



South Coast Air Quality Management District

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SENT VIA E-MAIL AND USPS:

June 25, 2019

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Draft Environmental Impact Report (Draft EIR) for the Proposed Creek at Dominguez Hills Project (SCH No.: 2018081078)

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 EIR.

South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to construct 509,500 square feet of recreation, health, fitness, and wellness uses on 87 acres (Proposed Project). The Proposed Project is located at 340 Martin Luther King, Jr. Street on the northwest corner of East Del Amo Boulevard and South Avalon Boulevard within the City of Carson. Construction of the Proposed Project will last 18 months, beginning in July 2019 with an anticipated completion date of November 2020¹. The Proposed Project will incorporate design features such as Energy Star rated appliances, high-efficiency lightbulbs, and U.S Green Building Code cool roof standards². Sensitive receptors are located within 150 feet of the Project Proposed³.

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 emissions and compared those emissions to South Coast AQMD's recommended regional and localized air quality CEQA significance thresholds. Based on the analyses, the Lead Agency found that the Proposed Project's regional construction VOC and NOx emissions would exceed South Coast AQMD's regional construction air quality CEQA significance thresholds at 96 pounds per day (lbs/day) and 653 lbs/day, respectively⁴. With the implementation of Mitigation Measures (MM)-AQ-1 and MM-AQ-2, the Proposed Project's regional construction NOx emissions would be reduced from 653 lbs/day to 386 lbs/day⁵. Additionally, implementation of MM AQ-3 would reduce regional construction VOC emissions from 96 lbs/day to 46 lbs/day⁶. MM-AQ-1 through MM-AQ-3⁷ require off-road construction equipment that meets Tier 4 emission standards, as available, a Fugitive Dust Plan to demonstrate compliance with South Coast AQMD Rule 403 – Fugitive Dust⁸, and Super-Compliant architectural coatings that meet a VOC standard of 10 grams per liter. The Lead Agency also found that operational NOx emissions will be significant and unavoidable at 155 lbs/day, with the implementation of MM-AQ-4 and MM-AQ-5, which

¹ Draft EIR. Section 4.2 Air Quality. Page 4.2-27 through 4.2-28.

² *Ibid.* Section 1 Summary. Pages 1-11 through 1-12.

³ *Ibid.* Section 4.2 Air Quality. Page 4.2-8.

⁴ *Ibid.* Page 4.2-30.

⁵ *Ibid.* Page 4.2-48.

⁶ *Ibid.*

⁷ *Ibid.* Pages 4.2-44 through 4.2-47.

⁸ South Coast AQMD. Rule 403 – Fugitive Dust. Accessed at: <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>.

include transit-oriented design features and preferential parking for clean air vehicles⁹. Additionally, the Lead Agency discussed South Coast AQMD Rules specific to the Proposed Project, such as Rule 402 – Nuisance¹⁰, 1403 – Asbestos Emissions from Demolition/Renovation Activities¹¹, Rule 1150 – Excavation of Landfill Sites¹², Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil¹³, and Rule 1466 - Control of Particulate Emissions from Soils with Toxic Air Contaminants¹⁴.

South Coast AQMD's 2016 Air Quality Management Plan

On March 3, 2017, South Coast AQMD's Governing Board adopted the 2016 AQMP¹⁵, which was later approved by the California Air Resources Board (CARB) on March 23, 2017. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment.

South Coast AQMD Staff's General Comments

As described in the 2016 AQMP, achieving NOx emissions reductions in a timely manner is critical to attaining the National Ambient Air Quality Standard (NAAQS) for ozone before the 2023 and 2031 deadlines. South Coast AQMD is committed to attaining the ozone NAAQS as expeditiously as practicable. The Proposed Project plays an important role in contributing to additional NOx emissions during the 18-month construction period and operations thereafter. Therefore, South Coast AQMD staff recommends that the Lead Agency revise the existing MM-AQ-5 and incorporate additional recommended mitigation measures in the Final EIR to further reduce the Proposed Project's NOx emissions. Please see the attachment for more information.

South Coast AQMD Rules and Regulations

Since the Proposed Project will be developed on a former Class II municipal solid waste landfill site¹⁶, it is recommended that the Lead Agency consult with South Coast AQMD's Engineering and Permitting staff to determine applicable South Coast AQMD rules and regulations, in addition to those already discussed in the Draft EIR, and permits or plans that should be discussed in the Air Quality Section of the Final EIR. If implementation of the Proposed Project requires an air permit from South Coast AQMD, the Final EIR should identify South Coast AQMD as a Responsible Agency for the Proposed Project. Questions on permits and applicable South Coast AQMD rules can be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385. If there is any information in the permitting process suggesting that the Proposed Project would result in significant adverse air quality impacts not analyzed in the Final EIR or substantially more severe air quality impacts than those analyzed in the Final EIR, the Lead Agency should commit to reevaluating the Proposed Project's air quality and health risks impacts

⁹ *Ibid.* Pages 4.2-46 through 47.

¹⁰ South Coast AQMD. Rule 402 – Nuisance. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>

¹¹ South Coast AQMD. Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf>

¹² South Coast AQMD. Rule 1150 – Excavation of Landfill Sites. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1150.pdf>

¹³ South Coast AQMD. Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>

¹⁴ South Coast AQMD. Rule 1466 - Control of Particulate Emissions from Soils with Toxic Air Contaminants. Accessed at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf?sfvrsn=19>.

¹⁵ South Coast AQMD. March 3, 2017. *2016 Air Quality Management Plan*. Accessed at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

¹⁶ Draft EIR. Section 3 Project Description. Pages 3-3 through 3-5.

through a CEQA process (CEQA Guidelines Section 15162). For more general information on permits, please visit SCAQMD's webpage at: <http://www.aqmd.gov/home/permits>.

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail 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 will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project. Further, when the Lead Agency makes the finding that the recommended revision to existing MM-AQ-5 and additional mitigation measures are not feasible, the Lead Agency should describe the specific reasons for rejecting them in the Final EIR (CEQA Guidelines Section 15091).

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 Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

Attachment

LS:AM

LAC190516-01

Control Number

ATTACHMENT

Recommended Revisions to Existing MM-AQ-5

1. The Lead Agency has committed to implementing MM-AQ-5, which requires that the Proposed Project will develop up to two percent of available parking spaces for on-site electric vehicle (EV) charging stations. South Coast AQMD staff recommends that the Lead Agency commit to developing at least five percent of the available parking spaces for on-site EV charging station. This recommendation will further reduce the Proposed Project's operational NOx emissions, and facilitate the achievement of the 2016 AQMP's goals and timelines for attaining NAAQS for ozone by promoting the use of the lowest emission technologies such as EV at the Proposed Project. It will also facilitate the implementation of nonresidential mandatory measures of the California Buildings Standards (Title 24, Part 11) regarding EV charging stations or designated spaces capable of supporting future charging stations based on the total number of actual parking spaces¹⁷. Therefore, South Coast AQMD staff recommends that the Lead Agency include the following revisions to MM-AQ-5 in the Final EIR.

MM-AQ-5

The proposed project shall provide circuitry and capacity for installation of electric vehicle (EV) charging stations consistent with the County of Los Angeles criteria. The proposed project shall develop up to ~~2%~~ 5% of the available parking spaces on site as EV charging stations.

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 air quality impacts. To further reduce the Proposed Project's significant and unavoidable air quality impacts from NOx emissions during construction and operation, South Coast AQMD staff recommends the following mitigation measures as suggested resources and guidance that the Lead Agency should review for incorporation in the Final EIR.

Mitigation Measures for Construction Air Quality Impacts

- The Proposed Project will include an estimated 2,396 vendor trips and 29,000 haul trips during construction¹⁸, contributing to the Proposed Project's significant and unavoidable construction NOx emissions. Therefore, South Coast AQMD staff recommends that the Lead Agency require the use of zero-emission (ZE) or near-zero emission (NZE) on-road construction haul trucks (e.g., material delivery trucks and soil import/export) such as heavy-duty trucks with natural gas engines that meet the California Air Resources Board (CARB)'s adopted optional NOx emission standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), or at a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year¹⁹. When requiring ZE or NZE on-road haul trucks, the Lead Agency should include analyses to evaluate and identify sufficient power and supportive infrastructure available for ZE/NZE trucks in the Energy and Utilities and Service Systems Sections of the Final EIR, where appropriate.

¹⁷ For a nonresidential development with 201 spaces or more, 6% percent of total parking spaces are required to be equip with EV. 2016 California Green Building Standards Code California Code of Regulations, Title 24, Part 11. *California Building Standards Commission*. January 1, 2017. Page 35. Accessed at: https://www.ladbs.org/docs/default-source/publications/code-amendments/2016-calgreen_complete.pdf.

¹⁸ *Ibid.* Page 4.2-28 through 29.

¹⁹ CARB adopted the statewide On-Road 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 here: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

To monitor and ensure ZE, NZE, or 2010 model year trucks are used at the Proposed Project, the Lead Agency should require that operators maintain records of all trucks associated with the Proposed Project's construction and make these records available to the Lead Agency upon request. The records will serve as evidence to prove that each truck called to the Proposed Project during construction meets the minimum 2010 model year engine emission standards. Alternatively, the Lead Agency should require periodic reporting and provision of written records by contractors, and conduct regular inspections of the records to the maximum extent feasible and practicable.

- 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>.

Mitigation Measures for Operational Air Quality Impacts

- Provide incentives for vendors and material delivery trucks that would be visiting the commercial uses of the Proposed Project to encourage the use of ZE or NZE trucks during operation, 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, incentivize the use of 2010 model year²⁰. 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 EIR, where appropriate.
- Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.
- Require the use of electric or alternatively fueled sweepers with HEPA filters.
- Maximize the planting of trees in landscaping and parking lots.

²⁰ *Ibid.*