



South Coast Air Quality Management District
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January 30, 2009

Dr. Ralph G. Appy
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

Dear Dr. Appy:

Draft Environmental Impact Report
Wilmington Waterfront Development Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The location of the Wilmington Waterfront Development Project is in close proximity to terminals and is located in an area that is currently experiencing health risks in excess of 1,000 in a million.¹ The elevated health risk is primarily from diesel emissions from terminal related operations. The SCAQMD staff is concerned that the Project will attract people to an area that will increase their exposure to DPM emissions.

We understand the desire to create a recreational area for the surrounding community. However, as previously stated in our letter on April 11, 2008, the SCAQMD staff is concerned about a recreational development located in an area with an elevated exposure to diesel particulate emissions. According to the CARB *Air Quality and Land Use Handbook: A Community Health Perspective*, siting new sensitive land uses immediately downwind of Port operations should be avoided.² Furthermore, the CARB Handbook is critical of siting sensitive land use areas next to industrial facilities such as power plants, noting facility-specific information should be obtained and analyzed. If the lead agency moves forward with the approval of the Project, there should be continued implementation of the Ports' Clean Air Action Plan, in addition to all State and Federal programs to reduce DPM emissions and the resultant exposure to people that visit the proposed Project as well as the surrounding community.

The DEIR concludes that air quality impacts from the proposed project are significant and unavoidable during construction activities. In particular, in early 2011, peak daily construction emissions of NO_x are projected to exceed the significance threshold by nearly four times (maximum concurrent daily emissions of 398 lbs/day vs. 100 lb/day allowable threshold). In addition, emissions of PM₁₀ are also projected to exceed the significance threshold during

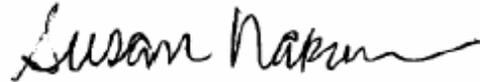
¹ California Air Resources Board. April 2006. "Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach."

² California Air Resources Board, April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at <http://www.arb.gov/ca/landuse.htm>.

February 2011. Attachment I identifies additional means to feasibly strengthen the mitigation measures that were identified for the proposed project.

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 appreciates the opportunity to comment on this important project. We look forward to working with the Port of Los Angeles on this and future projects. If you have any questions, please call me at (909) 396-3105.

Sincerely,

A handwritten signature in black ink that reads "Susan Nakamura". The signature is written in a cursive style with a long, sweeping underline.

Susan Nakamura
Planning Manager

Attachment

SN:EE:RG

LAC081209-13RG
Control Number

Attachment I
Additional Comments on the DEIR for
The Wilmington Waterfront Development Project

The following includes more detailed and specific comments on the Proposed Wilmington Waterfront Development Project.

Mitigation Measures

MM AQ-1: Harbor Craft Engine Standards

MM AQ-1 proposes that all harbor craft used during construction be repowered to meet the cleanest existing marine engine emission standards, or USEPA Tier 2. Where available, harbor craft will meet EPA Tier 3 standards or cleaner. MM AQ-1 gives several “outs” which allow the use of equipment which does not meet the cleanest emission standards. The SCAQMD staff feels that this mitigation measure should rely on the cleanest feasible technologies which become available during the construction phase of the proposed project. To the extent feasible, SCAQMD staff recommends that harbor craft engines meeting the proposed U.S. EPA Tier 4 marine engine standards be used when they become available.

MM AQ-3: Fleet Modernization for Onroad Trucks

MM AQ-3 requires that all on-road heavy-duty diesel trucks used during construction shall comply with EPA 2004 on-road PM emission standards until 12/31/11, and thereafter shall comply with EPA 2007 on-road standards. In addition, all on-road trucks shall be equipped with a CARB verified diesel emission reduction control strategy (VDECS) that will achieve Level 3 diesel emission reductions during construction. SCAQMD staff urges the lead agency to require as part of this mitigation measure, use of the cleanest available trucks, prior to 2011. Specifically, trucks used during construction should operate on engines with the lowest certified NOx emissions levels, but must meet at a minimum the 2007 NOx emission standards. It is also recommended that these requirements apply during circumstances where a piece of compliant equipment is on order and becomes available during the timeframe of construction.

MM AQ-4: Fleet Modernization for Construction Equipment

MM AQ-4 requires that prior to 2011, all off-road diesel-powered construction equipment greater than 50 horsepower meet Tier 2 non-road emission standards with CARB certified Level 3 emissions control device. However, construction equipment meeting Tier 3 emission standards has been available since 2006. SCAQMD staff recommends that MM AQ-4 be revised to require all construction equipment used prior to 2011 meet the cleanest off-road engine emission standard available: at a minimum, equipment meeting Tier 3 NOx emission standards, equipped with Level 3 CARB verified diesel emission control technology.

MM AQ-6 Best Management Practices (BMPs)

MM AQ-6 requires the use of nine BMP measures on construction equipment. SCAQMD staff recommends that the lead agencies consider adding the following additional BMP measures to further reduce construction air quality impacts from the project, if applicable and feasible:

- Use electricity from power poles rather than temporary diesel or gasoline power generators;
- Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow;

- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours, to the extent possible;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Configure construction parking to minimize traffic interference;