



South Coast Air Quality Management District

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SENT VIA E-MAIL AND USPS:

May 2, 2018

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Mitigated Negative Declaration (MND) for the Proposed 1000-1034 S. Hill St. & 220-226 W. Olympic Blvd. (ENV-2016-4711)

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 existing parking lot and construct a 658,021-square-foot building with 700 residential units and subterranean parking on 1.16 acres (Proposed Project). The Proposed Project will also include 86,976 square feet of open space. Construction is expected to take 30 months to complete¹.

SCAQMD Staff's Comments

CEQA requires that all feasible mitigation measures go beyond what is required by law to minimize any significant adverse impacts. While the Proposed Project's NO_x emissions during the grading and excavation phase were found to be at 99.06 pounds per day (lbs/day)², which were slightly below SCAQMD air quality CEQA significant threshold for NO_x at 100 lbs/day, the NO_x emissions may still become a substantial impact over the 146-day grading period³. Therefore, SCAQMD staff recommends that the Lead Agency incorporate the following recommended mitigation measures in the Final MND. The recommended mitigation measures should be included in applicable bid documents or contract specification with contractors for the Proposed Project. Successful contractor(s) must demonstrate the ability to supply such equipment. In addition, the Lead Agency should require periodic reporting and provision of written documents by contractors to prove and ensure compliance.

Tier 4 Construction Equipment or Level 3 Diesel Particulate Filters

To further reduce NO_x emissions during the grading and excavation construction phase and minimize their impacts on nearby residents, SCAQMD staff recommends that the Lead Agency use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction. Such equipment will be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least 85

¹ MND. Page II-26.

² MND. Table III-1. Page III-8.

³ MND. Appendix A, *Air Quality Modeling Worksheets*. Page 7 of 32.

percent reduction in in particulate matter emissions⁴. A list of CARB verified DPFs are available on the CARB website⁵. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. 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.

Diesel-Fueled Trucks with 2010 Model Year Engines

To further reduce the impacts of NOx emissions during the grading and excavation construction phase, the Lead Agency should require the use of diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction. If the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible supported by substantial evidence in the record, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum.

Closing

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 the comment 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 the public who are interested in the Proposed Project.

SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov if you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA-IGR

Planning, Rule Development & Area Sources

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LAC180412-05

Control Number

⁴ 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.

⁵ *Ibid*. Page 18.