



South Coast Air Quality Management District

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

E-Mailed: September 21, 2012
tsteinkruger@ci.burbank.ca.us

September 21, 2012

Ms. Tracy Steinkruger
City of Burbank Planning and Transportation Division
150 N. Third Street
Burbank, CA 91502

Review of the Draft Environmental Impact Report (Draft EIR) for the Burbank 2035 Project

The South Coast Air Quality Management District (AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Also, AQMD staff appreciates your consideration of these comments after the end of the comment period. The following comment is intended to provide guidance to the lead agency and should be incorporated into the Final Environmental Impact Report (Final EIR) as appropriate.

Based on a review of the Draft EIR the AQMD staff recognizes the potential regional air quality benefits from the proposed project that facilitates new mixed land uses. However, given the potential health risk impacts from placing sensitive land uses (e.g., residential and park uses) within close proximity to significant emissions sources, such as the I-5 Freeway the AQMD staff encourages the lead agency to focus development of these sensitive land uses as far as possible from this source of emissions. Also, the lead agency should consider additional mitigation measures to minimize the project's significant regional construction and operations-related air quality impacts pursuant to Section 15126.4 of the California Environmental Quality Act (CEQA) Guidelines. Details regarding these comments are attached to this letter.

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 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, slightly slanted style.

Ian MacMillan

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

Attachment

IM:DG

LAC120803-05
Control Number

Siting Criteria and Performance Standards for Sensitive Land Uses

1. The AQMD staff recognizes that the proposed project may provide regional air quality benefits compared to “traditional” development through a mix of land uses that could reduce the overall vehicle miles traveled (VMT) in the region. However, the AQMD staff is concerned that the proposed project could pose significant health risk impacts to future residents from emissions sources that have not been quantified and disclosed in the Draft EIR. Specifically, the lead agency is proposing a mix of land uses including residential uses adjacent to the I-5 Freeway which is a prominent source of toxic air contaminants (TACs). Recent research has revealed that pollutants found in close proximity to freeways are associated with a variety of adverse health effects, independent of regional air quality impacts¹. These can include reduced lung capacity and growth²; cardiopulmonary disease³; increased incidence of low birth weight, premature birth, and birth defects⁴; and exacerbation of asthma⁵.

In Exhibit 3-3 of the Draft EIR the lead agency indicates that the specific plan would allow new high density residential units to be placed adjacent to the I-5 Freeway that carries over 177,000 vehicles per day. As a result, the AQMD staff recommends that the lead agency minimize TAC exposure to the project’s sensitive land uses by revising Mitigation Measure 4.3-5 as follows:

Mitigation Measure 4.3-5: *The City of Burbank shall modify Burbank2035 Implementation Program AQCC-4 as follows to address the potential for TAC impacts:*

Program AQCC-4: Health Risk Assessments for Stationary and Mobile Sources
Require project proponents to prepare health risk assessments in accordance with SCAQMD-recommended procedures as part of environmental review when projects could have associated air emissions that have been designated by the State of California as a toxic air contaminant or, similarly, by the federal government as a hazardous air pollutant.

Also require health risk assessments for projects that would place sensitive land uses near Bob Hope Airport, the UPRR rail line, or major freeways or arterials. (Major freeways, for these purposes, are those that carry more than 50,000 vehicles per day I-5 and SR 134.) ~~In general,~~ The City shall apply the ARB Air Quality and Land Use Handbook⁶ for recommendations on siting distances for sensitive or noxious uses. Site-specific analysis may include dispersion modeling and/or a health risk assessment, consistent with applicable guidance from SCAQMD. If required to reduce potentially significant impacts, the City shall require the applicant to identify and incorporate feasible mitigation measures. Such measures could include, but are not limited to: including tiered plantings of trees to reduce particulate

¹ “Special Report 17. Traffic-related air pollution: A critical review of the literature on emissions, exposure, and health effects”. Health Effects Institute, May 2009; 394 p.

² “Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study”. Gauderman WJ et al., Lancet, February 2007; 369 (9561): 571-7.

³ “Exposure to traffic and the onset of myocardial infarction”. Peters A et al., The New England Journal of Medicine, 351(17):1721-1730

⁴ Ritz B, et al. 2002 Ambient air pollution and risk of birth defects in Southern California. Am J Epidemiology, 155:17-25

⁵ McConnell R, et al. 2006. Traffic, susceptibility, and childhood asthma. Environ Health Perspectives 114(5):766-72

⁶ California Air Resources Board. April 2005. “Air Quality and Land Use Handbook: A Community Health Perspective.” Accessed at:<http://www.arb.ca.gov/ch/landuse.htm>

matter concentrations; installing air filtration systems to reduce ambient particulate matter concentrations, and locating air intakes and windows to reduce particulate matter exposure.

Also, if buffer zones recommended in the above mentioned Air Quality and Land Use Handbook are found to be infeasible, AQMD staff recommends that the lead agency quantify the potential severity of this health impact with a health risk assessment prior to approving the project. Should risks exceed AQMD significance thresholds, potential additional measures to consider are included in the Program EIR Appendix G (e.g., AQ-19) for the recently adopted RTP.

Greenhouse Gas Emissions Analysis

2. The Draft EIR utilizes draft thresholds presented by AQMD staff to determine potential significance of GHG impacts. The threshold used was chosen from the AQMD proposed tiered system (Tier 4) and is based on an efficiency target of 6.6 MT CO₂e/year per service population (residents + employees) in the year 2020. This draft AQMD threshold is partially based upon SB 375 targets. As such, there are two efficiency targets in the AQMD draft thresholds, one each for 2020 and 2035. The 2035 draft threshold is 4.1 MT CO₂e/year per service population. While the draft AQMD threshold has not been presented to the AQMD Board for approval, AQMD staff recommends that the lead agency consider the entire draft threshold, or provide substantial evidence for utilizing only a portion of it.

Construction Equipment Mitigation Measures

3. The lead agency determined that the proposed project will exceed the CEQA regional construction significance thresholds for all criteria pollutants; therefore, AQMD staff recommends that the lead agency provide the following additional mitigation measures pursuant to CEQA Guidelines Section 15126.4.
 - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NO_x emissions requirements,
 - Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles)⁷ have 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 offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad 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

⁷ For example see the Metro Green Construction Policy at:
http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf

Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- ✓ Post-January 1, 2015: All offroad 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 AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "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

Operational Mitigation Measures

4. Given that the lead agency determined that the proposed project will exceed the CEQA regional operational significance thresholds for NO_x, VOC, PM₁₀, PM_{2.5} and CO the AQMD staff recommends that the lead agency provide the following additional mitigation measures pursuant to CEQA Guidelines Section 15126.4.

Transportation

- Require electric car charging stations for non-residential land uses. Also, provide designated areas for parking of zero emission vehicles (ZEVs) especially for car-sharing programs.
- Provide electric car charging infrastructure for multi-family residential land uses.
- Require the use of 2010 diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) upon project build-out.
- Provide an alternative fueling station for delivery trucks (e.g., natural gas or electric).
- Create local "light vehicle" networks, such as neighborhood electric vehicle (NEV) systems.
- Require the use of electric or alternative fueled maintenance vehicles.

Other

- Provide outlets for electric and propane barbecues in residential areas.
- Require use of electric lawn mowers and leaf blowers.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Require use of water-based or low VOC cleaning products.
- In addition to the requirements of E-2.1 and E-2.2 of the Greenhouse Gas Reduction Plan require all land uses to maximize the use of solar energy including solar panel by installing the maximum possible number of solar energy arrays on building roofs and/or on project sites to generate solar energy.