



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-mailed: February 5, 2010

February 5, 2010

Mr. Bill Jacobs, AICP
bjacobs@ci.irvine.ca.us
Principal Planner
City of Irvine
Community Development Department
PO Box 19575
Irvine, CA 92623-0575

Review of the Re-circulated Draft Environmental Impact Report (Draft EIR) for the Irvine Business Complex

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comment is intended to provide guidance to the lead agency and should be incorporated into the revised Draft or Final Environmental Impact Report (Draft or Final EIR) as appropriate.

The SCAQMD appreciates that the lead agency reviewed the California Air Resources Board's (CARB's) Air Quality Land Use Handbook: A Community Perspective, and that the lead agency has utilized some of the guidance offered by the handbook on siting incompatible land uses and "sensitive land uses" (e.g., residences, parks and medical facilities) near industrial sources, high traffic freeways and roads to design the proposed project. Specifically, the lead agency incorporated project design features (PDFs); PDF 2-1 through PDF 2-5 to minimize potentially significant health risk impacts to sensitive receptors. In addition to the above mentioned PDFs the SCAQMD recommends that the lead agency mitigate future project impacts by precluding the establishment of new sensitive land uses within the buffers recommended by CARB.

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 EIR. Further, staff is available to work with the lead agency to address these issues and any

other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

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

Attachment

IM:DG

ORC091228-04
Control Number

Air Quality Analysis and Mitigation Measures:

1. Siting Criteria and Future Project Planning

The SCAQMD staff recognizes the proposed project provides regional air quality benefits by increasing residential densities near employment and transportation centers. However, the proposed project is a mixed use overlay zone for select areas that allows for an Urban Neighborhood District and a Business Complex District. These overlay districts appear to allow residential uses to be placed in close proximity to industrial zones: This future juxtaposition may expose local residents to potentially significant sources of emissions.

The SCAQMD staff appreciates that the lead agency has reviewed CARB Air Quality and Land Use Handbook: A Community Perspective, and that the lead agency has utilized the guidance offered by the handbook on siting incompatible land uses and “sensitive land uses” (e.g., residences, parks and medical facilities) near industrial sources, high traffic freeways and roads to design the proposed project. Specifically, the lead agency incorporated project design features (PDF) 2-1 through 2-5 to address CARB’s recommended buffer distances between incompatible land uses. Given that the PDFs are intended to minimize the air quality impacts from the proposed project the SCAQMD staff recommends that the lead agency carefully examine all future projects subject to PDF 2-1 through PDF 2-5 and if potential significant impacts are identified (e.g., a health risk assessment identifies a risk greater than ten in one million), the lead agency should prepare the necessary CEQA document pursuant to the Public Resources Code 15168(c). Also, SCAQMD staff requests that pursuant to Section 15168(e) the lead agency place the SCAQMD on future notices of activity.

SCAQMD staff also notes that PDF 2-1 through PDF 2-5 rely heavily on the use of particulate filters placed in residential HVAC systems to mitigate air quality impacts from sources such as freeways. In general, these filters can be effective at reducing particulate pollution, yet have limited ability to remove gaseous pollutants. In addition, as these filters are used to control exposures indoors, there is still a concern for exposure during outdoor activities. Therefore, SCAQMD staff cautions the lead agency not to encroach upon the buffers specified by CARB for new sensitive land uses particularly if elevated health risks are determined.

2. Emission Calculations

On pages 5.2-18 and 5.2-20 of the Draft EIR the lead agency summarized the proposed project’s regional air quality impacts (i.e., Table 5.2-8: Sample Construction Phase Regional Emissions Scenario and Table 5.2-9: Post Year 2030 Operational Phase Regional Emissions); however, the criteria pollutant emissions values (i.e., NO_x, SO_x, VOC, CO, PM₁₀ and PM_{2.5}) in the URBEMIS2007 Model output sheets which are available in Appendix G of the Draft EIR do not reflect the emissions values reported in Tables 5.2-8 and 5.2-9. The SCAQMD staff requests that the lead agency explain the discrepancy between the emissions values mentioned above and provide the methodology used to calculate the project’s regional air quality impacts summarized on pages 5.2-18 and 5.2-20 in the revised Draft EIR or Final EIR.

3. Construction Equipment Mitigation Measures

Given that the lead agency's regional construction and operational air quality analysis demonstrates that the criteria pollutant emissions exceed the SCAQMD's daily significance thresholds for NOX, VOC, CO, PM10 and PM2.5, the SCAQMD recommends that the lead agency consider adding the following mitigation measures to further reduce air quality impacts from the project, if feasible:

NOx

- Prohibit all diesel trucks from idling in excess of five minutes, both on-site and off-site,
- Use alternative fueled off-road equipment,
- Use electricity from power poles rather than temporary diesel or gasoline power generators,
- Configure construction parking to minimize traffic interference,
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable,
- Reroute construction trucks away from congested streets or sensitive receptor areas, and
- Improve traffic flow by signal synchronization.

Fugitive Dust:

In addition to the above NOx mitigation measures, SCAQMD staff recommends modifying Mitigation Measure AQ-2a and AQ-2b for fugitive dust to include the following:

- Suspend all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 mph, and
- Pave road and road shoulders.

In addition to the above mitigation measures, SCAQMD staff recommends modifying PDF 2-6 as follows:

Applicants for new developments in the Irvine Business Complex shall require that the construction contractor utilize off-road construction equipment that conforms to Tier 3 of the United States Environmental Protection Agency, or higher emissions standards for construction equipment over 50 horsepower that are commercially available. The construction contractor shall be made aware of this requirement prior to the start of construction activities. Use of commercially available Tier 3 or higher off-road equipment, or:

- Year 2006 or newer construction equipment for engines rated equal to 175 horsepower (hp) and greater,

- Year 2007 and newer construction equipment for engines rated equal to 100hp but less than 175 hp, and
- 2008 and newer construction equipment for engines rated equal to or greater than ~~over 50hp horsepower~~ but less than or equal to 100hp.

The use of such equipment shall be stated on all grading plans. The construction contractor shall maintain a list of all operating equipment in use on the project site. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site.

The lead agency may also consider encouraging construction contractors to apply for SCAQMD “SOON funds. The “SOON” program provides up to \$60 million dollars 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>

4. Warehouse/Distribution Center Mitigation Measures:

The SCAQMD recommends that the lead agency consider adding the following mitigation measures to further reduce air quality impacts from the operation phase of the project, if feasible:

- Design the warehouse/distribution center such that entrances and exits discourage that trucks from traversing past neighbors or other sensitive receptors;
- Design the warehouse/distribution center such that any check-in point for trucks is well inside the facility property to ensure that there are no trucks queuing outside of the facility;
- Develop, adopt and enforce truck routes both for entering and leaving the city and in and out of facilities; keeping in mind common pedestrian routes, especially for schools;
- Establish area(s) within the facility for repair needs;
- Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas;
- Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride;
- Provide food options, fueling, truck repair and or convenience store on-site to minimize the need for trucks to traverse through residential neighborhoods;
- Re-route truck traffic by adding direct off-ramps for the truck or by restricting truck traffic on certain sensitive routes;
- Improve traffic flow by signal synchronization;
- Require or provide incentives for diesel particulate traps that meet CARB certified level 3 requirements; and
- Electrify service equipment at facility.