



South Coast Air Quality Management District

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E-MAILED: SEPTEMBER 13, 2013
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September 13, 2013

Mr. Richard Ayala, Senior Planner
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303 East "B" Street
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Review of the Draft Environmental Impact Report (Draft EIR) for the Proposed Grand Park Specific Plan/PSP12-001

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 EIR, as appropriate.

Based on the project description, the lead agency proposes to construct a master planned community on 320 gross acres that will include up to 1,327 dwelling units (single-family residential attached and detached homes as well as multi-family residences), an elementary school, a high school, a park, infrastructure and other uses. Construction will occur in five phases starting in 2014 with buildout planned for 2030.

The SCAQMD staff requests that additional feasible mitigation measures be incorporated into the Final EIR. Because the lead agency has determined that project air quality impacts exceed the SCAQMD recommended daily significance thresholds for localized and regional air quality impacts for construction and operations, the SCAQMD recommends changes and additions to the mitigation measures proposed by the lead agency in the Draft EIR. Details are included in the attachment.

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, 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 the enclosed comments.

Mr. Richard Ayala,
Senior Planner

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September 13, 2013

Sincerely,

A handwritten signature in black ink that reads "Ian V. MacMillan". The signature is written in a cursive style with a large initial "I" and "M".

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:GM

SBC130806-04
Control Number

Revisions and Additional Mitigation Measures

- In the Draft EIR, the lead agency has determined that project impacts exceed the SCAQMD recommended daily significance thresholds for localized and regional construction air quality impacts, as well as for regional operations. Pursuant to CEQA Guidelines §15126.4, the SCAQMD recommends the following changes and additional mitigation measures in addition to the measures included in the Draft EIR starting on page IV.C-46 in order to reduce those impacts. Finally, the lead agency cites compliance with SCAQMD Rule 403 – Fugitive Dust in the Draft EIR. Since complying with a rule, regulation, law, etc., should not be considered as mitigation if it is required, the lead agency should include how the lead agency will comply with Rule 403 in the Final EIR. The final document should include those measures from the cited rule, regulation, etc., showing how the lead agency will comply with that rule, regulation, etc

MM AQ-1

~~a) Prior to the year 2017, off-road diesel-powered construction equipment greater than 50 horsepower shall meet or exceed United States Environmental Protection Agency (EPA) Tier 3 off-road emissions standards.~~

~~b) In the year 2017 and after, off-road diesel-powered construction equipment greater than 50 horsepower shall implement one of the following: meet EPA Tier 4 emissions standards, meet EPA Tier 4 Interim emissions standards, or meet EPA Tier 3 standards with California Air Resources Board verified Level 3 filters to reduce 85 percent diesel particulate matter. If a good faith effort to rent equipment within 200 miles of the project has been conducted, the results of which are submitted to the City, but has been unsuccessful in obtaining the necessary construction equipment, then Tier 3 equipment can be used.~~

~~f) Onsite electrical hook ups to power grid shall be provided for electric construction tools including saws, drills and compressors, where feasible, to reduce the need for diesel powered electric generators.~~

Revised Wording to MM AQ-1

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
- Consistent with measures that lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles)¹ have

¹ For example see the Metro Green Construction Policy at:
http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf

enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:

- ✓ Project start, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 3 off-road emission 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 SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- ✓ Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website:
<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:
www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

- Use electricity from power poles rather than temporary diesel or gasoline power generators.

Additional Construction Mitigation Measures

- Construct or build with materials that do not require painting or use pre-painted construction materials.
- Limit the amounts of daily soil disturbance to the amounts analyzed in the Draft MND.
- All clearing, grading, earth-moving, or excavation activities shall cease when winds (as instantaneous gusts) exceed 25 miles per hour.

- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered.
- Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).
- Prohibit truck idling in excess of five minutes, on- and off-site.
- Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.
- Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces.
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replace ground cover in disturbed areas as quickly as possible.

Additional Operational Mitigation Measures - Energy Efficiency

- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.
- Require all lighting fixtures, including signage, to be the most energy efficient possible, require that new traffic signals have light-emitting diode (LED) bulbs, and require that light fixtures be energy efficient compact fluorescent and/or LED light bulbs. Where feasible use solar powered lighting.
- Use light colored paving and roofing materials.
- Use passive heating, natural cooling, solar hot water systems, and reduced pavement.
- Limit the hours of operation of outdoor lighting.
- Utilizing only Energy Star heating, cooling, and lighting devices, and appliances.
- Install light colored "cool" roofs and cool pavements.
- Require the use of electric/ energy efficient appliances (e.g. stoves).

Additional Operational Mitigation Measures – Transportation

- Provide electric car charging stations for residents (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs.
- Create local "light vehicle" networks, such as neighborhood electric vehicle (NEV) systems.