



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

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Leonardo.TorresJr@culvercity.org

Lee Torres, Senior Civil Engineer

City of Culver City, Environmental Programs and Operations Division

9505 Jefferson Boulevard

Culver City, CA 90232

Mitigated Negative Declaration (MND) for the Proposed Culver Boulevard Realignment and Stormwater Treatment Facility Project

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

SCAQMD Staff's Summary of Project Description

The Lead Agency is proposing the construction of an underground stormwater reservoir and the realignment of an approximate 0.45-mile portion of Culver Boulevard between Sepulveda Boulevard and Elenda Street (Proposed Project). Construction of the Proposed Project is expected to occur over 18 months beginning in late 2019. Construction of the proposed underground stormwater reservoir and realignment project components would overlap during the 2019 and 2020 calendar years¹.

SCAQMD Staff's Summary of Air Quality Analysis

In the Air Quality Analysis, the Lead Agency quantified the Proposed Project's construction emissions and compared those emissions to SCAQMD's regional and localized air quality CEQA significance thresholds for construction. While the Proposed Project's air quality impacts from construction were found to be less than significant, as shown in Table 3-3 in the MND², the Proposed Project's daily maximum construction NOx emissions in 2019 would be 92 pounds per day (lbs/day), which is slightly below SCAQMD's regional air quality CEQA significance threshold for NOx (100 lbs/day). Additionally, based on a review of the CalEEMod output file, SCAQMD staff found that the air modeling assumed the use Tier 2 off-road construction equipment³.

Recommended Mitigation Measures

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. While the Proposed Project's NOx emissions during construction (i.e., approximately 92 lbs/day) were found to be less than significant, to further reduce the NOx emissions resulting from the use of off-road diesel-powered construction equipment and on-road haul trucks during construction, SCAQMD staff recommends that the Lead Agency incorporate the following mitigation measures in the Final MND.

- a) Require the use of Tier 4 emissions standards or better for off-road diesel-powered construction equipment of 50 horsepower or greater. To ensure that Tier 4 construction equipment or better will be used during the Proposed Project's construction, SCAQMD staff recommends that the Lead Agency include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and California Air Resources Board (CARB) or SCAQMD operating

¹ MND. Page 3-11.

² MND. Table 3-3, *Project Construction Emissions of Criteria Pollutants (lb/day)*. Page 3-12.

³ MND. Appendix C. *Air Quality CalEEMod Emission Results*. Pages 2-3.

permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. Additionally, the Lead Agency should require periodic reporting and provision of written construction documents by construction contractor(s) to ensure compliance, and conduct regular inspections to the maximum extent feasible to ensure compliance.

- b) Require zero-emission or near-zero emission on-road haul trucks, if and when feasible. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year or newer trucks (e.g., material delivery trucks and soil import/export). The Lead Agency should include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- c) Suspend all on-site construction activities when wind speeds (as instantaneous gusts) exceed 25 miles per hour.
- d) All trucks hauling dirt, sand, soil or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).
- e) Enter into applicable bid documents, purchase orders, and contracts to notify all construction vendors, contractors, and/or haul truck operators that vehicle and construction equipment idling time will be limited to no longer than five minutes, consistent with the California Air Resources Board's policy⁴. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors, contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the Proposed Project site. To further ensure that drivers understand the vehicle idling requirement, post signs at the Proposed Project site, where appropriate, stating that idling longer than five minutes is not permitted.

Conclusion

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

SCAQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Robert Dalbeck, Assistant Air Quality Specialist, at (909) 396-2139, if you have any questions regarding these comments.

Sincerely,

Lijin Sun

Lijin Sun, J. D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS:RD

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Control Number

⁴ California Air Resources Board. June 2009. *Written Idling Policy Guidelines*. Accessed at: <https://www.arb.ca.gov/msprog/ordiesel/guidance/writtenidlingguide.pdf>.