BAAQMD
CEQA Guidelines Update

Alameda County Transportation Commission
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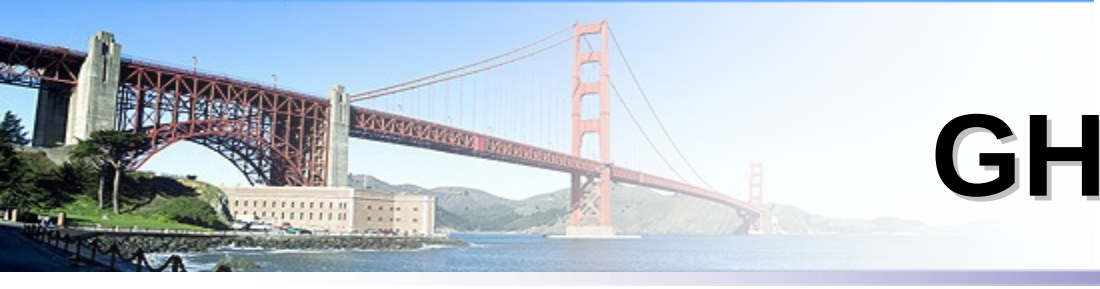
Why Update the CEQA Guidelines?

- Provide guidance to local lead agencies in evaluating air quality impacts of land use development
- Include thresholds of significance, analytical tools, mitigation measures
- Last published 1999, update needed
  - Attain health-based air quality standards for ozone and fine PM
  - Reduce health impacts from toxic air contaminants and fine PM
    - Highest exposures to toxics & fine PM near roadways, industry
  - GHG reductions to achieve AB 32, SB 375
- Goal: encourage air quality beneficial land use
  - Support infill, TOD, mixed use
  - Minimize public health impacts of new development

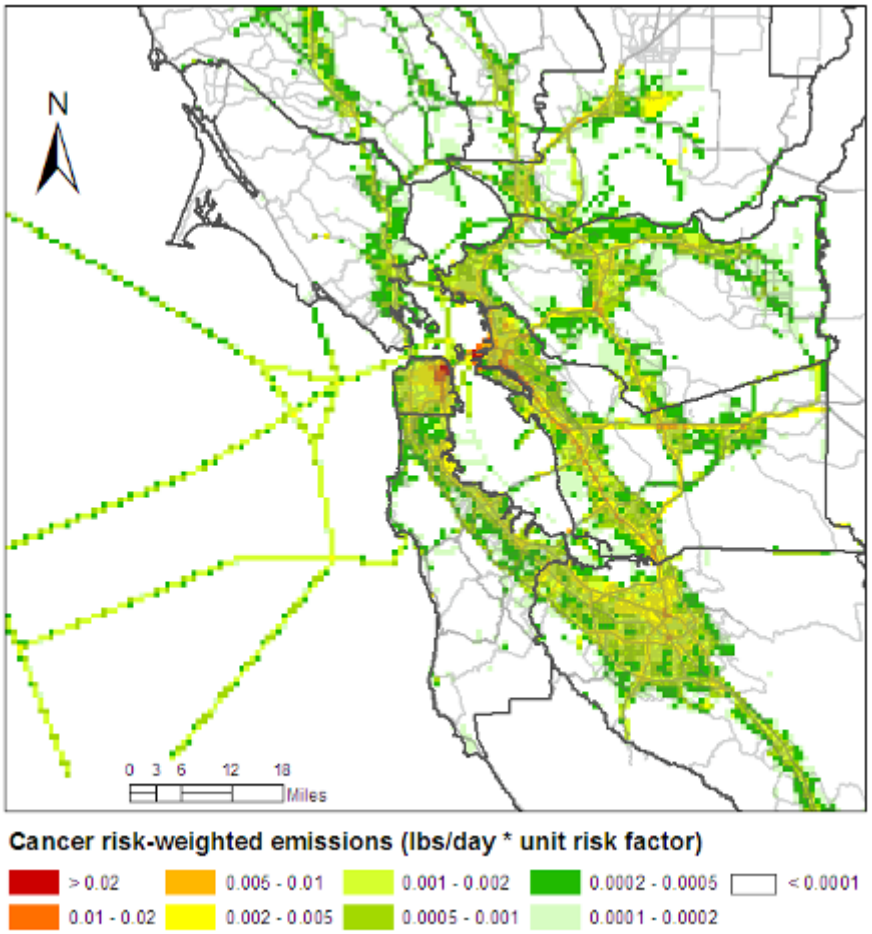


GHG Thresholds

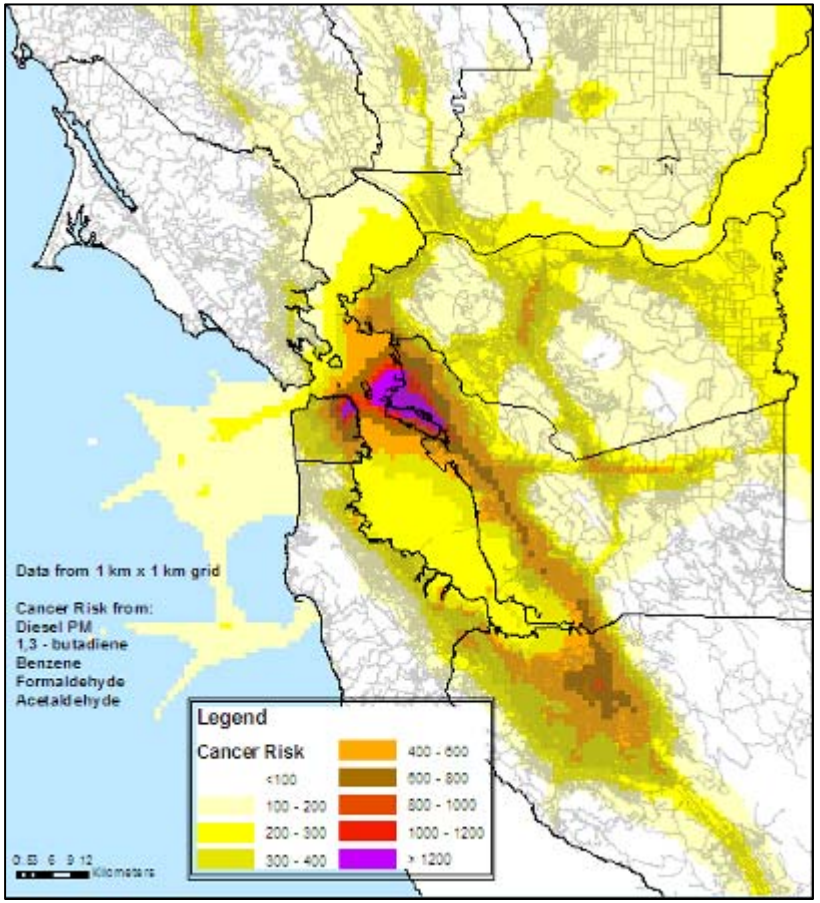
- Address critical void
  - No thresholds for GHGs in CEQA previously existed
  - Legal scrutiny by AG, environmental groups
- Based on AB 32 and Scoping Plan – allows statewide consistency
- Thresholds options
  - Plan based – consistency with Climate Action Plan OR
  - “Bright line” – 1,100 metric tons/yr OR
  - Efficiency based – 4.6 tons/service population/yr (residents & employees)
- Credit for lower vehicle use/efficiencies of infill, mixed use projects
- Thresholds will be revisited if/when State guidance available
- Consistent w/Office of Planning & Research State CEQA Guidelines
- Provides certainty: legally defensible approach, level playing field

Regional Air Toxics Emissions and Risk

Air Toxics Emissions



Modeled Air Toxics Risk



Public Health Impacts of Pollution Near Freeways

- Health studies consistently show that living near highways has serious health consequences
  - Children living near a busy highway more likely to develop asthma and wheezing, suffer increased asthma attacks.
  - Exposure to traffic-related pollution, especially fine PM, significantly increases risk of heart attacks and premature death.
  - Pregnant women exposed to high levels of pollution from cars and trucks are more likely to experience problems with baby's development, such as low birth weight.


Paul Chinn / The Chronicle

- Pre-term and early childhood exposures to carcinogens are ten times more important than previously estimated
- Local land use decisions play an important role in determining exposure to air pollutants
  - San Francisco ordinance on air quality and infill development

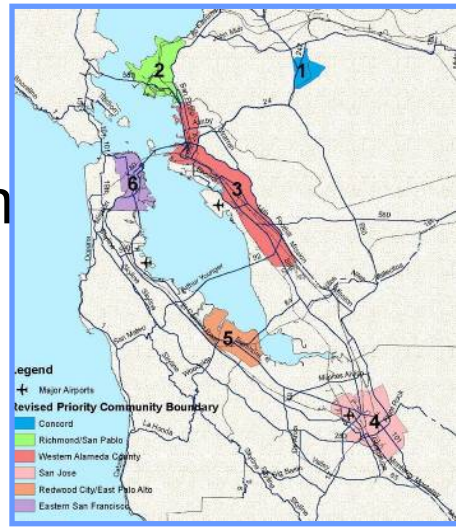
Encourage Healthy Infill

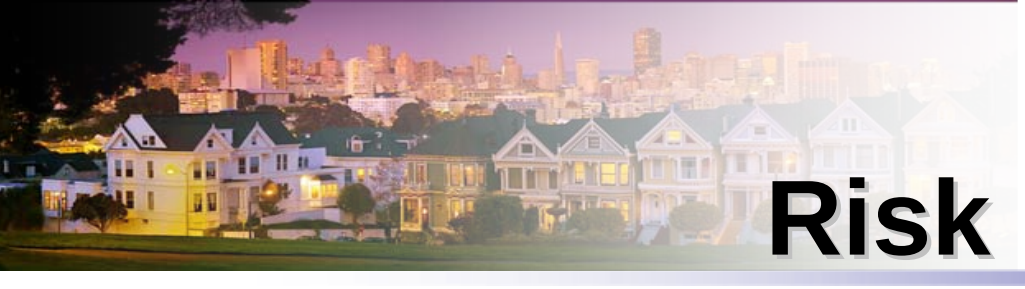
Poor housing site

Good housing site

Local Community Risks and Hazards

- CARE program identifies 6 priority communities in Bay Area
  - High emissions, concentrations of toxics & vulnerable populations
- Quantitative thresholds or plan-based approach
  - Address new sources of pollution *and* new receptors near existing sources (eg, freeways)
  - Thresholds address PM and toxic risk
  - Consider *localized* impacts – within 1,000 feet
  - Consider individual sources and cumulative impacts
- Promote infill, while protecting residents
- Potential conflicts may often be resolved through site specific analysis and reasonable mitigation
- Encourage community risk reduction plans



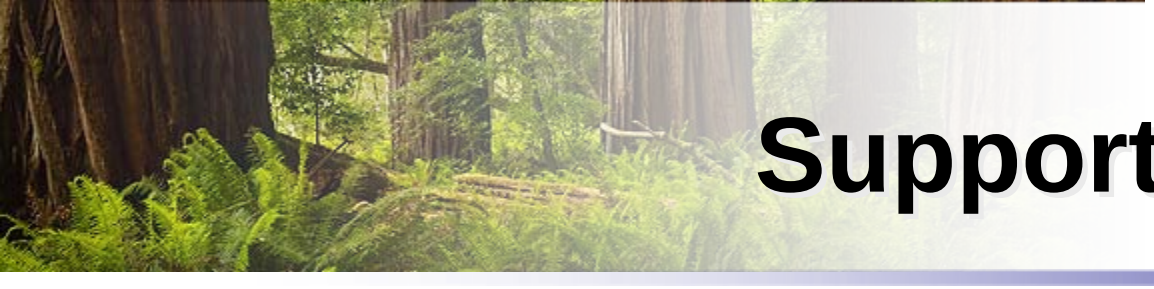


Community Risk Reduction Plans

- Community wide planning approach to reduce cumulative impacts
- Streamline CEQA review for projects consistent with Plan
- CRRP elements (similar to climate action plans)
  - Consider future development plans
  - Establish future goals, emission reduction targets
  - Prepare emission inventories and modeling
  - Develop & implement emission reduction measures
  - Monitor progress
  - Public involvement process
- Collaborative effort between local gov't & Air District
- Air District preparing local emission inventories, modeling
- Air District provide funds to local jurisdictions to support CRRP development and implementation
- Pilot projects underway in San Jose, San Francisco

Board Adoption and Subsequent Activities

- Extensive discussions with Board of Directors during 2009, 2010
- District Board of Directors approved significance thresholds June 2, 2010
  - Most thresholds effective immediately
  - Risk & hazard thresholds for new receptors effective May 1, 2011
- District staff working closely with city & county staff, regional agency staff, consultants, developers, etc.
  - Responding to inquires, providing data & technical assistance
  - Many meetings and presentations
  - Tracking implementation
  - Reviewing CEQA documents, submitting comments
  - Local gov't workshops – Feb./March 2011
  - Work with ABAG and MTC to convene PDA/air quality work group
  - Responding to questions & concerns re Guidelines' impact on infill devel.



Support for Infill, TOD

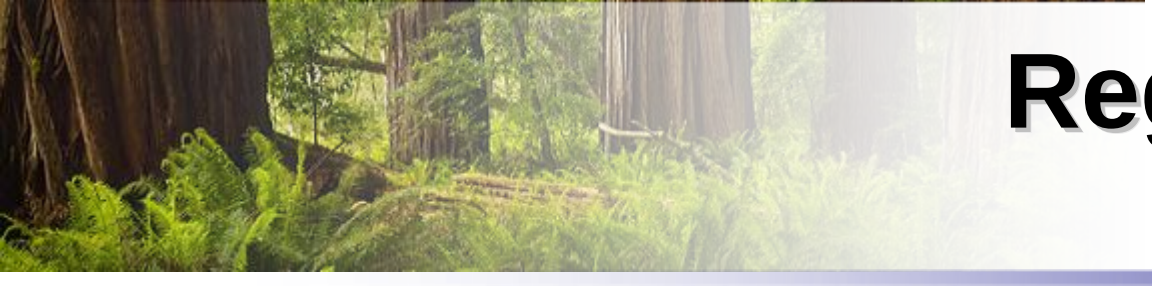
- GHG thresholds
  - Acknowledge efficiencies of infill – take credit for lower vehicle trips, energy efficiency, etc.
  - GHG efficiency threshold supports larger infill projects
- Risk and hazards thresholds
  - Extensive outreach to local gov't, developers to improve understanding, receive feedback
  - Community risk reduction plans integrate with local planning activities
  - Extensive technical support documents assist evaluations
  - Case studies confirm thresholds are achievable, while health protective
    - Many projects pass screen level evaluations
    - Many additional projects pass with more site specific analysis and/or reasonable mitigation

Current Activities to Address Concerns

- Board set effective date for risk & hazard threshold to May 1, 2011
- Clarify project screening process on website
- Update freeway and roadway screening tables
- Update stationary source screening tables
- Update project screening, modeling guidance document
- Provide technical support to local gov't, developers
- Support community-wide planning through CRRPs
- Collaborate with regional, local agencies on community-wide planning in PDA communities
- Develop community development guidelines

Community Development Guidelines

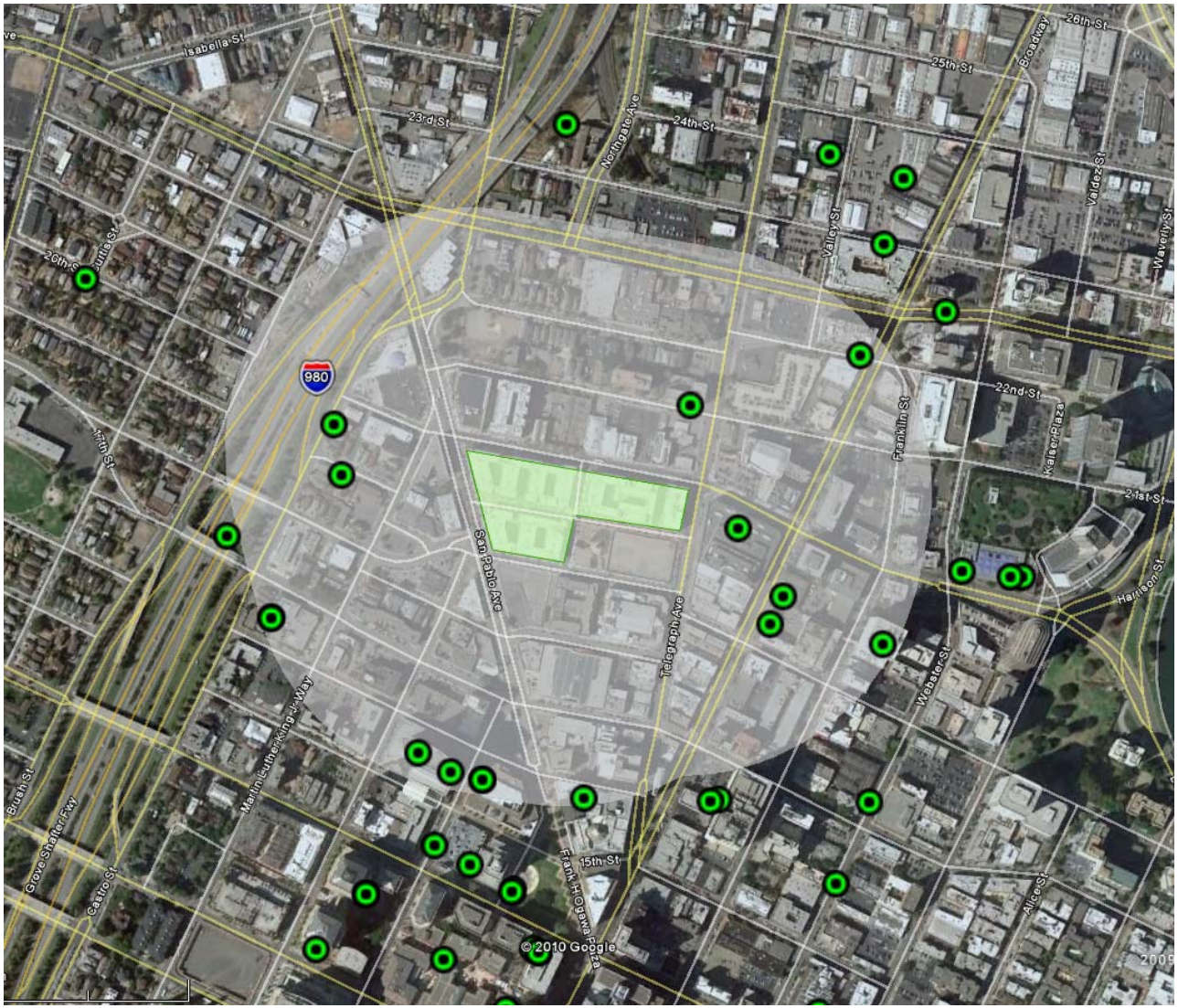
- Simplify process for analyzing and mitigating risk & hazard impacts
- Provide worksheet/checklist to streamline approach
- Standardize setbacks and mitigation measures
  - Model local emissions and pollutant concentrations for roads, freeways, stationary sources
  - Account for future emission reductions from regulations in place
- Examples of potential risk reduction strategies
  - Indoor air quality filters and ventilation
  - Building heights and air intakes
  - Truck routes and idling limits
  - Setbacks for drycleaners, back-up generators, gas stations, etc.
  - Land use and transportation planning to reduce vehicle emissions



Regional Agency Collaboration

- Convened Air Quality/PDA workgroup with ABAG & MTC
  - Identify air quality concerns in Priority Development Areas
  - Support plan level efforts to address air quality impacts and CEQA
  - Streamline CEQA review of PDAs
  - Coordinate with SB 375 process
- Regular staff meetings among ABAG, MTC, BAAQMD
- Model to calculate benefits of transportation measures in PDAs
- Regional agency staff meeting with Bay Area Planning Directors Association (BAPDA)
  - Coordinate regional programs
  - Support local planning and development

Case Study: The Uptown, Oakland



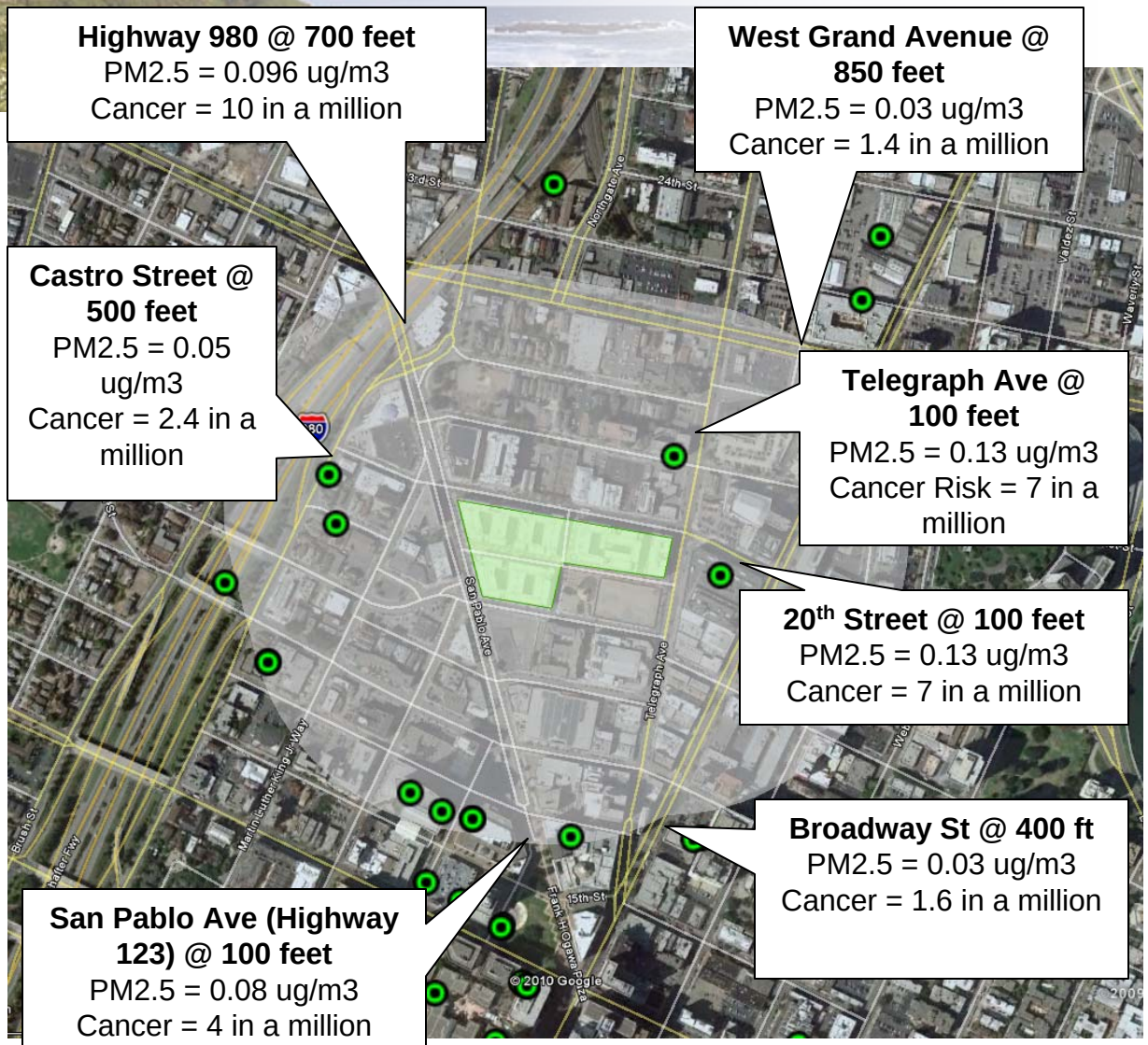
Project characteristics:
700 multifamily units, 14,000 sq. ft. retail, downtown Oakland

Step 1 – Determine 1,000 foot radius

Step 2 – Identify local roads (>10,000 vehicles/day) and freeways to be evaluated

Step 3 – Identify local permitted sources

Roadway Impacts Near The Uptown



Highway 980 @ 700 feet
PM2.5 = 0.096 ug/m3
Cancer = 10 in a million

West Grand Avenue @ 850 feet
PM2.5 = 0.03 ug/m3
Cancer = 1.4 in a million

Castro Street @ 500 feet
PM2.5 = 0.05 ug/m3
Cancer = 2.4 in a million

Telegraph Ave @ 100 feet
PM2.5 = 0.13 ug/m3
Cancer Risk = 7 in a million

20th Street @ 100 feet
PM2.5 = 0.13 ug/m3
Cancer = 7 in a million

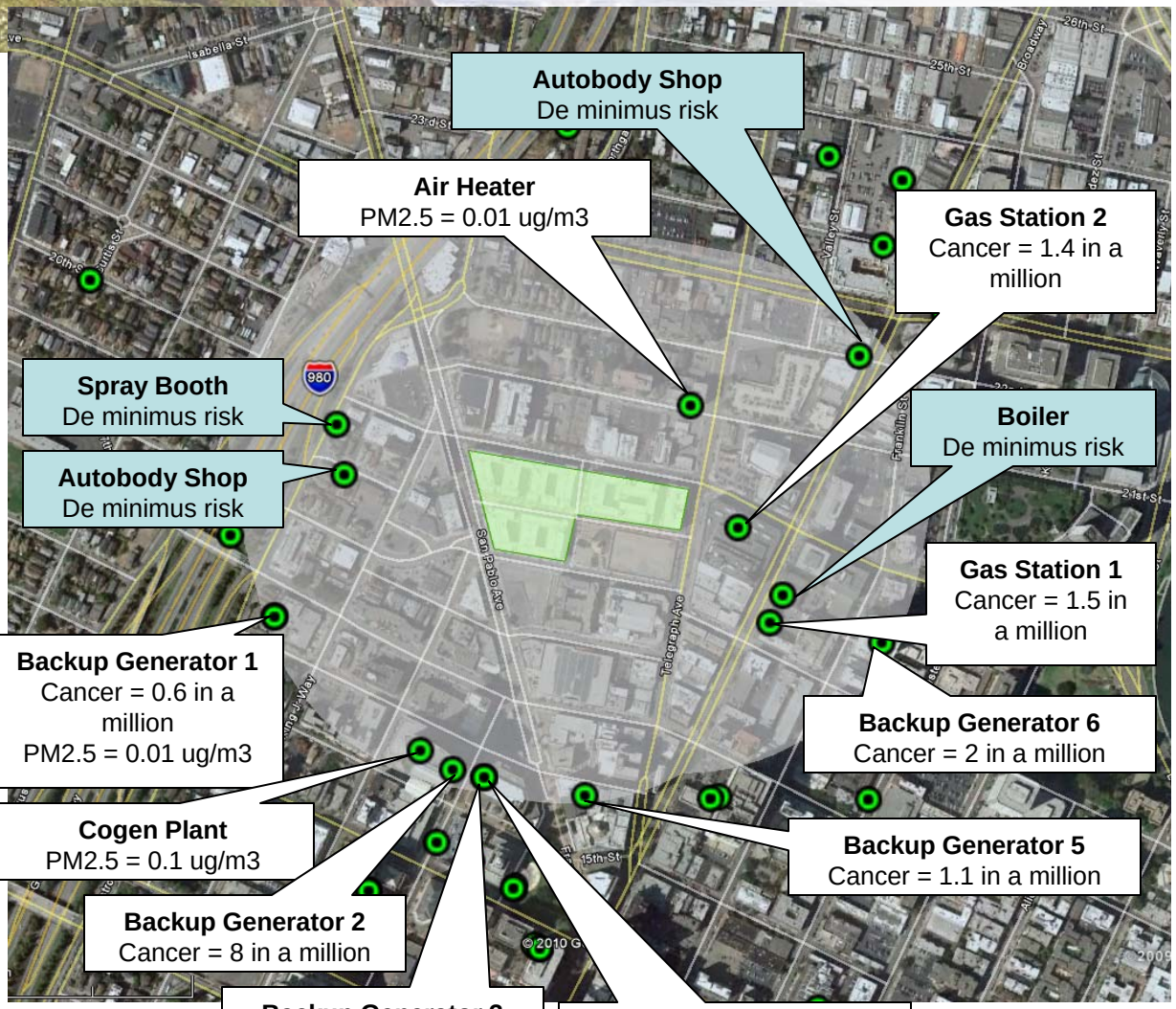
Broadway St @ 400 ft
PM2.5 = 0.03 ug/m3
Cancer = 1.6 in a million

San Pablo Ave (Highway 123) @ 100 feet
PM2.5 = 0.08 ug/m3
Cancer = 4 in a million
Hazard = 0.02

Roads	PM2.5 (ug/m3)	CEQA Threshold
Highway 980	0.10	0.30
Highway 123	0.08	
Castro St	0.05	
W Grand	0.03	
Telegraph	0.13	
20th St	0.13	
Broadway	0.03	

Roads	Cancer (cases per million)	CEQA Threshold
Highway 980	10	10
Highway 123	4	
Castro St	2.4	
W Grand	1.4	
Telegraph	7	
20th St	7	
Broadway	1.6	

Permitted Sources Near The Uptown



Source	PM2.5 (ug/m3)	CEQA Threshold
Generator 1	0.01	0.30
Cogen	0.1	
Generator 3	0.02	
Generator 4	0.02	
Air Heater	0.01	

Source	Cancer (cases per million)	CEQA Threshold
Generator 1	0.6	10
Generator 2	8	
Generator 3	0.4	
Generator 4	0.4	
Generator 5	1.1	
Generator 6	2	
Gas Station 1	1.5	
Gas Station 2	1.4	