



South Coast Air Quality Management District

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Review of the Draft Second Supplemental Environmental Impact Report (Draft SSEIR) for the Heritage Fields Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comment is intended to provide guidance to the lead agency and should be incorporated into the Final Environmental Impact Report (Final EIR) as appropriate.

The AQMD staff recognizes the potential long term regional air quality benefits from the proposed transit oriented development portion of the project that may reduce vehicle miles traveled (VMT) in the region. However, the AQMD staff is concerned that the project places new sensitive land uses¹ and intensifies existing sensitive land uses within 500 feet of the Interstate 5 Freeway (I-5 Freeway). The I-5 Freeway is a potentially significant source of toxic air pollutants given that up to 278,000 vehicles per day travel along this section. Therefore, absent substantial evidence demonstrating that public health impacts due to freeway proximity are insignificant the lead agency should include mitigation in the Final EIR that is consistent with the CARB Land Use Handbook². Specifically, the lead agency should preclude the placement of new sensitive land uses or the intensification of existing sensitive land uses within 500 feet of the I-5 Freeway. If the lead agency determines that a mitigation measure requiring a 500 foot buffer between the I-5 Freeway and sensitive land uses is infeasible then the potential health risk impacts to these receptors should be quantified. In the event that the final EIR demonstrates significant adverse air quality impacts the lead agency should require mitigation pursuant

¹ Sensitive land uses are land uses where sensitive individuals are most likely to spend time, including schools, schoolyards, parks, playgrounds, day care centers, nursing homes, hospitals, and residential communities.

² California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: <http://www.arb.ca.gov/ch/landuse.htm>

to Section 15092 of the California Environmental Quality Act (CEQA) Guidelines. Further, AQMD staff recommends that pursuant to Section 15126.4 of the CEQA Guidelines additional mitigation measures are considered to minimize the project's significant construction and operational air quality impacts. Details regarding these comments are attached to this letter.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,



Ian MacMillan

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

Attachment

IM:DG

ORC120710-01
Control Number

Potential Health Risk Impacts to Sensitive Land Uses

1. Based on the lead agency's project description in Chapter 3 of the Draft SSEIR (see Figure 3-2) the proposed project includes the addition and intensification of sensitive land uses within 500 feet of the I-5 Freeway. Specifically, the project will add up to 5,806 residential units and 3,364,000 square feet of medical and science uses to the plan area. As a result, the AQMD staff is concerned about potentially significant health risk impacts from toxic air pollutants emitted by the high volume of traffic that would travel in close proximity to the proposed uses. Recent research has revealed that pollutants found in close proximity to freeways are associated with a variety of adverse health effects, independent of regional air quality impacts³. These can include reduced lung capacity and growth⁴; cardiopulmonary disease⁵; increased incidence of low birth weight, premature birth, and birth defects⁶; and exacerbation of asthma⁷. Without quantifying the potential air quality impacts from the I-5 Freeway segments that are adjacent to the proposed project and without effective mitigation measures, the lead agency has not demonstrated that public health would not be impacted by this project. Therefore, AQMD staff recommends that the lead agency maintain the 500-foot buffer specified in the CARB Land Use Handbook for any new sensitive land use built close to a freeway.

Operational Emissions Mitigation

2. Given that the lead agency determined that the proposed project will exceed the CEQA regional operational significance thresholds for NOx, VOC, PM2.5 and CO the AQMD staff recommends that the lead agency provide the following additional mitigation measures pursuant to CEQA Guidelines Section 15126.4.

Transportation

- Require electric car charging stations for non-residential land uses. Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs.
- Provide electric car charging infrastructure for commercial and residential land uses.
- Provide incentives to encourage public transportation and carpooling, such as park and ride lots, or dedicated shuttle service from the development to nearby transit for commuters.
- Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices, and/or other incentives.

³ "Special Report 17. Traffic-related air pollution: A critical review of the literature on emissions, exposure, and health effects". Health Effects Institute, May 2009; 394 p.

⁴ "Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study". Gauderman WJ et al., Lancet, February 2007; 369 (9561): 571-7.

⁵ "Exposure to traffic and the onset of myocardial infarction". Peters A et al., The New England Journal of Medicine, 351(17):1721-1730

⁶ Ritz B, et al. 2002 Ambient air pollution and risk of birth defects in Southern California. Am J Epidemiology, 155:17-25

⁷ McConnell R, et al. 2006. Traffic, susceptibility, and childhood asthma. Environ Health Perspectives 114(5):766-72

- Implement a rideshare program for employees.
- Require the use of 2010 diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) upon project build-out.
- Provide an alternative fueling station for delivery trucks (e.g., natural gas or electric) and passenger cars.
- Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.
- Require the use of electric or alternative fueled maintenance vehicles at commercial and residential sites.

Other

- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.
- Provide outlets for electric and propane barbecues in residential and park areas.
- Require use of electric lawn mowers and leaf blowers.
- Require use of electric or alternatively fueled sweepers with HEPA filters at commercial sites.
- Require use of water-based or low VOC cleaning products at commercial facilities.

Construction Equipment Mitigation Measures

3. The lead agency determined that the proposed project will exceed the CEQA regional construction significance thresholds for NO_x, VOC, CO, PM₁₀, and PM_{2.5}; therefore, AQMD staff recommends that the lead agency provide the following additional mitigation measures pursuant to CEQA Guidelines Section 15126.4.
 - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NO_x emissions requirements,
 - Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles) have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:
 - ✓ Project start, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available.

In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: <http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:
www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html