC emission increases. Additionally, the Carson Facility is regulated by SCAQMD Regulation XX - Regional Clean Air Incentives Market (RECLAIM). As a RECLAIM facility, Shell will be required to hold sufficient RECLAIM Trading Credits (RTCs) to offset increases in NO<sub>x</sub> and SO<sub>x</sub> emissions from stationary sources. Offsets are not required for net increases of emissions of other pollutants (CO, PM<sub>10</sub> and PM<sub>2.5</sub>), because the Carson Facility's potential to emit for the other pollutants are below the offset threshold levels in SCAQMD Rule 1304(d)(2)(B) and do not exceed applicable operational significance thresholds.

VOC and NO<sub>x</sub> emissions participate in chemical reactions in the atmosphere to form ozone, which is a criteria pollutant with ambient air quality standards intended to protect human health. Because these chemical reactions occur over time periods of several hours, air quality impacts from ozone formation by VOC and NO<sub>x</sub> emissions are regional in nature, rather than local. Therefore, emission reduction credits that will be provided by Shell to offset the emissions do not need to be derived from local reductions in VOC and NO<sub>x</sub> emissions to reduce the proposed project's potential impacts on regional ozone formation.

As indicated in Response to Comment 1-1 regarding the localized air quality impacts during operation of the proposed project, the analyses of local impacts on ambient criteria pollutant air quality concluded that criteria pollutant emissions would not cause significant adverse impacts on local NO<sub>2</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> air quality. Therefore, mitigation of criteria pollutant emissions from operation of the proposed project is not required to reduce significant adverse localized criteria pollutant impacts.

Although ambient air quality standards have not been established for VOC, some VOCs are toxic air contaminants (TACs). Increases in TAC emissions during operation of the proposed project, including TACs in VOC emissions, were included in the analysis of potential cancer

and non-cancer health impacts. As indicated in Response to Comment 1-1, the analysis concluded that potential cancer and non-cancer health impacts will be below the SCAQMD CEQA significance thresholds. Therefore, mitigation of VOC emissions from operation of the proposed project is not required to reduce significant adverse localized air toxic impacts.



**BUSINESS DEPARTMENT - Business Services**  
**Facilities Development & Planning Branch**  
 Donald K. Allen Building Services Facility  
 2425 Webster Ave., Long Beach, CA 90810  
 (562) 997-7550 Fax (562) 595-8644

May 13, 2010

Via email: bradlein@aqmd.gov

Barbara Radlein  
 Planning, Rule Development and Area Sources  
 South Coast Air Quality Management District  
 21865 Copley Drive  
 Diamond Bar, CA 91765

**Re: Comments on Shell Carson Facility Ethanol (E10) Project Notice of Preparation and Initial Study (NOP/IS)**

Dear Ms. Radlein,

The Long Beach Unified School District (LBUSD or District) appreciates the opportunity to comment on the Notice of Preparation and Initial Study (NOP/IS) prepared by the South Coast Air Quality Management District (SCAQMD) for the Shell Carson Facility Ethanol (E10) project.

The Shell Carson Facility is proposing the project to increase the facility's capacity to deliver denatured ethanol by tanker trucks to the southern California market. The NOP/IS estimates the proposed project will result in 118 additional truck trips per day from the facility. The NOP/IS also indicates the project will expose sensitive receptors to substantial concentrations of air pollutants resulting in potentially significant adverse impacts. We understand further that the SCAQMD, as lead agency for this project pursuant to the California Environmental Quality Act (CEQA), will prepare a Draft Environmental Impact Report (EIR) and a Health Risk Assessment (HRA) to further assess the potentially significant adverse environmental impacts associated with the proposed project.

2-1

**BACKGROUND**

LBUSD is responsible for providing school facilities and public education services to approximately 85,000 students in 92 schools in the cities of Long Beach, Lakewood, Signal Hill, and Avalon on Catalina Island. In addition to establishing high standards of academic excellence for its students, LBUSD is committed to providing a safe environment and school facilities for its students and employees. Thus, the LBUSD's primary concern in its review of the NOP/IS is to distinguish the issues and environmental impacts which must be properly addressed, analyzed, and mitigated to assure an environment conducive to learning.

**COMMENTS**

**Proximity to Schools:** The LBUSD requests that the EIR and HRA evaluate potential impacts of the project on LBUSD facilities, including those listed below.

2-2

Mary Stanton District 1 President	Felton Williams District 2 Vice President	John McGinnis District 3 Member	Jon Meyer District 4 President	David Barton District 5 Member
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The LBUSD owns and operates four schools within approximately 2 miles of the Shell facility. These schools are listed below.

1. Dooley Elementary School: 5075 Long Beach Blvd., Long Beach CA 90805
2. Lindsey Academy Middle School: 5075 Daisy Avenue, Long Beach, CA 90805
3. Los Cerritos Elementary School: 515 W. San Antonio Drive, Long Beach, CA 90807
4. Webster Elementary School: 1755 West 32nd Way, Long Beach, CA 90810

2-2  
Cont.

These, and other schools, may be closer to potential truck routes to and from the facility.

According to the NOP/IS, the proposed project may cause adverse effects on human beings related to air quality, hazards and hazardous materials, hydrology/water quality, noise, and transportation/traffic. In particular, the project may alter the amount and nature of toxic air contaminant emissions from the Carson Facility as well as from ethanol delivery trucks. The NOP/IS indicates the Draft EIR will include estimates of project-related toxic emissions changes, and a human health risk assessment will be conducted to determine the net effect of expected changes in toxic air contaminant emissions from the Carson Facility and ethanol delivery trucks, and whether they adversely affect sensitive receptors. In addition, the proposed project may cause cumulative impacts depending on other projects in the area that are likely to occur concurrently with, or subsequent to, the proposed project.

2-3

The DEIR should specifically address the potential impacts of the proposed project on school sites.

2-4

**Localized Impacts on Sensitive Receptors:** The DEIR and HRA should include methodologies to assess localized impacts on sensitive receptors, such as schools.

The Office of Environmental Health Hazard Assessment (OEHHA) identifies diesel particulate matter as a toxic air contaminant (TAC) that may disproportionately impact infants and children. Among the listed endpoints of concern for children are: enhancement of allergic response, exacerbation of asthma, and developmental effects, as well as lung cancer. Guidance from the OEHHA now recommends that cancer risk factors be weighted by a factor of three for exposure of children ages 2 to 15 (*Technical Support Document for Cancer Potency Factors: Methodologies for derivation, listing of available values, and adjustments to allow for early life stage exposures*; OEHHA, May 2009).

2-5

The District acknowledges the value of using consistent DEIR and HRA methodologies, including for purposes of comparison among different alternatives and projects. However, the District is generally concerned that conventional DEIR and HRA methodologies may show less than significant impacts for the general population at the regional level while significant impacts are occurring for sensitive receptors at the local level. In particular, we request that the DEIR and HRA assess risk to school sites from DPM emissions due to project construction, operation and associated mobile sources.

**Formal Notification:** The LBUSD requests formal advance notification of all CEQA documents, public meetings, and construction schedules regarding the Shell Ethanol Project.

2-6

**CONCLUSION**

The LBUSD appreciates the opportunity to participate in this environmental review process. We look forward to working with the SCAQMD to resolve any school health and safety concerns in a collaborative manner. If you have any questions please feel free to contact me at (562) 997-7550.

Sincerely,



Carri M. Matsumoto  
Executive Director  
Facilities Development & Planning Branch  
Long Beach Unified School District

CM:khr,sa

cc: Chris Steinhauser – LBUSD Superintendent of Schools  
Kim Stallings – LBUSD Chief Business & Financial Officer  
Karl Rodenbaugh- Planning Center  
File

**RESPONSES TO COMMENT LETTER NO. 2  
(Long Beach Unified School District, May 13, 2010)**

**2-1** The comment is introductory in nature as it summarizes the project description, notes that a HRA will be prepared, and summarizes responsibilities of LBUSD with regard to providing public education services. The NOP/IS established the basis for and focus of the technical analyses in the Draft EIR. The following environmental topics were identified in the NOP/IS as potentially significant and are further addressed in the Draft EIR:

- Air Quality
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation and Traffic

As stated in the comment, a health risk assessment (HRA) was conducted to evaluate potential cancer and non-cancer health risks from the proposed project, including health risks to schools and other sensitive receptors (see Chapter 4, Subsection 4.2 - Air Quality and Appendix II-D). Additionally, as further discussed in Response to Comment 1-1, potential localized impacts on air quality in the vicinity of the proposed project were also evaluated in the Draft EIR.

**2-2** The four schools identified in the comment are located within approximately two miles of the Carson Facility. The distances between these schools and the facility are shown in the following table, along with the distances to the closest roadways that would potentially be used by increased tanker truck traffic during operation of the proposed project. The table shows the closest roadways that will be used by the tanker trucks are the I-710 and I-405 freeways.

<b>School</b>	<b>Distance to Carson Facility (miles)<sup>1</sup></b>	<b>Closest Roadway Used by Tanker Trucks</b>	<b>Distance to Roadway (miles)<sup>1</sup></b>
Dooley Elementary School	2.2	I-710 Freeway	0.5
Lindsey Academy Middle School	1.9	I-710 Freeway	0.2
Los Cerritos Elementary School	2.1	I-405 Freeway	0.2
Webster Elementary School	1.8	I-405 Freeway	0.4

<sup>1</sup> Distances are rounded to nearest 0.1 mile

The HRA evaluated impacts on sensitive receptors, including schools, nearest to the facility and near the streets on which trucks will travel between the freeways and the Carson Facility. The sensitive receptors are listed in Table 4.2-7 in the Draft EIR and are located much closer to the project than the schools listed in the above table. For example, the most impacted sensitive receptor was Del Amo Elementary School, which is located less than 0.1 mile from the Carson Facility and less than 0.2 mile from the routes traveled by the tanker trucks within the facility. The cancer risk at Del Amo Elementary School, based on an assumed exposure to emissions from the proposed project for 24 hours per day, 350 days per year over a 70-year period, was 1.61 cases in one million. This cancer risk is less than the SCAQMD significance threshold of 10 cases in one million. The chronic and acute hazard indices were much lower than the significance threshold of 1.0. Therefore, the HRA analysis demonstrated that the operation of the proposed project is not anticipated to cause a potentially significant adverse impact on a school associated with exposure to toxic air contaminants.

Any adverse environmental impacts on the four schools as identified in the comment would not be greater than the impacts on the Del Amo Elementary School for the following reasons:

- The Del Amo Elementary School is located as close or closer to the routes traveled by the tanker trucks than the other four schools; and
- Since all of the tanker trucks would travel within the Carson Facility, all of the trucks would travel within 0.2 mile of the Del Amo Elementary School. Thus, the number tanker trucks that would travel in the vicinity of the other four schools would not be more than the number of tanker truck that would travel in the vicinity of the Del Amo Elementary School.

Therefore, because impacts on the four schools listed in the comment would not be greater than impacts on Del Amo Elementary School, and impacts on Del Amo Elementary School would be below the SCAQMD CEQA significance thresholds, impacts on the four schools would also be below the SCAQMD CEQA significance thresholds.

Lastly, the HRA did not evaluate impacts from emissions from tanker trucks traveling on the freeways because, based on current and likely future customer destination locations, tanker trucks entering the freeways from the surface streets would not all be expected to travel in the same direction on the freeways, and tanker trucks exiting the freeways onto the surface streets would not all be expected to be coming from the same direction. Thus, the number of tanker trucks traveling on a freeway segment would be less than the number of tanker trucks travelling on a surface street between the Carson Facility and the freeways, and emissions from tanker trucks would be lower on the freeways than on the surface streets. Therefore, impacts to schools and other receptors from tanker trucks traveling on the freeways would be lower than impacts from tanker trucks traveling on the surface streets.

**2-3** Potential impacts related to air quality, biological resources, hazards and hazardous materials, hydrology and water quality, noise, and transportation and traffic are analyzed in Chapter 4 of the Draft EIR. The analyses in Chapter 4 indicate that the estimated VOC and NOx emissions during construction and operation of the proposed project may exceed the

SCAQMD's significance thresholds. Construction of the proposed project may also cause significant localized impacts to ambient air quality for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. The analysis of impacts to biological resources concluded that significant adverse impacts may occur during construction of the proposed project, but mitigation measures were identified that will reduce these impacts to less than significant. The "worst-case" analyses of potential hazard impacts also indicated that operation of the new gasoline storage tank may potentially cause off-site impacts that could exceed the SCAQMD's significance thresholds for hazards and hazardous materials. The analysis also concluded that the maximum daily use of potable water during construction of the proposed project is anticipated to exceed the potable water demand significance threshold established by the SCAQMD and the maximum daily use of potable water during operation of the proposed project may exceed the potable water demand significance threshold. The analyses concluded that noise impacts would be below the SCAQMD significance thresholds during construction and operation of the proposed project. Lastly, the analyses concluded that significant adverse traffic impacts may occur during construction of the proposed project, but mitigation measures were identified that will reduce these impacts to less than significant, and that significant adverse traffic impacts are not anticipated to occur during operation of the proposed project.

Impacts from increases in TAC emissions from the proposed project are addressed in Chapter 4, Subsection 4.2 - Air Quality, and Appendix II-D. Please see Response to Comment 1-1 regarding potential health impacts and Response to Comment 2-2 regarding health impacts on sensitive receptors.

Potential cumulative impacts are analyzed in Chapter 5 - Cumulative Impacts, of the Draft EIR. The evaluation considered potential cumulative impacts caused by the proposed project in addition to several other projects proposed for development in the vicinity of the Carson Facility which may contribute to cumulative impacts. The analysis concluded that cumulative regional air quality impacts from VOC and NO<sub>x</sub> emissions during construction and operation of the proposed project would be significant. The analysis also concluded that the potable water supply impacts during construction and operation would be considered cumulatively significant. The analysis concluded that construction and operation of the proposed project would not cause any other cumulatively considerable air quality impacts or cumulatively considerable impacts on biological resources, hazards and hazardous materials, noise, and transportation and traffic.

**2-4** Regarding the suggestion that the Draft EIR should address potential impacts on school sites, see Response to Comment 2-2.

**2-5** As discussed in Response to Comment 2-2, the Draft EIR addresses potential adverse health impacts on sensitive receptors. The analyses were conducted pursuant to current guidance adopted by the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD and included impacts from diesel exhaust particulate matter (DPM) emitted by increased tanker truck trips during operation of the proposed project. As explained in Response to Comment 2-2, the highest cancer risk at a school location, 1.61 cancer cases in one million, based on an assumed 70-year residential exposure, was calculated for Del Amo Elementary School, which is the school closest to the proposed project site.

As noted in the comment, OEHHA has developed age-sensitivity factors (ASFs) to account for potentially higher risks of cancer from exposure to carcinogens in children than in adults<sup>4</sup>. However, OEHHA has not developed guidance on how the ASFs should be incorporated into HRAs. Therefore, the ASFs were not used in the HRA for the proposed project. However, the discussion in the following paragraphs demonstrates that the cancer risks that would be expected for children attending the nearby schools, even with the ASFs included, are lower than the risks calculated in the HRA.

The procedures used for the HRA are described in the Draft EIR in Chapter 4, Subsection 4.2 - Air Quality and in Appendix II-D. Cancer risks from exposure to DPM, including incremental cancer risks at schools, were estimated by multiplying modeled concentrations of DPM emitted from the tanker trucks by the unit risk factor<sup>5</sup> for DPM that has been adopted by OEHHA<sup>6</sup>.

The unit risk factor for DPM is meant for exposures for 24 hours per day, 350 days per year over a 70-year period. However, the timeframe during which children attending impacted schools could potentially be exposed to DPM emissions would be less than 24 hours per day. Additionally, rather than 70 years, the duration of the exposure would be six years at an impacted kindergarten through fifth grade elementary school, three years at an impacted sixth grade through eighth grade middle school, and four years at an impacted high school. Thus, the cancer risks for schools calculated in the HRA for the proposed project are for an exposure to DPM for a time period that is substantially longer than the exposures that children attending the schools might actually experience. If the calculated cancer risks at schools were adjusted to account for the shorter exposure duration at schools, the adjustment would need to account for the shorter daily exposure duration and the fewer number of years of exposure. Assuming children attending impacted schools would potentially be exposed to DPM for eight hours per day for a total of 13 years (six years at an elementary school + three years at a middle school + four years at a high school = 13 years<sup>7</sup>), the actual exposure would be approximately 6.20 percent of the exposure assumed in the HRA ( $8 \text{ hours/day} / 24 \text{ hours/day} \times 13 \text{ years} / 70 \text{ years} = 0.0620$ ). Thus, the cancer risks calculated in the HRA for schools would be multiplied by 0.0620 to account for the shorter exposure duration.

According to OEHHA's "Air Toxics Hot Spots Program Risk Assessment Guidelines"<sup>8</sup> cancer risks from inhaling a carcinogen are assumed to be proportional to the amount inhaled per unit of body weight. The unit risk factor for DPM is based on the average breathing rate per unit body weight for a 70-year lifetime. However, children inhale more air per unit body

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<sup>4</sup> "Technical Support Document for Cancer Potency Factors: Methodologies for derivation, listing of available values, and adjustments to allow for early life stage exposures." OEHHA, May 2009.  
[http://www.oehha.ca.gov/air/hot\\_spots/tsd052909.html](http://www.oehha.ca.gov/air/hot_spots/tsd052909.html)

<sup>5</sup> A unit risk factor is the cancer risk caused by exposure to a concentration of one microgram per cubic meter of a carcinogen over a 70-year lifetime.

<sup>6</sup> [http://www.oehha.ca.gov/air/hot\\_spots/2009/AppendixA.pdf](http://www.oehha.ca.gov/air/hot_spots/2009/AppendixA.pdf)

<sup>7</sup> The use of 13 years is based on the assumption that a child attends an elementary school, a middle school and a high school that are all exposed to the same DPM concentration in the air. The concentrations in the air at three different schools would be expected to be different, so the total exposure during the 13 years would likely be lower.

<sup>8</sup> "Air Toxics Hot Spots Program Risk Assessment Guidelines." OEHHA, October 2003.  
[http://www.oehha.ca.gov/air/hot\\_spots/HRAguidefinal.html](http://www.oehha.ca.gov/air/hot_spots/HRAguidefinal.html)

weight than adults, so the cancer risks calculated in the HRA for schools would need to be adjusted to account for children's higher breathing rate. According to the OEHHA risk assessment guidelines, the average daily breathing rate (ADBR) for children is 452 liters of air per day per kilogram of body weight, and the ADBR over a 70-year lifetime is 271 liters of air per day per kilogram of body weight. Thus, the cancer risks calculated in the HRA for schools would be multiplied by 1.67 ( $452 / 271 = 1.67$ ) to account for the differences in breathing rate.

As indicated in the comment, OEHHA has developed an ASF of three for exposure to children ages two to 15. Thus, the cancer risks calculated in the HRA for schools would be multiplied by 3.0 to apply the ASF.

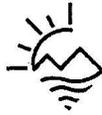
The overall adjustment would be  $0.0620 \times 1.67 \times 3 = 0.311$ . Thus, the cancer risk for children attending schools would be approximately 31.1 percent of the risk for school locations calculated in the HRA for the proposed project. The highest risk at a school location was estimated to be 1.61 cancer cases in one million based on a 70-year residential exposure. After applying the adjustment, the highest risk for children attending a school is reduced to approximately 0.50 cancer cases in one million. However, SCAQMD policy does not allow adjustment to HRA methodologies such as those discussed above to provide a conservative analysis.

The proposed project is expected to result in a short-term increase in TAC emissions related to construction activities. These emissions are expected to cease following completion of construction. For construction projects lasting less than nine years, the SCAQMD does not typically perform a health risk assessment (HRA) for the following reasons. The primary TAC emitted during construction is diesel particulate matter from off-road construction equipment and on-road heavy-duty haul trucks. However, construction equipment operating parameters are not conducive to analyzing air toxic impacts. For example, construction equipment does not operate continuously, but starts and stops during a single day, week or month over the year. Further, construction equipment locations typically change over the course of a year so sensitive receptors are continuously changing. Finally, since carcinogenic diesel particulate matter health risk is estimated using the annual average concentration over long exposure periods (40 to 70 years), OEHHA does not suggest estimating carcinogenic health risk for exposure periods less than nine years. The construction phase for the proposed project, approximately 17 months, is substantially less than the nine year exposure period indicated by OEHHA.

**2-6** As requested by the commenter, the LBUSD will be provided with notification pertaining to project CEQA documents, public meetings and construction schedules.



Linda S. Adams  
Secretary for  
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi  
Acting Director  
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Arnold Schwarzenegger  
Governor

May 17, 2010

Ms. Barbara A. Radlein  
South Coast Air Quality Management District  
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**NOTICE OF PREPARATION (NOP) FOR SHELL CARSON FACILITY ETHANOL (E10) PROJECT (SCH# 2010041057)**

Dear Ms. Radlein:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of the Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "Shell is proposing a project at the Carson Facility to increase the Facility's capacity to deliver denatured ethanol in tanker trucks to gasoline distribution facilities. Shell is proposing to increase the maximum permitted ethanol throughput from the existing two-lane truck loading rack. The proposed project is located at the Shell Carson Distribution Facility, located at 20945 South Wilmington Avenue, in the City of Carson. The Carson Facility is approximately 446 acres in size and is bounded to the north by Del Amo Boulevard, to the east by South Wilmington Avenue and Martin Street, to the south by 213<sup>th</sup> Street, and to the west by Chico Street, Annalee Avenue, and Tillman Avenue. All proposed modifications would occur within the confines of the existing Carson Facility. Surrounding land uses include light industrial and single-family residential to the north, light industrial to the west, single-family residential to the south, light industrial to the south east and light and heavy industrial to the east".

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

3-1

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Ms. Barbara A. Radlein  
 May 17, 2010  
 Page 2

- **National Priorities List (NPL):** A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- **Envirostor (formerly CalSites):** A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
- **Resource Conservation and Recovery Information System (RCRIS):** A database of RCRA facilities that is maintained by U.S. EPA.
- **Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS):** A database of CERCLA sites that is maintained by U.S.EPA.
- **Solid Waste Information System (SWIS):** A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- **GeoTracker:** A List that is maintained by Regional Water Quality Control Boards.
- **Local Counties and Cities** maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- **The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908,** maintains a list of Formerly Used Defense Sites (FUDS).

3-1  
 Cont.

2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

3-2

3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

3-3

Ms. Barbara A. Radlein  
May 17, 2010  
Page 3

- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. 3-4
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination. 3-5
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. 3-6
- 7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. 3-7
- 8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489. 3-8

Ms. Barbara A. Radlein  
May 17, 2010  
Page 4

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
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CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA#2909

**RESPONSES TO COMMENT LETTER NO. 3**  
**(Department of Toxic Substances Control, May 17, 2010)**

3-1 The Carson Facility is a Resource Conservation and Recovery Act (RCRA) Treatment, Storage, or Disposal Facility and RCRA Large Quantity Generator (LQG) of hazardous wastes.

A review of the databases listed in Comment 3-1 revealed the following information. The Carson Facility is listed as the “Shell Carson Plant” in the GeoTracker database under Regional Water Quality Control Board (RWQCB) case number R-00144 as an “Open – Remediation” case status. The potential constituent of concern is listed as solvents. No additional pertinent case information was identified within GeoTracker. The Carson Facility is also referred to as the “Carson Fuels Terminal” in GeoTracker as a permitted underground storage tank (UST) site under the regulatory oversight of the cities of Long Beach/Signal Hill. The facility was assigned facility identification number 26721. No additional pertinent UST facility information was identified.

The Carson Facility is listed in EnviroStor as both the “Shell Oil Company Dominguez Facility” and as the “Shell Oil Products US-Carson Terminal.” The first database listing referred the case to the U.S. Environmental Protection Agency as of August 24, 2007, and the second listing referred the case to the RWQCB as of January 1, 2008. No additional pertinent case information was identified within EnviroStor.

The Carson Facility is identified as a Resource Conservation and Recovery Act (RCRA) Treatment, Storage, or Disposal Facility and RCRA Large Quantity Generator (LQG) of hazardous wastes.

The Carson Facility is identified in the CERCLIS database with state lead (RWQCB) cleanup activity that is not on the National Priorities List.

The Carson Facility is not included on a county or city list of hazardous substances cleanup or leaking underground storage tank sites and is not listed in the Solid Waste Information System nor is it listed as a Formerly Used Defense Site.

Additionally, as discussed in the NOP/IS (see page 2-19), the Carson Facility is on a list compiled by CalEPA pursuant to Government Code §65962.5, specifically, a list of Cleanup and Abatement Orders prepared by the State Water Resources Control Board (Order No. 97-120). However, the proposed project equipment and activities are similar to the existing equipment and activities related to storing and exporting organic liquids. While there are ongoing remediation activities at the Carson Facility, the activities related to the proposed project will not be located in the vicinity of the ongoing remediation activities and are not expected to adversely impact the remediation activities currently being undertaken as a result of the Carson Facility being listed pursuant to Government Code §65962.5.

Although the Carson Facility is in some of the databases listed in Comment 3-1, the activities related to the proposed project will not be located in the vicinity of ongoing remediation activities.

Preliminary sampling and analysis of soils at the location within the Carson Facility where the new gasoline storage tank would be constructed has been conducted (see Draft EIR Chapter 4, Subsection 4.4.2.3 – Excavation of Contaminated Soils). Based on these preliminary results, the soils where the new gasoline storage tank would be constructed would potentially be considered hazardous waste due to lead concentrations measured in these samples.

**3-2** See Response to Comment 3-1 regarding existing site contamination and ongoing site remediation. As indicated in Response to Comment 3-1, the soils where the new gasoline storage tank would be constructed would potentially be considered hazardous waste due to lead concentrations measured in the soil samples. As indicated in Chapter 4, Subsection 4.4.2.3 – Excavation of Contaminated Soils and in Subsection 4.4.3 - Mitigation Measures in the Draft EIR, Shell will be required by Mitigation Measure HHM-1 to prepare and implement a Construction Contaminated Soils Management Plan (SMP) that addresses the identification, sampling, characterization, handling, segregation, storage, and disposal of contaminated soils in compliance with local, state, and federal regulations. The SMP will contain a pre-excavation sampling plan and state the mechanism(s) used to identify impacted soils during the actual excavations. A communication and notification process will be included in the Construction Contaminated Soils SMP to ensure the appropriate agency or agencies are notified in accordance with local, state, and federal requirements.

**3-3** See Response to Comment 3-1 regarding existing site contamination and ongoing site remediation. See Response to Comment 3-2 regarding the requirement to prepare a Construction Contaminated Soils Management Plan (SMP) that addresses the identification, sampling, characterization, handling, segregation, storage, and disposal of contaminated soils. The Construction Contaminated Soils SMP will contain a pre-excavation sampling plan. A communication and notification process will also be included to ensure the appropriate agency or agencies are notified in accordance with local, State and federal requirements.

Please see Chapter 4, Subsection 4.4.2.3 – Excavation of Contaminated Soils, in the Draft EIR for a summary of the analytical results for the soil samples that were collected at the location where the new gasoline storage tank would be constructed.

There are no closure, certification or remediation approval reports by regulatory agencies for the locations within the facility where the proposed project would be located, and, therefore, none are included in the Draft EIR.

**3-4** As indicated in Chapter 2, Subsection 2.7.4 – Loading Rack Operations Building Expansion, of the Draft EIR, the proposed project includes modifying the existing ethanol truck loading rack control building in support of the increased ethanol delivery capacity to provide additional office space, additional space for training ethanol tanker truck drivers on the Carson Facility’s safety and operational procedures, and storage space to replace an outdoor storage shed that would be displaced when the new single-lane truck loading rack is constructed. Construction activities would include removal of part of an existing sidewalk, some internal partitions, partial ceiling systems, roof systems and some windows and doors to facilitate the building expansion. The building was constructed in 2002/2003, and no

hazardous materials or chemicals should have been used in its construction. However, prior to removal of any portions of the existing Loading Rack Operations Building, an investigation would be conducted to determine the presence of hazardous chemicals/materials, e.g., lead-based paints, asbestos, etc. in accordance with Shell's standard procedures. Such investigations will be completed prior to any demolition activities and compliance with applicable rules and regulations will be required. Appropriate control and containment methods, such as the measures required by SCAQMD Rule 1403 – Asbestos Removal from Demolition/Renovation Activities, would be employed in the event hazardous materials are found. SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfiling requirements for asbestos-containing waste materials (ACWM).

**3-5** As discussed in Response to Comment 3-2, soils containing lead in concentrations above regulatory limits are present at the location where the new gasoline storage tank will be constructed. Approximately 13,000 cubic yards of soil are expected to be excavated during construction, primarily for construction of foundations for the proposed new gasoline storage tank. Shell will be required to comply with all applicable rules and regulations regarding excavation and disposal of soil at the location where the new gasoline storage tank will be constructed, including the requirements in Title 22, CCR, §66261.20 and §66265.250 to §66265.260 pertaining to characterization of hazardous wastes, storage of hazardous wastes in piles and requirements to use approved disposal/treatment facilities, use certified hazardous waste transporters, and use manifests to track hazardous materials, among many other requirements. Soil sampling and analysis will be conducted in the excavation areas pursuant to the requirements for hazardous waste characterization in Title 22, CCR, §66261.20, and Shell will comply with all applicable rules and regulations.

There are two Class I landfills in California that are approved to accept hazardous wastes. Chemical Waste Management Corporation in Kettleman City, California, is a treatment, storage, and disposal facility that has a permitted capacity of approximately 10.7 million cubic yards. Its expected closure date is currently unknown. Clean Harbors operates a Class I landfill in Buttonwillow, California, that has a total permitted capacity of 14.3 million cubic yards and a daily permitted capacity of 10,482 tons/day. Its expected closure date is 2040. The combined capacity of these two facilities exceeds the anticipated amount of hazardous waste that may be generated during construction.

In addition, soil will be imported to backfill underneath the foundation of the new gasoline storage tank. Shell will take appropriate measures to assure that only clean backfill is used for backfilling purposes, either by purchasing the soil from a credible vendor or testing the soil for contamination.

**3-6** As explained in Response to Comment 3-2, soils containing lead in concentrations above regulatory limits are present at the location where the new gasoline storage tank will be constructed. Shell will be required to comply with all applicable rules and regulations regarding excavation and disposal of soil at the location where the new gasoline storage tank

will be constructed, including the requirements in Title 22, CCR, §66261.20 and §66265.250 to §66265.260 pertaining to characterization of hazardous wastes, storage of hazardous wastes in piles and requirements to use approved disposal/treatment facilities, use certified hazardous waste transporters, and use manifests to track hazardous materials, among many other requirements. Soil sampling and analysis will be conducted in the excavation areas pursuant to the requirements for hazardous waste characterization in Title 22, CCR, §66261.20, and Shell will comply with all applicable rules and regulations. If it is determined that a health risk assessment for the excavation and disposal of the soil is necessary, a health risk assessment overseen and approved by the appropriate regulatory agency would be conducted by a qualified health risk assessor. Compliance with applicable rules and regulations would protect human health and the environment during the excavation and proper disposal of the soil.

**3-7** The potential for the generation of hazardous waste as part of the project operations is discussed in the NOP/IS (see pages 2-32 and 2-33). As discussed in the NOP/IS, once the new gasoline storage tank is constructed and in service, the tank will be required to be emptied and inspected after the storage tank has been in service for approximately 20 years, in accordance with industry standards. Approximately 370 cubic yards of hydrocarbon contaminated solids that have settled to the bottom of the tank will need to be removed when the storage tank is emptied prior to each inspection. This waste requires disposal at a hazardous waste facility. The proposed project will not add any new waste treatment processes or storage that will require authorization from a CUPA.

**3-8** With regard to an Environmental Oversight Agreement and a Voluntary Cleanup Agreement, Shell will contact DTSC as necessary regarding cleanup oversight.



## CITY OF CARSON

May 18, 2010

VIA FACSIMILE AND EMAIL ONLY

Barbara Radlein  
Planning, Rule Development and Area Sources  
South Coast Air Quality Management District  
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Fax: (909) 396-3324  
Email: bradlein@aqmd.gov

**RE: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SHELL  
CARSON FACILITY ETHANOL (E10) PROJECT  
20945 S. WILMINGTON AVENUE, CARSON, CA**

Dear Ms. Radlein:

Thank you for including the city of Carson in the notice of preparation (NOP) for the proposed project described above. The city acknowledges the role of the South Coast Air Quality Management District (SCAQMD) as the lead agency preparing the environmental document in compliance with the California Environmental Quality Act (CEQA) Guidelines. However, please note that the project site is located within the jurisdiction of the city of Carson and the proposed project would still require discretionary approval from the city.

4-1

Specifically, on September 17, 2002, the Carson Redevelopment Agency granted approval of Design Overlay Review (DOR) No. 764-01 for a truck loading facility and platform. On May 23, 2006, the Carson Planning Commission approved a modification (Modification No. 1) to increase the maximum number of truck trips per day from 150 to 180 and setting the maximum monthly average to 150 truck trips per day. The proposed project is expected to further increase the maximum number of truck trips per day from 180 to 210, with a maximum monthly average from 150 to 175 truck trips per day. Staff recommends that SCAQMD require the applicant to verify truck trips at the site through regular monitoring and reporting. Also, the initial study should provide an existing baseline of the amount of truck traffic in addition to the 118 truck trips expected to be generated by the proposed project.

4-2

4-3

In regards to noise, the initial study indicates that construction activities will be conducted between 6:30 a.m. to 5:00 p.m. Please note, the city's Noise Ordinance requires that heavy construction activities be limited to the hours of 7 a.m. to 8 p.m., with no construction on Sundays and legal holidays.

4-4

Ms. Radlein, SCAQMD  
May 18, 2010  
Page 2 of 2

Please ensure that the draft environmental impact report (EIR) includes a cumulative analysis of impacts generated from large-scale projects in the vicinity of the project site. A list of such projects has been attached for your use. Also, please be aware that the applicant, Shell Oil Products US, is currently preparing a long-term master plan for the revitalization of the 446-acre Carson terminal facility in which the proposed project is located. Unlike the current E10 project which is expected to be constructed immediately after obtaining all necessary approvals, the proposed master plan is expected to guide development on the property over the next 20 years and designates areas for possible commercial uses, storm water basins, passive uses and municipal use, as well as additional petroleum tanks and industrial uses. The city of Carson will be the lead agency in processing the EIR for the master plan. Although the applicant is currently updating the project description and revising the overall plan, the notice of preparation is expected to be released in June 2010.

4-5

4-6

Once again, thank you for the opportunity to comment on the NOP for the E10 project. Please keep me posted on any activity regarding the EIR since the city hopes to use your analysis in processing a second modification to DOR No. 764-01. If you have any questions on this matter please contact me at (310) 952-1700, extension 1327 or email [jsigno@carson.ca.us](mailto:jsigno@carson.ca.us).

4-7

Sincerely,



John F. Signo, AICP  
Senior Planner

Attachment: Development Status Report for City of Carson, May 2010

**CITY OF CARSON  
DEVELOPMENT SUMMARY – MAY 2010**

*LONG RANGE PROJECTS*

[Carson Street Master Plan](#)

The Carson Street Mixed-Use District Master Plan (Master Plan) focuses on a 1.75 mile section of Carson Street between the I-405 San Diego Freeway and the I-110 Harbor Freeway. The Master Plan is intended to help the community share their vision with those participating in development efforts along Carson Street. The Master Plan will be used as a guide by the City Council, Redevelopment Agency, Planning Commission and other Commissions for review of public improvements such as streetscape and environmental graphics, as well as private development and related improvements. On November 21, 2006, the City Council adopted the Carson Street Mixed-Use District Master Plan and established a new zoning district with the distinct vision for future mixed-use development along Carson Street. The Carson Redevelopment Agency is currently working with developers on several properties to develop projects consistent with the guidelines in the Carson Street Master Plan.

[Consolidated Redevelopment Project Area](#)

The Carson Redevelopment Agency is amending and merging three redevelopment project areas for the purpose of financial flexibility, to re-instate eminent domain in certain portions of Project Area No. 1, re-instate and extend eminent domain in the Carson Merged and Amended Project Area and Project Area No. 4 (excluding eminent domain authority over housing), and renovate and construct a 5,000-square-foot expansion to the existing Sheriff's Station located in Project Area No. 1. A Draft Environmental Impact Report (DEIR) was prepared and released for public comments per the requirements of the California Environmental Quality Act (CEQA). The public comment period for the DEIR ended on May 17, 2010. The DEIR will be considered for certification by the Planning Commission in June 2010.

[Housing Element Update](#)

The City of Carson is updating the Housing Element in compliance with Sections 65580 – 65589.8 of the Government Code. The Housing Element examines Carson's housing needs at present and projects future housing needs. It sets forth statements of community goals, objectives and policies concerning those needs. It includes a housing program that responds to current and future needs within the limitations posed by available resources. The housing program details a 5-year schedule of actions the community is undertaking or plans to undertake to achieve its goals and objectives. Upon its adoption by the Carson City Council, this Housing Element serves as a statement of the City's housing policies and as a specific guide for program actions to be taken in support of those policies. The Planning Commission held a public hearing on the Draft Housing Element Update on May 12, 2009.

The City submitted the Draft Housing Element to the California Department of Housing and Community Development (HCD) for review on June 1, 2009, along with additional revisions on July 28, 2009. Further revisions were necessary to comply with State Housing Element law, including the description of the residential capacity of identified sites and an analysis of potential governmental constraints. The City is currently working with HCD to address comments and

Last Updated: 5/18/2010

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## Appendix I-B: Comment Letters Received on the NOP/IS and Responses to Comments

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anticipates HCD to accept the Housing Element in late spring or early summer 2010, after which it will be adopted by the City.

### Shell Specific Plan

Shell Oil Products US is proposing the redevelopment of the 448-acre Shell Carson Terminal facility located at 20945 South Wilmington Avenue. The project will allow for the subsequent development (15 to 25 years from project start date) of additional product storage tanks and light industrial storage. The applicant is currently revising the project description and the notice of preparation (NOP) is expected to be released in June 2010.

### *LARGE-SCALE PROJECTS*

#### Boulevards at South Bay (formerly Carson Marketplace)

Environmental Impact Report, Specific Plan, General Plan Amendment, Owner Participation Agreement and Development Agreement approved for development of a 157-acre landfill property and 11-acre property north of Del Amo Boulevard. Development includes the following:

Residential – Ownership Units		1,150 units
Residential – Rental Units		400 units
Commercial Recreation & Entertainment	374,000 s.f.	
Neighborhood Commercial	130,000 s.f.	
Restaurant	141,125 s.f.	
Hotel (300 rooms)	200,000 s.f.	
Regional Commercial	1,150,000 s.f.	
Total:	1,995,125 s.f.	1,550 units

Status: Remediation - installation of gas collection system and liner approved by the Department of Toxic Substances Control and installation to begin shortly; Delivery of the liner and pipes for the gas collection installation system is ongoing; Installation of monitoring wells has begun; Shopping area expected to open in 2012.

#### BP Shop Building: 2350 E. 223<sup>rd</sup> Street

BP proposes a new 127,273 square-foot building for shop/warehouse/change room on a 14-acre lot within the BP refinery site. The building will be used for existing personnel and equipment which will be relocated from other areas throughout the refinery and consolidated at the new building. Status: DOR No. 1365-2010 received April 29, 2010; Application will be prepared for Planning Commission once found to be complete.

#### Cityview: 616 E. Carson Street

The Carson Redevelopment Agency has an exclusive negotiating agreement (ENA) with a developer, Cityview, to develop a property formerly used as a mobilehome park. The property is 9.63 acres and the proposed project is a 152-unit mixed use development which includes three housing types of various densities with mixed use buildings located along Carson Street. The mixed use buildings will be four stories with commercial uses at ground level and 46 units above. The central portion of the property includes 77 townhomes and a recreation area. The rear of the property is proposed for 29 single-family detached units. The developer is currently

Last Updated: 5/18/2010

## Appendix I-B: Comment Letters Received on the NOP/IS and Responses to Comments

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revising the plans to address preliminary comments. Status: A formal application to the Planning Division is expected in the spring or summer of 2010.

### [Gabuten Shopping Center: 22005 S. Main Street](#)

Construction of a new 8,700 square-foot commercial center, including three buildings of approximately 2,900, 3,500, and 2,300 square feet. The property is 0.74 acres located at the southwestern corner of Main Street and 220th Street. Status: Under construction.

### [Harbor Community Church of God: 21739-21745 Dolores Street](#)

Construction of an 11,516-square-foot two-story church located on a 0.9-acre site. Status: Under construction.

### [Judson Baptist Church: 451 East 223rd Street](#)

Judson Baptist Church was granted approval on April 28, 2009 to demolition 6,465 square feet of an existing church building, construct 13,023 square feet as an expansion (net increase is 5,946 square feet), and construct a new 83,460-square-foot two-story parking structure. Status: On June 8, 2010, the Planning Commission will be considering an extension of time for the permit. Due to changes in the market condition, the applicant is securing financing for the project.

### [Pacific Planning Group: 101-155 E Lomita Boulevard](#)

Four-story mixed use 123,340 square foot building on a vacant property within an existing retail development. The first floor includes mixed use retail (16,530 s.f.), storage and a storage administration office; the second floor includes storage and a manager's dwelling unit (1,320 s.f.); the third and fourth floors contain all storage. Site access will be via Lomita Boulevard and Main Street. Status: Under construction.

### [ProLogis: 2211-2241/2307 E. Carson Street](#)

ProLogis is proposing to construct a 273,323 square-foot, multi-tenant, warehouse building. The proposed project provides 213 vehicle parking spaces, 51 truck parking spaces, and 58 dock-high loading bays to receive and deliver products. Status: Approved by the Planning Commission on April 10, 2007; Project on hold by applicant.

### [Related: 425 E. Carson Street](#)

The Carson Redevelopment Agency is working with a developer, Related, to develop a new four-story, 65-unit affordable housing community on a 1.75-acre vacant lot. The development includes live-work units along Carson Street and a podium design in which parking will be interior at grade with a courtyard located above. It is anticipated that the project will be brought before the Planning Commission for a public hearing in June 2010. Status: Comments provided to developer; revisions being made to development plans.

### [Safran City Center Project: 708-724 E. Carson Street and 21720-21814 S. Avalon Boulevard](#)

Thomas Safran and Associates proposes to construct a 236-unit residential, mixed-use development project. The project features 150 residential condominium units at market rate and 86 affordable, residential senior housing units. The mixed-use project comprises five levels, including approximately 8,500 square feet of restaurant use, 20,000 square feet of retail use, and a subterranean garage. The 4.29 acre project site consists of seven parcels located at the southeast corner of Carson Street and Avalon Boulevard. The project site is zoned MU-CS

Last Updated: 5/18/2010

(Mixed-Use–Carson Street). Status: Phase I (northern portion) under construction. Phase II expected to commence in July 2010.

[Samoan Congregational Christian Church of South Los Angeles: 1249 E. Carson Street](#)

Approved development plan for new 20,000 square-foot church. Status: Construction complete; second-floor to be constructed at a later date.

*PROJECTS FROM OTHER AGENCIES*

[Alameda Corridor Improvement Study](#)

The Alameda Corridor is the primary rail access route and a significant truck access route to the ports of Los Angeles and Long Beach. The Alameda Corridor Transportation Authority (ACTA) facilitated major improvements to reduce delays, improve safety and enhance traffic flows along Alameda Street. Continued growth in port activity and the proposed Schuyler Heim Bridge Replacement/State Route 47 Project will provide a direct link from the ports to Alameda Street, thereby resulting in increased truck volumes on Alameda Street. One of the environmental impacts associated with the increased train and rail volumes is an increase in noise volumes for the properties adjacent to or near Alameda Street. The City of Carson is working proactively with ACTA to develop a strategy for mitigating the impacts.

Staff completed an evaluation of a sound-wall feasibility study and also evaluated other noise mitigation alternatives. Other alternatives evaluated include: various street closure designs; economic development opportunities for commercial/industrial properties by adding parking via alley widening; and a sound insulation program that retrofits residences with windows, walls, doors, and ceiling through increased insulation treatments. In April 2008 and November 2009, staff held Planning Commission workshops to discuss sound-wall design and noise attenuation alternatives for residents along the Alameda Corridor. In September 2009, city engineering and planning staff met with affected residents and business owners that reside east of Alameda Street. Concerns raised included the closure of the residential streets, potential traffic impacts on Harbor View Street and the acquisition of residential properties.

On May 9, 2009, Caltrans certified the final EIR. On August 12, 2009, Caltrans approved the Schuyler Heim Bridge Replacement and SR-47 Expressway project. A notice of determination was subsequently filed with the Office of Planning and Research (OPR).

[CSUDH Campus Master Plan](#)

California State University Dominguez Hills (CSUDH) has prepared a campus master plan to guide future development. The master plan anticipates a build-out of 20,000 full-time equivalent (FTE) students by 2089. Currently the university has 9,554 FTE students and 1,328 FTE faculty and personnel. Near-term development includes the construction of new academic buildings for health and science, a new campus entrance on Central Avenue to the east, student and faculty/staff housing, a student recreation center/gymnasium, and a cogeneration plant. This near-term phase is expected to be developed by 2017 contingent upon student enrollment and funding availability. Long-term development may take several decades and includes academic/administrative facilities; campus life and student support facilities; access, circulation, and parking projects; campus infrastructure; and athletic fields.

Last Updated: 5/18/2010

On May 11, 2010, the CSU Board certified the EIR for the campus master plan. Prior to certification, two memorandum of understandings (MOUs) were executed between the city and CSUDH. The first MOU addressed the environmental impacts and fair share responsibility resulting from the campus master plan. The second MOU addressed certain public improvements around the university that were not addressed as mitigation measures in the EIR.

Last Updated: 5/18/2010

**RESPONSES TO COMMENT LETTER NO. 4**  
**(City of Carson, May 17, 2010)**

**4-1** The Draft EIR identifies several responsible agencies, including the City of Carson, for the proposed project in Chapter 1, Subsection 1.4 - Responsible Agencies. The existing two-lane ethanol truck loading rack currently operates under Design Overlay Review (DOR) 764-01 granted by the City of Carson; a modification will be required to the DOR to allow for the increased truck traffic associated with the proposed project. Therefore, the proposed project will require discretionary approval from the City of Carson. On May 20, 2008, the City of Carson agreed to designate the SCAQMD as lead agency for the proposed project<sup>9</sup>.

**4-2** As indicated in Chapter 2, Section 2.9 – Project Operation of the Draft EIR, operation of the proposed project is anticipated to increase the maximum daily number of tanker trucks loaded with ethanol to 276 trucks per day, which would generate 552 one-way tanker truck trips per day. As indicated in the comment, DOR 764-01 currently limits the maximum daily number of tanker trucks loaded with ethanol to 180 trucks per day and the monthly average to 150 tanker trucks per day. DOR 764-01 also currently requires Shell to provide a monthly report to the City of Carson Planning Division on the number of trucks entering and leaving the Carson Facility. Since the City of Carson requires these monitoring and reporting activities as part of the approved DOR, the modified DOR for the proposed project would be expected to continue to require these monitoring and reporting activities. Additionally, the number of truck trips depends on the ethanol throughput capacity, which will be limited by SCAQMD permit conditions for the proposed project. Therefore, an additional requirement for Shell to monitor and report the same data to the SCAQMD would be duplicative and thus has not been included in the Draft EIR. However, if the modified DOR does not include a monitoring provision, the SCAQMD could add this as a mitigation measure and permit condition.

**4-3** Regarding the ethanol throughput and tanker truck traffic baseline for the proposed project, see Response to Comment 1-7. Levels of activities between January 15, 2010, and April 14, 2010, were used to establish this baseline. This time period was used for the following reasons:

- Complying with the 2007 RFG Phase 3 amendments required fuel producers to increase the percentage of ethanol blended into gasoline by December 31, 2009. As a result, levels of activities at the Carson Facility associated with ethanol loading and delivery prior to January 2010 were not representative of current market demand;
- The first two weeks of January 2010 were a transition period for the demand for ethanol deliveries from the Carson Facility. Therefore, January 15, 2010, was used as the beginning of the time period to establish the baseline; and
- April 14, 2010, was used as the end of the time period to establish the baseline, because the NOP/IS was published on April 15, 2010.

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<sup>9</sup> Email communication from John Signo - Senior Planner, City of Carson Planning Division, to Michael Krause - Air Quality Specialist, SCAQMD; May 20, 2008.

The average daily amount of ethanol loaded during the baseline period was 25,344 barrels per day and the average number of trucks loaded during the baseline period was 132 trucks per day. These values were used to determine the maximum increases in daily ethanol loading and truck trips during operation of the proposed project.

**4-4** The construction schedule for the proposed project is discussed in the Draft EIR in Chapter 2, Subsection 2.6 - Construction of the Proposed Project. The starting time for daily construction activities has been revised to 7:00 a.m. to comply with the City of Carson’s Noise Ordinance. In addition, in compliance with the City’s Noise Ordinance, construction will not occur on Sundays or legal holidays.

**4-5** The Draft EIR addresses cumulative impacts in Chapter 5 - Cumulative Impacts. The analysis considered potential cumulative impacts from other projects proposed for development in the vicinity of the Carson Facility. These projects are described in Chapter 5, Subsection 5.2 - Potentially Related Projects and include projects within approximately one mile from the Carson Facility that are identified in the City of Carson Development Summary for May 2010 that was attached to this comment letter. The following table indicates which of the projects listed in the City’s Development Summary were and were not included in the analysis and explains why some of the projects were not included.

<b>Project Name</b>	<b>Included in the Cumulative Analysis?</b>	<b>Reasons why not Included in the Cumulative Analysis</b>
Carson Street Master Plan	No	Project consists of guidelines for development of a section of Carson Street but does not specify specific projects whose cumulative impacts could be evaluated
Consolidated Redevelopment Project Area	No	Project consolidates existing redevelopment project areas and proposes one new improvement project: a 7,400 square foot addition to the existing Sheriff’s Station lobby. Impacts from implementing the addition to the Sheriff’s Station would be minor and would not be anticipated to contribute substantial cumulative impacts.
Housing Element Update	No	The Housing Element identifies strategies for meeting the City’s housing needs, but it does not propose specific projects that could be included in the cumulative impacts analysis.
Shell Specific Plan	No	There is insufficient information and data available that could be used to perform a cumulative impacts analysis for the CRP. See Response to Comment 4-6 for further discussion.
Boulevards at South	Yes	

Appendix I-B: Comment Letters Received on the NOP/IS and Responses to Comments

<b>Project Name</b>	<b>Included in the Cumulative Analysis?</b>	<b>Reasons why not Included in the Cumulative Analysis</b>
Bay		
BP Shop Building	Yes	
Cityview	Yes	
Gabuten Shopping Center		Project is located more than one mile from the Carson Facility
Harbor Community Church of God	No	Project is located more than one mile from the Carson Facility
Judson Baptist Church	No	Project is located more than one mile from the Carson Facility
Pacific Planning Group	No	Project is located more than one mile from the Carson Facility
ProLogis	Yes	
Related	Yes	
Safran City Center Project	Yes	
Samoan Congregational Christian Church of South Los Angeles	No	Construction has been completed and project is operational. Therefore it is included in the existing setting.
Alameda Corridor Improvement Study	No	While preliminary designs for a sound wall along Alameda Street in the City of Carson have been discussed, detailed plans and environmental documents have not been prepared. Therefore, the extent of the impacts cannot be determined at this time and are considered speculative.
CSUDH Campus Master Plan	Yes	

The analysis concluded that estimated cumulative VOC and NO<sub>x</sub> emissions during construction and operation of the proposed project exceed the SCAQMD's significance thresholds for regional air quality impacts. The analysis also concluded that the potable water supply impacts during construction and operation are considered cumulatively considerable. The analysis concluded that construction and operation of the proposed project would not cause any other cumulatively considerable air quality impacts or cumulatively considerable impacts on biological resources, hazards and hazardous materials, noise, and transportation and traffic.

**4-6** As indicated in the comment, Shell has proposed the Carson Revitalization Project (CRP), which is a long-term master plan for the revitalization of the Carson Facility. Although the Shell Carson Facility Ethanol (E10) Project and the CRP will both occur at the Carson Facility, the two projects are independent of each other because they have separate objectives that are not interrelated and because neither project is dependent on the other.

The City of Carson, as the lead agency for the CRP, prepared and released a NOP/IS for a 30-day public review and comment period on October 6, 2010<sup>10</sup>. Initial development associated with the CRP is anticipated to occur within five to seven years of receipt of entitlements for the CRP. Construction activities for the Shell Carson Facility Ethanol (E10) Project are expected to be completed, and the proposed project is expected to be fully operational, prior to the start of construction activities for the CRP. Because construction activities for the CRP are not anticipated to begin before construction activities for the proposed project are completed and because a Draft EIR that evaluates potential environmental impacts associated with the CRP has not yet been prepared, there is insufficient information and data available that could be used to perform a cumulative impacts analysis that includes the CRP. As a result, evaluating cumulative impacts from the CRP and the Shell Carson Facility Ethanol (E10) Project at this time would be speculative.

**4-7** The City's intent to use the analysis in the EIR in processing a second modification to DOR No. 764-01 is noted. As requested, the commenter will be notified when the Draft EIR is available for public review and comment.

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<sup>10</sup> [http://ci.carson.ca.us/content/department/eco\\_dev\\_service/shellproject.asp](http://ci.carson.ca.us/content/department/eco_dev_service/shellproject.asp)