



South Coast Air Quality Management District

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Mitigated Negative Declaration (MND) for the Proposed ENV-2018-5430 at 801-829 East E St.

The 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 proposes to demolish a 3,800-square-foot building and construct a 55,000-square-foot refrigerated warehouse storage facility with a 38,400-square-foot freezer and a 7,000-square-foot cooler dock, totaling 189,631 square feet of primarily cold storage warehouse uses on 7.7 acres (Proposed Project). The Proposed Project is surrounded by industrial and warehouse uses.

SCAQMD Staff's Summary of Air Quality Analysis

SCAQMD staff recommends that the Lead Agency provide substantial evidence in the Final MND to support a fair argument that the Proposed Project's construction and operational air quality impacts are less than significant. In the Air Quality section of the MND, the Lead Agency stated that "based on published studies for similar projects, during the construction phase the proposed project would not likely exceed the regional SCAQMD significance thresholds of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases¹." The Lead Agency also stated that "the refrigerated storage facility will be subject to standard Building Code requirements. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions²." Moreover, the Lead Agency found that the Proposed Project would not exceed SCAQMD's recommended CEQA localized significance thresholds (LSTs) because the Proposed Project site is less than five acres, and it is below the LSTs as a function of receptor distance from the project site boundary³. Based on a review of the MND and the associated technical studies, SCAQMD staff found that the Lead Agency did not prepare a technical study on air quality or include CalEEMod emissions modeling results for the Proposed Project with the MND.

SCAQMD staff is concerned with the Air Quality Analysis in the MND. The Lead Agency did not include emission estimations in the MND⁴ or quantify the Proposed Project's construction (regional and localized) and operational emissions to support the finding that the Proposed Project's construction and operational air quality impacts would be less than significant. One of the basic purposes of CEQA is to inform government decision makers and the public about the potential, significant environmental effects

¹ MND, Page 19 of 39.

² *Ibid.*

³ *Ibid.*

⁴ Please note that no air quality technical study documenting the estimations was included with the MND that was circulated for public review and comments from December 21, 2018 to January 9, 2019.

of proposed activities (CEQA Guidelines Section 15002(a)(1)). A mitigated negative declaration is appropriate when the Lead Agency finds that the project will not have a significant effect on the environment after incorporating mitigation measures (CEQA Guidelines Sections 15070 to 15075). Reasons to support this finding shall be documented in the initial study. Without quantifying emissions from construction and operational activities, the MND has not made that documentation which serves as substantial evidence to support a fair argument that the Proposed Project would not have any significant adverse effects on air quality. Therefore, SCAQMD staff recommends that the Lead Agency quantify and disclose the Proposed Project's construction and operational emissions in the Final MND.

Regional and Localized Air Quality Analysis during Construction

Air quality impacts from both construction (including demolition) should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). SCAQMD staff recommends that the Lead Agency quantify criteria pollutant emissions from construction activities and compare the results to SCAQMD's CEQA air quality CEQA regional significance thresholds to determine the level of significance. Additionally, SCAQMD staff recommends that the Lead Agency quantify the Proposed Project's localized emissions and disclose the localized air quality impacts as substantial evidence in the Final MND to support the finding that the Proposed Project would not result in significant adverse localized air quality impacts. SCAQMD guidance for performing a localized air quality analysis is available on SCAQMD website⁵.

Operational Air Quality Analysis

The Lead Agency should quantify the Proposed Project's operational emissions in the Final MND. Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should also be included in the analysis. Here, the Proposed Project involves the operation of a refrigerated, cold storage warehouse facility. The Proposed Project is capable of generating or attracting heavy-duty diesel-fueled trucks. Therefore, it is also recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment⁶. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

California Emission Estimator Model (CalEEMod)

SCAQMD staff recommends that the Lead Agency estimate the Proposed Project's short- and long-term air quality impacts using the current version of California Emission Estimator Model (CalEEMod)⁷. This software is free of charge and incorporates up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. The Proposed Project's emissions can also be estimated by following the calculation methodologies in Chapter 9 and the Appendix to Chapter 9 in the South Coast SCAQMD's CEQA Air Quality Handbook⁸.

⁵ South Coast Air Quality Management District. Localized Significance Thresholds. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

⁶ South Coast Air Quality Management District. *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁷ South Coast Air Quality Management District. CalEEMOD (version 2016.3.2). Accessed at: <http://caleemod.com/>.

⁸ South Coast Air Quality Management District. Air Quality Analysis Guidance Handbook. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

Transport refrigeration units (TRUs) are commonly in-use at cold storage warehouses. Here, the Proposed Project involves construction and operation of a refrigerated, cold storage warehouse. Therefore, SCAQMD staff recommends that the Lead Agency clarify if TRUs will be used during the Proposed Project's operation in the Final MND. If using TRUs is reasonably foreseeable as part of the operation, and to conservatively analyze the worst-case impact scenario, SCAQMD staff recommends that the Lead Agency use the appropriate land use ("Refrigerated Warehouse-No Rail") to calculate and disclose operational emissions from NO_x and diesel toxic particulate matter from TRUs in the Final MND.

Mitigation Measures

In the event that the Lead Agency concludes after its analyses that construction or operational emissions would exceed SCAQMD's air quality CEQA daily significance thresholds, feasible mitigation measures to minimize these impacts are required. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook.
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>.

Additional mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Final MND may include the following:

- Require zero-emissions or near-zero emission trucks, if and when feasible. Consider measures such as incentives, phase-in schedules for clean trucks, etc. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require that the operator commit to using 2010 model year and newer trucks (e.g., material delivery trucks and soil import/export)⁹.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final MND. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level.
- Provide electric vehicle (EV) charging stations (see the discussion below regarding EV charging stations).
- Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel.
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NO_x impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040

⁹ Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/FileName/000000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).

Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)¹⁰. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the Lead Agency require the Proposed Project and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations. Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should be appropriately sized to allow for future expanded use.

- Design the Proposed Project such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
- Design the Proposed Project such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.
- Establish overnight parking within the Proposed Project where trucks can rest overnight.
- Establish area(s) within the Proposed Project site for repair needs.
- Develop, adopt, and enforce truck routes both in and out of city, and in and out of facilities.

Additional mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Final MND may include the following:

- 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.
- Maximize the planting of trees in landscaping and parking lots.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Use of water-based or low VOC cleaning products that go beyond the requirements of SCAQMD Rule 1113.

SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities

Since the Proposed Project would include demolition of a 3,800-square-foot building, which was built in 1953¹¹, asbestos may be encountered during demolition. As such, SCAQMD staff recommends that the Lead Agency include a discussion to demonstrate compliance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation¹², in the Air Quality section of the Final MND.

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 the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There

¹⁰ Southern California Association of Governments. Final 2016 RTP/SCS. Accessed at: <http://scagrtpscsc.net/Pages/FINAL2016RTPSCS.aspx>.

¹¹ MND. Page 21 of 39.

¹² South Coast Air Quality Management District. Rule 1403. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf>.

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 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 me at lsun@aqmd.gov if you have any questions regarding the enclosed comments.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

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