



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

E-MAILED: October 27 ,2010

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Ms. Sabra White, [mlkmasterplan@gmail.com](mailto:mlkmasterplan@gmail.com)  
County of Los Angeles, Chief Executive Office  
Kenneth Hahn Hall of Administration  
500 West Temple Street, Room 754  
Los Angeles, CA 90012

**Draft Environmental Impact Report (Draft EIR) for the Proposed Martin Luther King, Jr. Medical Center Campus Redevelopment Project (SCH #2010031040)**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD would also like to thank the lead agency for the additional time to submit comments. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

The AQMD staff is concerned that construction air quality impacts may be underestimated. Specifically, onsite emissions from excavation activity are not included for Tier I and the emissions from Tier I and Tier II construction activities that could overlap between 2011 and 2014 were not presented as combined impacts. AQMD staff has recommended additional mitigation measures to address these and other air quality impacts. Details regarding these comments are included in the attachment.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The AQMD staff is available 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,

A handwritten signature in black ink that reads "Ian V. MacMillan".

Ian MacMillan  
Program Supervisor  
Planning, Rule Development & Area Sources

IM:GM  
LAC100831-03  
Control Number

### **Air Quality Analysis - Construction**

1. On page 2-29 in the project description, the lead agency describes a potential construction scenario that would cause Tier I and Tier II construction activities to overlap between 2011 and 2014. The AQMD staff recommends that the Final EIR include these combined Tier I and Tier II emission estimates that overlap and then compare those emission estimates with the applicable thresholds of significance. Otherwise, the separate Tier I and Tier II construction emission estimate tables shown in the Draft EIR will not reflect the total air quality impacts that will occur during the overlapping construction activity period.
2. On page 2-28 of the project description, the lead agency describes grading activities during Tier I of the proposed project that include excavation and export of approximately 40,000 cubic yards of soil but uses the default level in the URBEMIS 2007 computer modeling to estimate onsite diesel and fugitive dust emissions. Since the default level in the URBEMIS2007 program does not account for the fugitive dust from off-road emissions from the specified soil excavation activities, it appears that the lead agency did not account for these emission sources in the Draft EIR. These emission impacts should be quantified and included in the Final EIR along with the methodologies, equations and emission factors used to estimate these emissions.
3. In the Air Quality Section starting on page 3.2-14 in the Draft EIR, the lead agency discusses its localized significance thresholds (LST) analysis and determines in the narration on pages 3.2-18 and 3.2-20 that construction localized impacts have the potential to exceed LST levels for NOx during Tier I and for NOx, PM10 and PM2.5 during Tier II. The estimated numerical concentrations based on dispersion modeling, however, are only found in tables in the Air Quality and Greenhouse Gas Emissions Technical Impact Report and in Appendix C (SCAQMD Sample List Spreadsheets). The AQMD staff recommends these emission results be brought forward into Section 3.2, added in the narration or placed in tables in the Final EIR, similar to the numerical estimates shown for regional construction and operational air quality impacts. This should be done to provide to the public a clear disclosure of the severity of air quality impacts.
4. On page 3.2-16, the AQMD staff recommends the following wording in the Final EIR, "...In addition, should any contamination be found to be present in the soils in the area exposed after demolition, excavation or other soil disturbance that has the potential to be classified as a hazardous waste, (e.g., petroleum hydrocarbons, etc.), construction shall stop and appropriate health and safety procedures and agency coordination shall be undertaken prior to continuing work on site. This would include compliance with AQMD Rule 1166 - Volatile Organic Compound Emissions from Decontamination of Soil.

### **Mitigation Measures – Construction**

5. Because the lead agency has determined that construction air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for particulate matter (PM10 and PM2.5), oxides of nitrogen (NOx) and for volatile organic compounds (VOC), the AQMD staff recommends that the lead agency consider the following changes (in underline and ~~strikeout~~) and additional mitigation measures. These edits should be considered in addition to those measures listed in the Air Quality Section of the Draft EIR starting on pages 3.2-24 to further reduce project construction air quality impacts, if applicable and feasible.

#### Recommended Changes:

##### *Measure Air-1 (Tier I and Tier II)*

“...Prior to advertising for construction bids for each element, the plans and specifications shall be reviewed by the lead agency to ensure that the plans and specifications for each element of the project include the requirement for the construction contractor to ensure that soil shall be moistened not more than 15 minutes prior to the daily commencement of soil-moving activities and three times a day, or four times a day under windy conditions (when wind exceeds 25 miles per hour as instantaneous gusts), in order to maintain a soil moisture content of 12 percent, as determined by American Society for Testing and materials method D-2216, or other equivalent method approved by the U.S. Environmental Protection Agency...”

##### *Measure Air-3 (Tier I)*

Discontinuing Tier I construction activities that occur on unpaved surfaces during windy conditions (when wind exceed 25 miles per hour as instantaneous gusts) shall be required to avoid fugitive dust emissions, ensure compliance with current air quality standards, and avoid contributions to cumulative increases in criteria pollutants. Prior to advertising for construction bids for each element, the plans and specifications shall be reviewed by the lead agency to ensure that the plans and specifications for each element of the project include the requirement for the construction contractor to cease construction activities that occur on unpaved surfaces during periods when winds exceeds 25 miles per hour as instantaneous gusts.

##### *Measure Air-4*

“...Prior to advertising for construction bids for each element of the project, the lead agency shall ensure that the plans and specifications for each element include the requirement for the construction contractor to ensure that the track-out shall not extend 25 feet or more from an active operation and that it would be removed

at the conclusion of each workday. Street sweepers should also comply with SCAQMD Rules 1186 and 1186.1 and use reclaimed water, if available.”

*Measure Air-9 (Tier I and Tier II)*

- ~~All diesel engines used during Tier I for construction activities for the project that are not registered under California Air Resources Board’s Statewide Portable Equipment Registration Program and have a rating of 50 horsepower or more, shall meet, at a minimum, the Tier 2 California Emission Standards for Off road Compression Ignition Engines as specified in California Code of Regulations, Title 13, section 2423(b)(1) unless that such engine is not available for a particular item of equipment. In the event a Tier 2 engine is not available for any diesel engine larger than 50 horsepower, that engine shall be equipped with retrofit controls that would provide nitrogen oxide and particulate matter emissions that are equivalent to a Tier 2 engine. All equipment shall be turned off when not in use. Engine idling of all equipment used during both construction and operation/maintenance shall be minimized and/or limited to no more than five minutes in accordance with state law. All equipment engines shall be maintained in good operating condition and in proposed tune per manufacturers’ specification. Prior to advertising for construction bids for each element of the project, the lead agency shall ensure that the plans and specifications for each element of the project include the requirement for the construction contractor to ensure the construction equipment meet the aforementioned criteria. Require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to the following:~~
- April 1, 2010, to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where

available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

#### Recommended Additions for Tier I and Tier II:

- Replace ground cover in disturbed areas as quickly as possible;
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% ;
- Use required coatings and solvents with a VOC content lower than required under Rule 1113;
- Construct/build with materials that do not require painting; and
- Use pre-painted construction materials.

For additional measures to reduce emissions from off-road construction equipment, refer to the mitigation measure tables located at the following website:  
[www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html).

#### **Mitigation Measures - Operations**

6. Because the operational regional air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for volatile organic compounds (VOC), nitrogen oxide (NOx), carbon dioxide (CO) and particulate matter (PM10), the AQMD staff recommends that the lead agency consider adding the following mitigation measures to further reduce operational air quality impacts from the project, if applicable and feasible:

#### Recommended Additions:

- Improve traffic flow by signal synchronization;
- Restrict operation to alternative fueled shuttle buses, if part of the lead agency's own fleet, using fuels such as compressed natural gas or restrict the operation to "clean" buses, such as 2010 compliant vehicles;
- Require all vehicles and equipment to be properly tuned and maintained according to manufacturers' specifications;
- Provide services that promote ridesharing for car and vanpools;
- Provide charging stations for alternate technology vehicles;

- Provide preferred parking for carpools, vanpools or alternative technology vehicles;
- Provide alternative energy sources onsite; and
- Electrify service equipment at services facilities.