

MOTION

A recent report in the Los Angeles Times highlighted the surge in home building near freeways despite warnings about the pollution and public health hazards in proximity to freeways. According to the article, more than 1.2 million people already live in high-pollution zones within 500 feet of a Southern California freeway.

This revelation is consistent with long-standing concerns of people who live near traffic pollution zones suffering from higher rates of asthma, heart attacks, strokes, lung cancer and pre-term births. The California Air Resources Board provides guidance in its 2005 *Air Quality and Land Use Handbook* that recommends against "siting new sensitive land uses within 500 feet" of a freeway and certain high-traffic roadways.

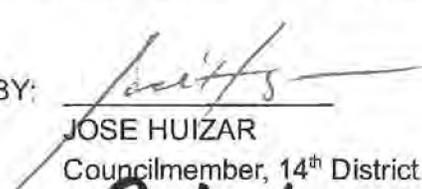
The City has responded to these concerns most recently as part of the Clean Up Green Up program, through which the City adopted citywide requirements for air filtration systems in new and renovated buildings near freeways. The City also provides a Freeway Adjacent Advisory Notice for Sensitive Uses to developers, which notifies projects within 1,000 feet of a freeway of the negative health impacts that are a concern to the City and recommends projects make efforts to mitigate air quality impacts with design features or other internal measures.

The City should report on strategies to address the hazard of freeway pollution affecting residents and users of new and existing structures. Such strategies include buffer zones and barriers, air filtration requirements, design criteria, and notification requirements. In addition, the City should consider strategies to reduce automobile and truck pollution, which is the root source of freeway pollution, including shifting to electric vehicles and transitioning away from diesel fuel in heavy-duty vehicle uses.

This analysis should consider the competing concerns of our current housing affordability crisis and the potential impact of limits to development near freeways. While the City must identify strategies within its authority, it may also be useful to identify the appropriate share of responsibility of other jurisdictions, such as AQMD, the state and federal government.

I THEREFORE MOVE that the CLA, with assistance from the Planning Department, City Attorney, Department of Transportation, and other departments and outside experts as needed, report on the City's current practices to address freeway pollution, including the Freeway Adjacent Advisory Notice, air filtration requirements and any other conditions imposed on development near freeways. The report should recommend updates or improvements to current requirements and other potential strategies to reduce freeway pollution and its public health impacts.

PRESENTED BY:

  
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SECONDED BY:



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