



South Coast Air Quality Management District

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June 7, 2005

Mr. Ralph G. Appy, Ph.D.
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

**Draft Environmental Impact Report (Draft EIR) for the Proposed Port Police
Headquarters, California Maritime Center, and Charter High School**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD also appreciates the additional time allowed to review the Draft EIR for the proposed project and provide comments. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS:GM

LAC050421-02
Control Number

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1. On page 3.5-2 of the Draft EIR, the lead agency lists in Table 3.5-1 Sites of Environmental Significance within 1 Mile of the Project Site. In Table 3.5-1, four sites are located less than a quarter mile from the proposed site, which includes at the proposed site, a sensitive receptor, Charter High School. In the Description of Problem and Status in Table 3.5-1, it is recommended that the lead agency include additional detail as follows:
 - a. Port of Los Angeles, Berth 174: a description, schedule, resolution of the remedial work plan, i.e. has the soil been removed, treated, or what is the lead agency's plan to remove the soil, etc.; a description of the contaminate(s) in the soil; the current status of concentration(s) in the soil; and what determination the lead agency has made whether the impact(s) is(are) significant. The lead agency should also clarify what the lead agency means by stating that the Department of Toxic Substances Control (DTSC) "has recommended no further action" (was the soil removed or treated so there is no risk to the proposed site, etc.).
 - b. Pacific Bell: It is unclear whether there is a new leak at the site, and further the origin or extent of the leak. If there is a new leak, the lead agency should describe the status of the leak (the contaminate(s) in the soil and the current level(s) of concentration(s) in the soil), whether the leak is being remediated, and whether the leak is significant.
 - c. Town Gas Plant San Pedro: The lead agency should clarify the current soil condition, describe if any further hazardous impacts exist, and if no hazardous impacts exist, whether the land is ready for safe-redevelopment. The agency should also clarify what is a deed notice, and if not fully mitigated, whether the hazards impact(s) is (are) significant.
 - d. Thrifty #264: The lead agency should discuss the current level(s) of concentration in the soil and whether further radiation action is necessary. The discussion could include whether the impact(s) is (are) significant.

The reason this information is important is that it provides information on whether these sources have the potential to emit hazardous air pollutants that may adversely affect the health of students attending the Charter High School. Potential impacts should be discussed and a determination of health impacts to students should be made in the Final EIR (see comment #1).

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2. To reduce construction air quality impacts to below the relevant significance thresholds, the lead agency requires mitigation measure MM AQ-1, which includes using diesel equipment built in 1996 or later, restricting on-road machinery to pieces equipped with exhaust gas recirculation, and using aqueous diesel fuel in all off-road machinery. It is recommended that the lead agency investigate the availability of aqueous diesel fuel and off-road mobile sources equipped with EGR and diesel particulate filters and indicate the availability of these technologies in the Final EIR. Currently, the availability of these technologies is relatively limited, so they may not be available for use by the project proponent. Based on the possibility that technologies to mitigate mobile source emissions may not be available, the lead agency needs to document their availability or a more conservative approach would be to turn off these mitigation measures and not take credit for control efficiencies associated with them.

3. The analysis regarding construction emissions shows construction emissions for demolition of both the 260 5th Street site and the 320 Centre Street site and construction of facilities during the year 2008 would be less than significant and construction emissions during the years 2006 and 2007 can be mitigated to less than significance. These impacts refer, however, to regional significance thresholds. Given that the site includes a charter high school onsite and that students will begin attending the charter high school beginning with the school year 2005-2006 (Table 2-2 on page 2-7), a localized air quality analysis may be warranted to ensure that the students are not adversely affected by the construction activities that are occurring in close proximity. SCAQMD guidance for performing a localized air quality analysis can be found at the following web address:
<http://www.aqmd.gov/ceqa/handbook/LST/LST.html> .