



# South Coast Air Quality Management District

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SENT VIA E-MAIL AND USPS:

July 10, 2019

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## **Mitigated Negative Declaration (MND) for the Proposed ENV-2018-6903: 10810 West Vanowen Street Project**

South Coast Air Quality Management District (South Coast AQMD) 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.

### South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to demolish a 42,380-square-foot storage warehouse and build a 160,277-square-foot storage warehouse on 2.05 acres (Proposed Project). The Proposed Project would also include 40 parking spaces, 10 of which would be electric vehicle (EV) charging stations<sup>1</sup>. The Proposed Project is located at 10810 West Vanowen Street on the southwest corner of Vanowen Street and Riverton Avenue in the community of North Hollywood-Valley Village. Construction of the Proposed Project is expected to occur over 11 months<sup>2</sup> and be completed by mid-2022<sup>3</sup>. Construction of the Proposed Project is expected to generate 193 haul truck trips<sup>4</sup>.

### South Coast AQMD Staff's Summary of Air Quality Analysis

In the Air Quality Analysis section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to South Coast AQMD's recommended regional and localized air quality CEQA significance thresholds. Based on the analysis, the Lead Agency found that the Proposed Project's construction and operational air quality impacts would be less than significant, without the implementation of any air quality mitigation measures<sup>5</sup>.

### South Coast AQMD Staff's Comments

Upon review of Appendix A: *Air Quality Technical Study*, South Coast AQMD staff found that the Lead Agency quantified the Proposed Project's construction emissions by assuming that the Lead Agency would require the use of Tier 3 construction equipment during construction<sup>6</sup>. However, the Lead Agency did not discuss the use of Tier 3 construction equipment as either a project requirement or mitigation measure for the Proposed Project in the MND. To be consistent with the modeling assumption, and to further reduce the Proposed Project's construction emissions, South Coast AQMD staff recommends that the Lead Agency require the use of Tier 4 construction equipment and include this as either a project requirement or mitigation measure in the Final MND. Please see the attachment for more information. The attachment also includes a list of potential mitigation measures as resources to further reduce the Proposed Project's construction emissions that the Lead Agency should consider and incorporate in the Final MND.

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<sup>1</sup> MND. Page 15.

<sup>2</sup> MND. Appendix A, *Air Quality Technical Study*. CalEEMod Summer Run, 3.0 Construction Detail. PDF Page 89.

<sup>3</sup> MND. Page 19.

<sup>4</sup> MND. Page 77.

<sup>5</sup> *Ibid*. Page 27.

<sup>6</sup> *Ibid*. Appendix A, *Air Quality Technical Study*. CalEEMod Summer Run, 1.3 User Entered Comments & Non-Default Data. PDF Page 86.

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 South Coast AQMD 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, informative, or useful to decision makers and the public who are interested in the Proposed Project. Further, when the Lead Agency makes the finding that the recommended mitigation measures are not feasible, the Lead Agency should describe the specific reasons for rejecting them in the Final MND.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Robert Dalbeck, Assistant Air Quality Specialist, at [RDalbeck@aqmd.gov](mailto:RDalbeck@aqmd.gov) or (909) 396-2139, should you have any questions.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

Attachment

LS:RD

LAC190702-08

Control Number

## ATTACHMENT

### **Project Requirements or Mitigation Measures**

1. Upon review of Appendix A: *Air Quality Technical Study*, South Coast AQMD staff found that the Lead Agency modeled the use of Tier 3 construction equipment as an air quality modeling assumption<sup>7</sup>. However, it did not appear that the Lead Agency included this modeling assumption as a requirement in the main body of the MND or Air Quality Technical Study. To be consistent with the modeling assumption, and to further reduce the Proposed Project's NOx emissions during construction, South Coast AQMD staff recommends that the Lead Agency incorporate the following mitigation measure to require the use of Tier 4 construction equipment in the Final MND. To ensure that off-road construction equipment used will meet or exceed Tier 4 off-road engine emission standards during construction, South Coast AQMD staff recommends that the Lead Agency incorporate this requirement as a project design feature, mitigation measure, or condition of approval for the Proposed Project in the Air Quality Section of the Final MND, rather than a mere modeling assumption in CalEEMod.

#### *Tier 4 Off-Road Diesel-Powered Construction Equipment and Enforceability*

- a. Require the use of off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during construction of the Proposed Project. Such equipment will be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel Particulate Filters (DPFs). Level 3 DPFs are capable of achieving at least 85 percent reduction in particulate matter emissions<sup>8</sup>. A list of CARB verified DPFs are available on the CARB website<sup>9</sup>.
- b. To ensure that Tier 4 construction equipment or better will be used during the Proposed Project's construction, South Coast AQMD 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 CARB or South Coast AQMD operating 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.
- c. In the event that construction equipment cannot meet the Tier 4 engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 3 emissions standards, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Proposed Project, using cleaner vehicle fuel, and/or limiting the number of individual construction project phases occurring simultaneously. If alternative strategies are going to be used to mitigate the Proposed Project's construction emissions, they should be included as project

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<sup>7</sup> *Ibid.*

<sup>8</sup> California Air Resources Board. November 16-17, 2004. *Diesel Off-Road Equipment Measure – Workshop*. Page 17. Accessed at: [https://www.arb.ca.gov/msprog/ordiesel/presentations/nov16-04\\_workshop.pdf](https://www.arb.ca.gov/msprog/ordiesel/presentations/nov16-04_workshop.pdf).

<sup>9</sup> *Ibid.* Page 18.

requirements or mitigation measures in the Final MND, rather than mere modeling assumptions or parameters.

### **Additional Recommended Mitigation Measures**

2. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse impact. To further reduce the Proposed Project's construction air quality impacts, South Coast AQMD staff has compiled a list of recommended mitigation measures as suggested resources and guidance to the Lead Agency that should be reviewed for incorporation in the Final MND. For more information on potential mitigation measures as guidance to the Lead Agency, please visit South Coast AQMD's CEQA Air Quality Handbook website<sup>10</sup>.
  - a. Require the use of zero-emission or near-zero emission heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, require that operators of heavy-duty haul trucks utilized during construction commit to using 2010 model year<sup>11</sup> or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include analyses to evaluate and identify sufficient power available for zero-emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections of the Final MND, where appropriate. Require the Proposed Project to maintain records of all trucks visiting the Proposed Project and make these records available to the Lead Agency upon request. The records will serve as evidence to prove that each truck visiting the Proposed Project meets the minimum 2010 model year engine emission standards. The Lead Agency should conduct regular inspections of the records to the maximum extent feasible and practicable to ensure compliance with this mitigation measure.
  - b. Maintain vehicle and equipment maintenance records for off-road diesel-powered equipment and on-road haul trucks visiting the Proposed Project. All engines must be maintained in compliance with the manufacturer's recommended maintenance schedule. A minimum of two years of maintenance records for each vehicle and off-road equipment unit should remain on-site for periodic inspection by the Lead Agency.
  - c. Enter into a contract that notifies all engine operators that vehicle idling time will be limited to no longer than five minutes or another time-frame as allowed by the California Code of Regulations, Title 13 section 2485 – CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. For any vehicle that is expected to idle longer than five minutes, the Lead Agency should require the vehicle's operator to shut off the engine. To further ensure that drivers understand the vehicle idling requirement, post signs at the entrance of the landfill and throughout the site stating that idling longer than five minutes is not permitted.
  - d. Encourage construction contractors to apply for South Coast AQMD "SOON" funds. The "SOON" program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. More information on this program can be found at South Coast AQMD's website: <http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines>.

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<sup>10</sup> South Coast AQMD. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

<sup>11</sup> The CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulations is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.html>.