BAAQMD
CEQA Guidelines Update

MTC Planning Committee/ABAG
Administrative Committee Meeting

May 14, 2010

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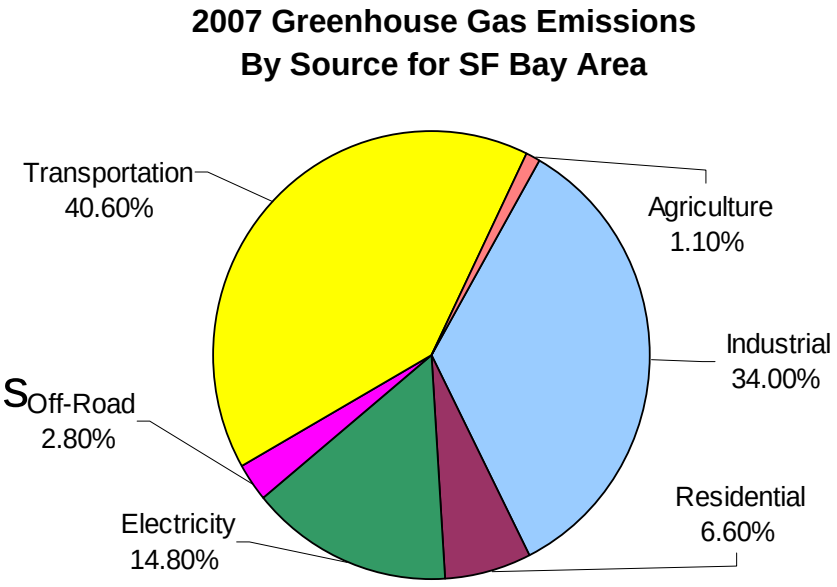
Bay Area Air Quality Management District

Why Update the CEQA Guidelines?

- Provide guidance to local lead agencies
- 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, heavy industry
  - GHG reductions needed to achieve SB 375, AB 32, Governor's Executive Order
- Goal: encourage air quality beneficial land use
  - Support infill, TOD, mixed use
  - Minimize public health impacts of new development

Transportation, Land Use and Air Quality

- Motor vehicles are largest source of air pollution in Bay Area - ozone, PM, toxics, GHGs
- Continuing challenges: exceed health based AQ standards; local impacts; GHGs
- California vehicle fleet is very clean–need to reduce vehicle use
- Promote strategies that support livable communities
  - Infill, mixed use, TOD
  - Support MTC, ABAG, local programs
  - Integrate AQ into local planning

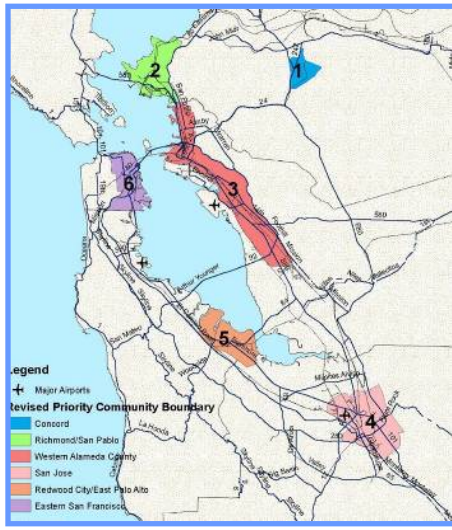


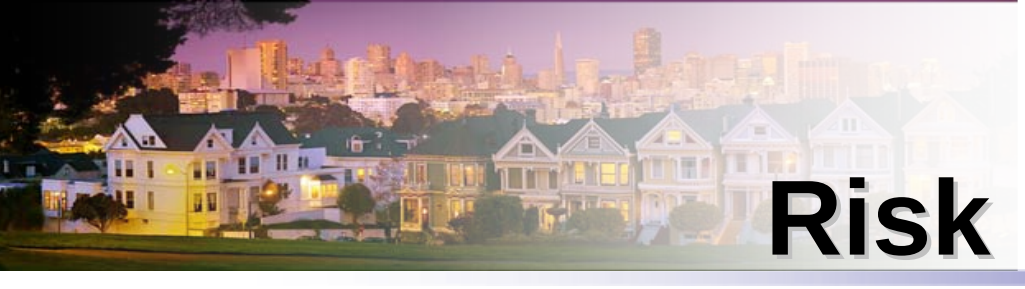
Proposed GHG Thresholds

- Address critical void
  - No thresholds for GHGs in CEQA currently exist
  - Legal scrutiny by AG, environmental groups
- Based on AB 32 and Scoping Plan – allows statewide consistency
- Thresholds options – land use projects
  - Plan based – consistency with GHG reduction strategy 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

Local Community Risks and Hazards

- CARE program identifies 6 priority communities in Bay Area
  - High emissions, concentrations of toxics & vulnerable populations
- Address new sources of pollution *and* new receptors near existing sources (eg, freeways)
- Thresholds address:
  - Cancer risk
  - Fine particulate concentrations
  - Cumulative impacts
- Promote infill, while protecting residents
- Use caution planning residential near high emissions – busy freeways, ports, refineries, etc.
- Potential conflicts may often be resolved through site specific analysis and mitigation
  - Site planning/setbacks, project phasing, diesel retrofits, idling limits, truck routes, HVAC, etc.
- Encourage community risk reduction plans





Community Risk Reduction Plans

- Supports community wide planning approach to reduce cumulative impacts
- Collaborative effort between local governments and Air District
- Progress
  - Report at Air District Board retreat February 2010
  - Discuss with CARE Task Force Feb. 11
  - Developed draft Guidelines for CRRP elements
    - Posted May 3
    - Review with regional agencies
    - Review with CARE Task Force May 19
  - Contract for local emission inventories – to Air District Executive Committee May 24
  - Initiate pilot projects with San Jose, San Francisco
  - Air District has budgeted funds for local government assistance with CRRPs

Extensive Outreach

- Since January 6 Air District Board meeting
  - 10 local government workshops
  - 2 public workshops
  - Presentations to key officials and staff
    - MTC
    - Mayors' conferences
    - Bay Area Planning Directors
  - 30+ meetings with local officials, staff, stakeholders
  - Telephone calls, email updates, website, etc.
- Prior to January 6
  - 9 workshops, 8 Board meetings, CARE Task Force, numerous presentations and meetings

Summary of Workshop Comments & Feedback

- Technical questions re: analytical methods
- Interest in offsite mitigation program
- Questions whether outlying projects, poorly served by transit, meet GHG thresholds
- Concerns about impact on infill projects
- Interest in training for GHG and risk analysis
- Technical tools, case studies very helpful
- Staff conclusions
  - Only minor revisions to thresholds needed
  - Proceed with technical tools and training ASAP

- Comments at Feb. 12 MTC POC meeting
  - Significance threshold for RTP
  - Potential impacts on infill, TOD projects

Proposed Regional Plan Threshold

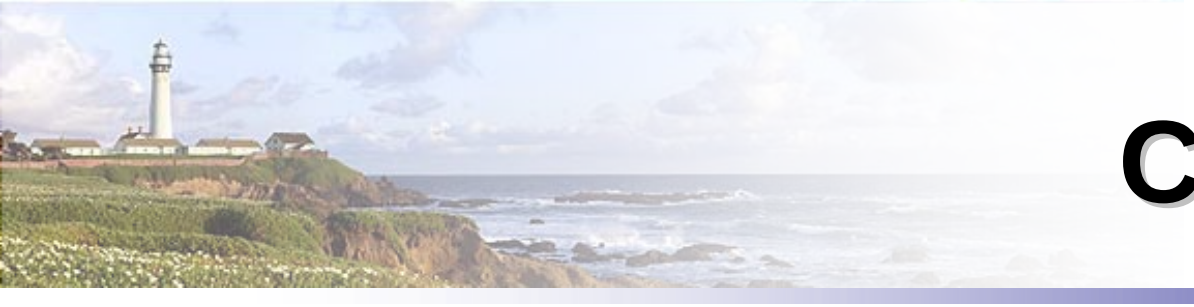
- Applies to Regional Transportation Plan and air quality plans
  - Compare existing (base year) emissions vs. projected future year plus project emissions (base year/project comparison);
  - Compare projected future year without project emissions vs. projected future year plus project emissions (build/no build).
- Regional plan considered less than significant if each test demonstrates no net increase in emissions of criteria air pollutants and precursors, GHGs, and toxic air contaminants

Potential Effect on Infill, TOD

- GHG thresholds
  - Acknowledge efficiencies of infill – take credit for lower trip rates, energy efficiency, etc.
  - GHG efficiency threshold supports larger infill projects
- Risk and hazards thresholds
  - Extensive outreach to local gov't 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

Technical Tools & Training

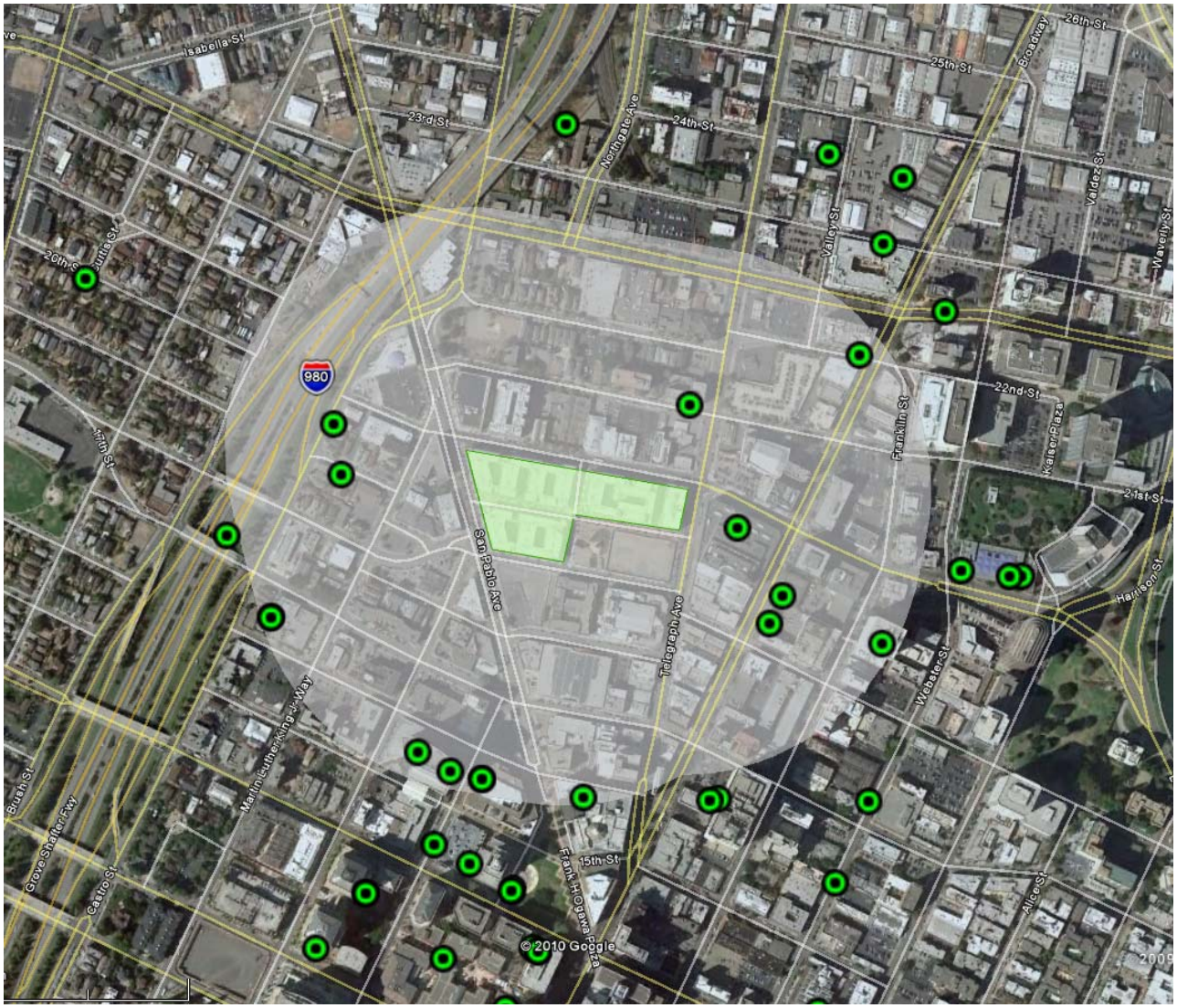
- Guidelines & technical support documents posted May 3
- Documents and Tools
  - GHG Off-Model Spreadsheet Calculator for projects
  - GHG Reduction Strategy Guidance
  - Offsite Mitigation Program Guidance
  - GHG Mitigation Measure Quantification
  - Detailed Phased Modeling Methodology
  - Roadway Risk Screening Tables
  - Stationary Source Risk Screening Tables
  - Construction Risk Screening Spreadsheet
  - Community Risk Reduction Plan Guidance
- Training & support
  - URBEMIS/GHG off-model training classes - May
  - Risk & hazard evaluation training – June/July
  - Technical assistance during project review - ongoing



Case Studies

- Staff conducted case studies to test thresholds and demonstrate technical tools
- Demonstrate that infill projects meet GHG thresholds
- Efficiency based GHG threshold supports infill projects, even large projects
- Plan-based GHG threshold promotes comprehensive strategy
- Infill projects pass risk/hazard threshold, either through screening or more refined analysis or feasible mitigation

Case Study: The Uptown, Oakland



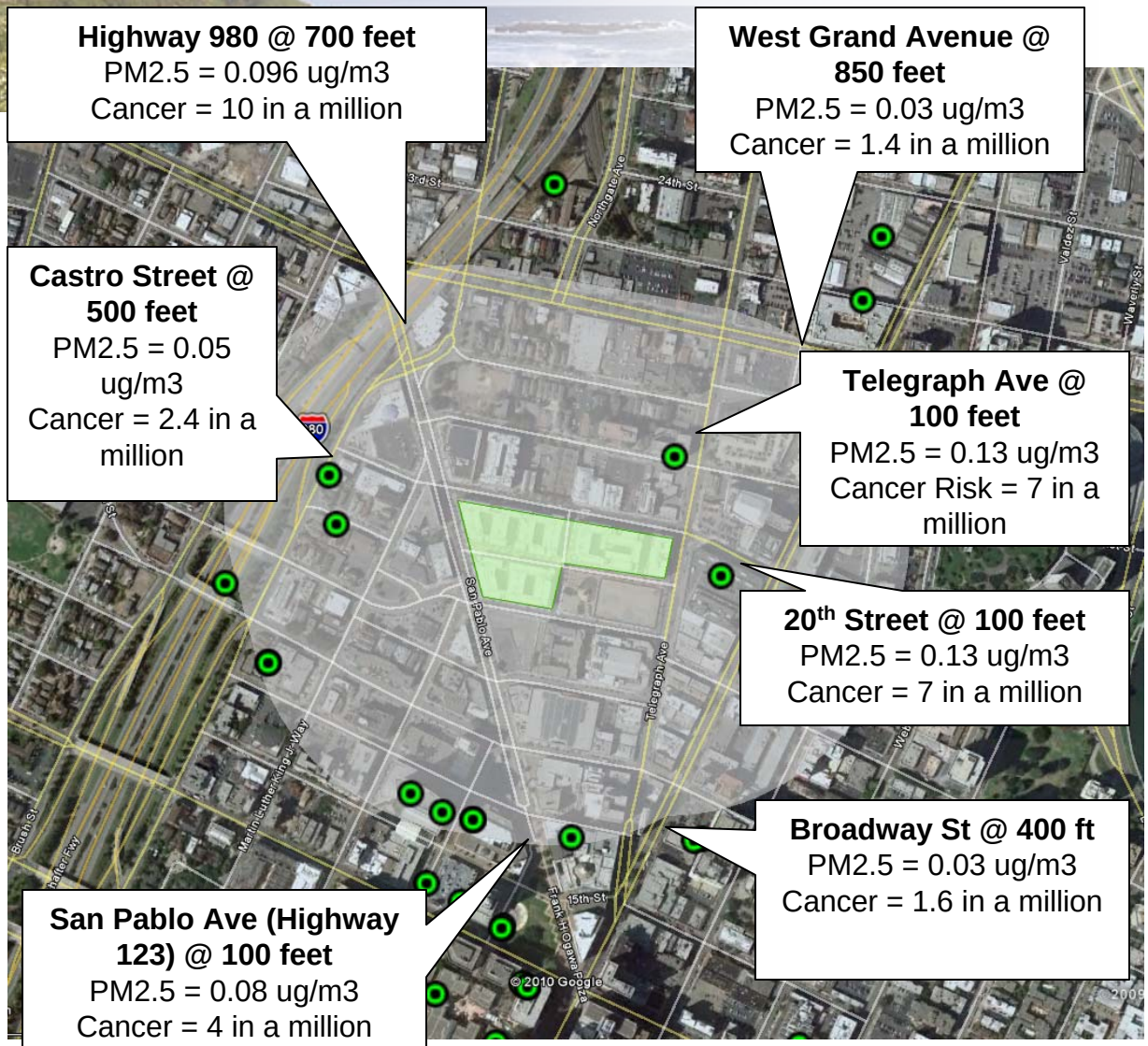
Project characteristics:
700 multifamily units, 14,000 sq. ft. retail, downtown Oakland

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

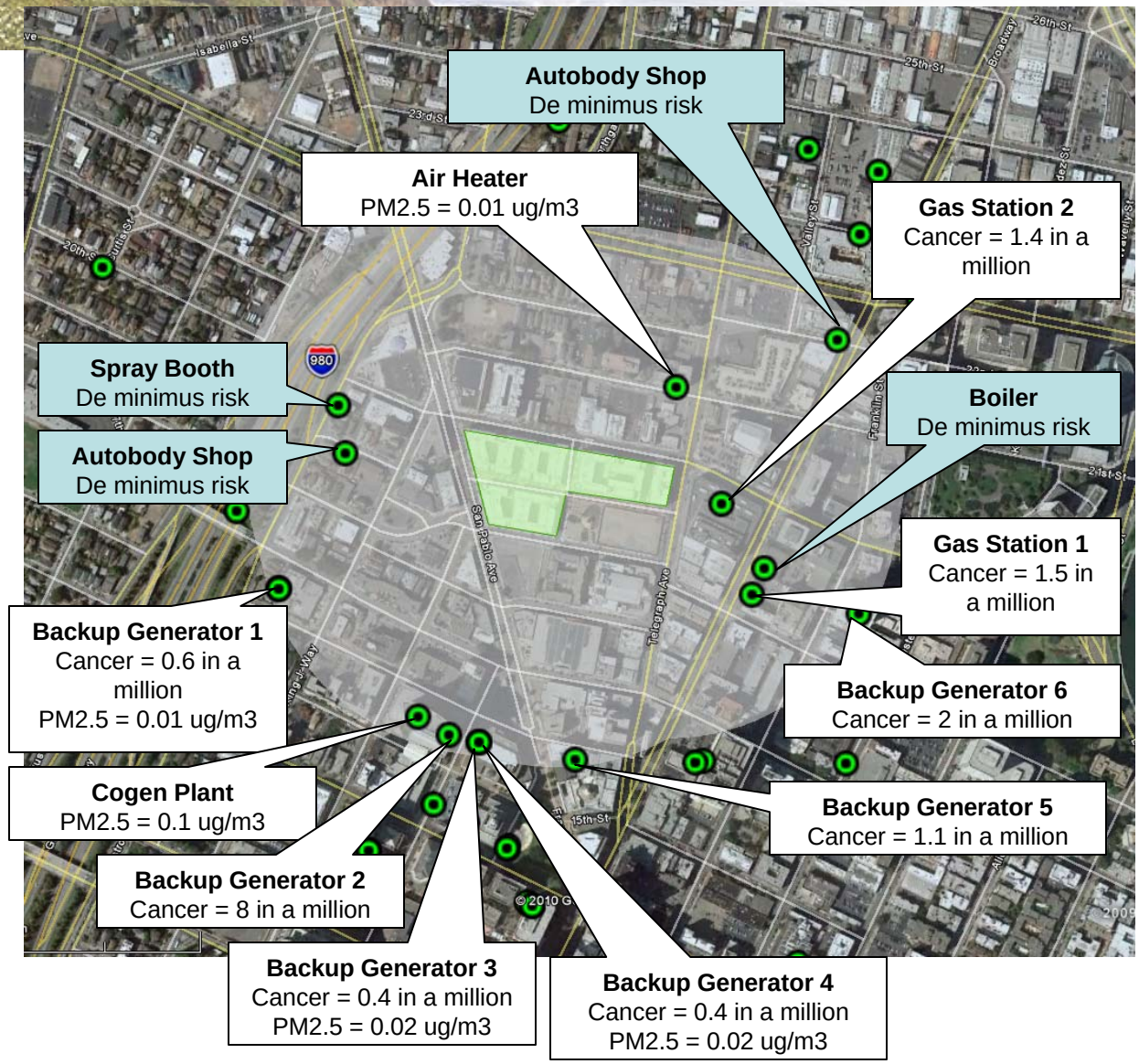
Broadway St @ 400 ft
PM2.5 = 0.03 ug/m3
Cancer = 1.6 in a million

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	

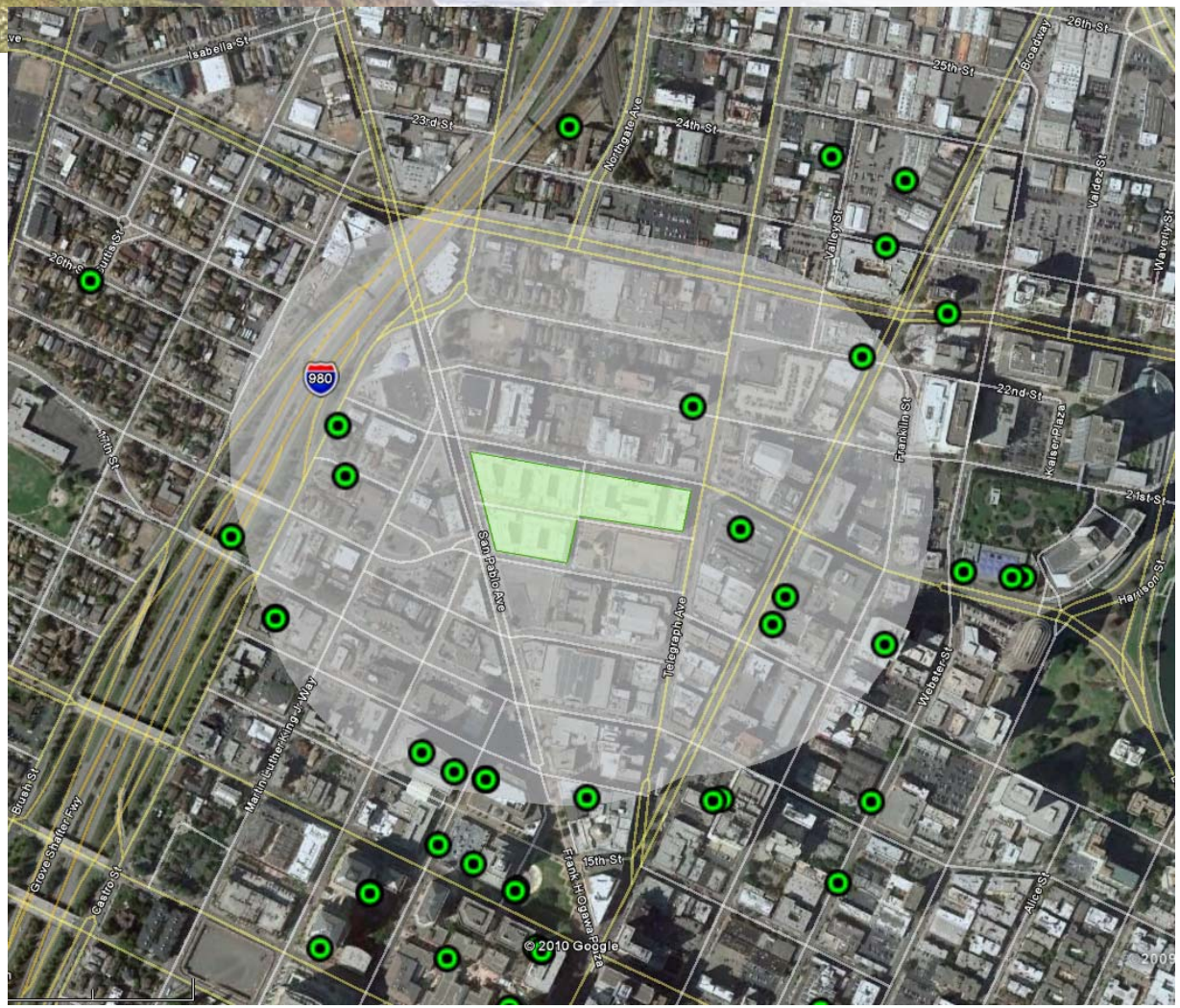
Permitted Sources Near The Uptown



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	

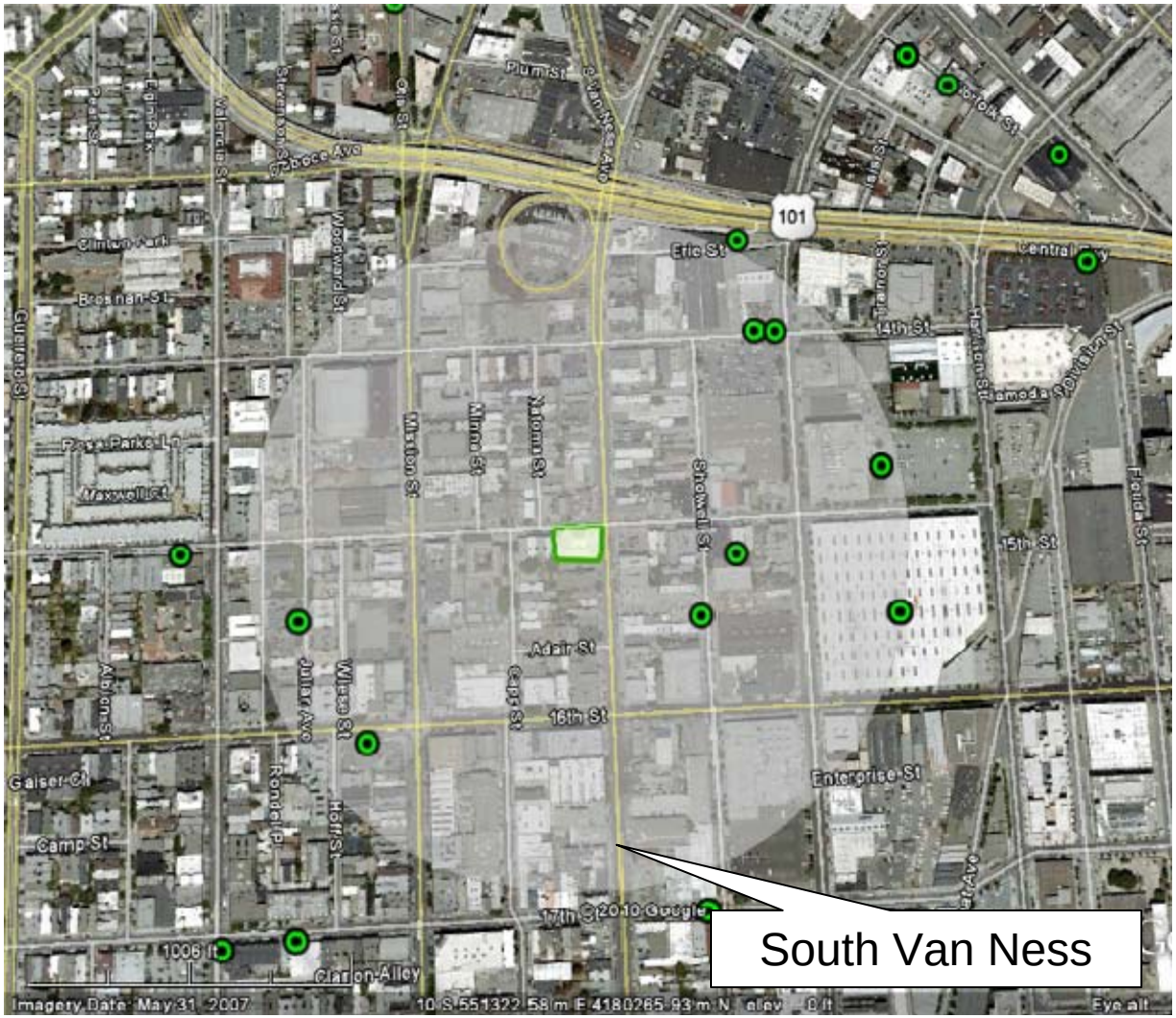
Cumulative Impacts Near The Uptown



Sources	PM2.5 (ug/m3)	CEQA Threshold
Highway	0.18	0.80
Surface Street	0.37	
Stationary Sources	0.16	
CUMULATIVE	0.71	

Source	Cancer (cases per million)	CEQA Threshold
Highway	14	100
Surface Street	19	
Stationary Sources	16	
CUMULATIVE	49	

Case Study: 1501 15th Street, SF



Project characteristics: 40 residential units, 10,500 sq. ft. retail

Step 1 – Determine 1,000 foot radius

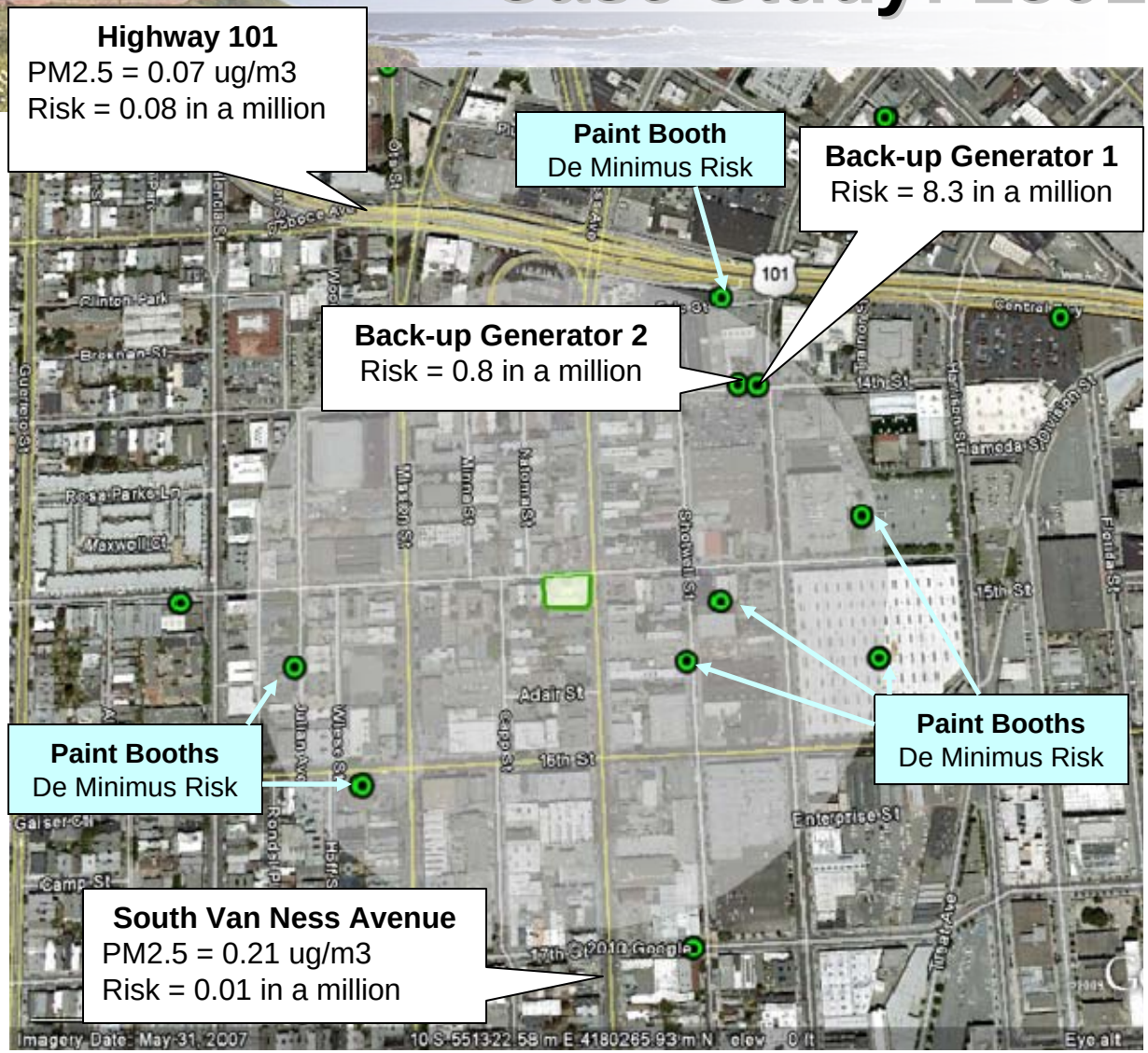
Step 2 – Identify local roads (>10,000 vehicles/day) and freeways to be evaluated

- Highway 101

- South Van Ness Avenue

Step 3 – Identify local permitted sources

Case Study: 1501 15th Street, SF



Roadway Impacts:

Road	Value	CEQA Threshold
Highway 101		
- PM2.5	0.07	0.3
- Risk	0.08	10
S Van Ness		
- PM2.5	0.21	0.3
- Risk	0.01	10

Stationary Sources:

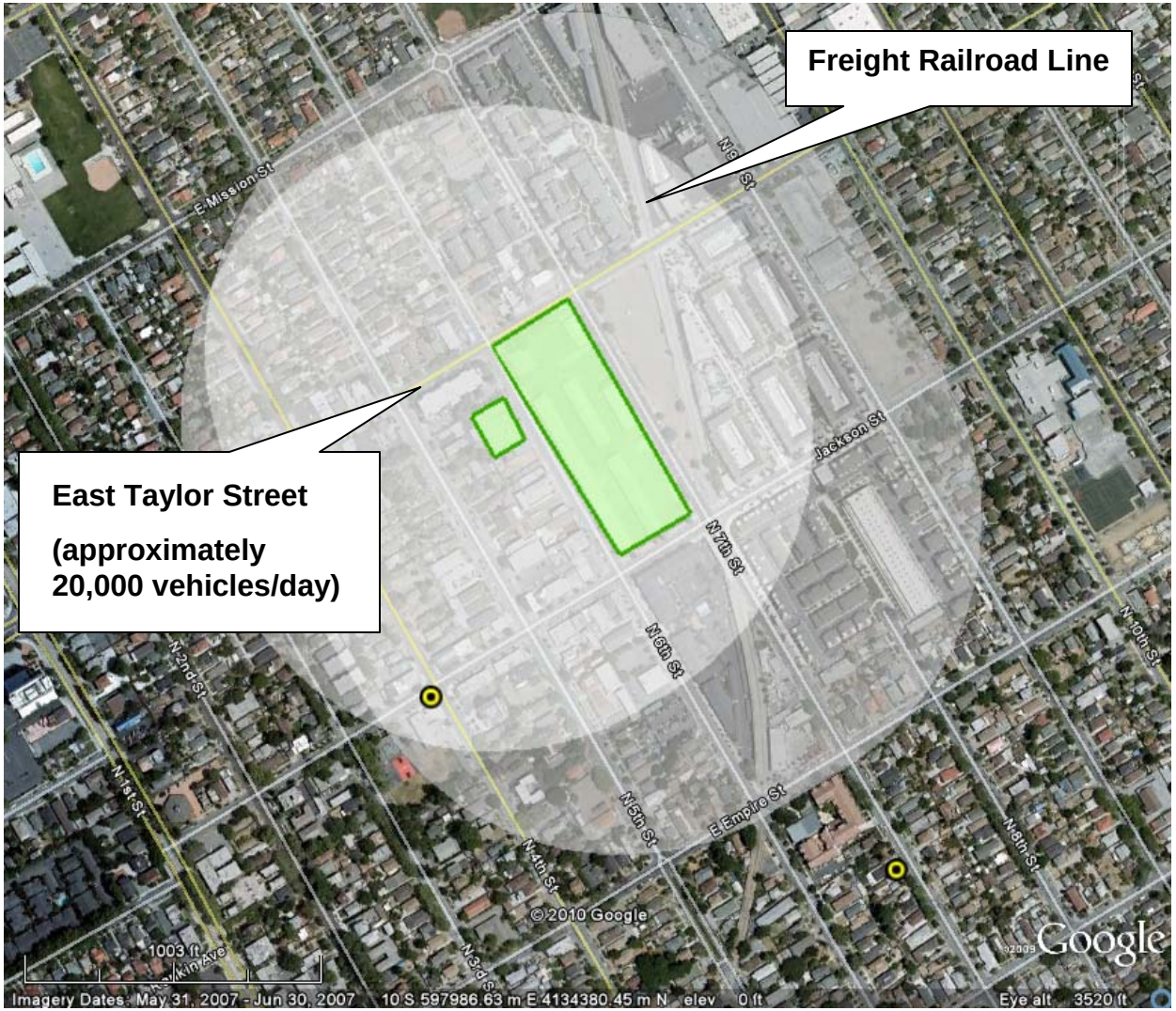
Source	Cancer Risk	CEQA Threshold
Generator 1	8.3	10
Generator 2	0.8	10

CUMULATIVE IMPACTS:

Type	Roads and Stationary Sources	CEQA Threshold
PM2.5	0.28	0.80
Risk	9.2	100

NOTE: Spray and paint booths that comply with the District regulations have de minimus risk and consequently, the risks were not added to the cumulative evaluation

Case Study: Japantown Redevelopment Project, San Jose



Project characteristics: 600 apartments, 30,000 sq. ft. retail, near downtown San Jose

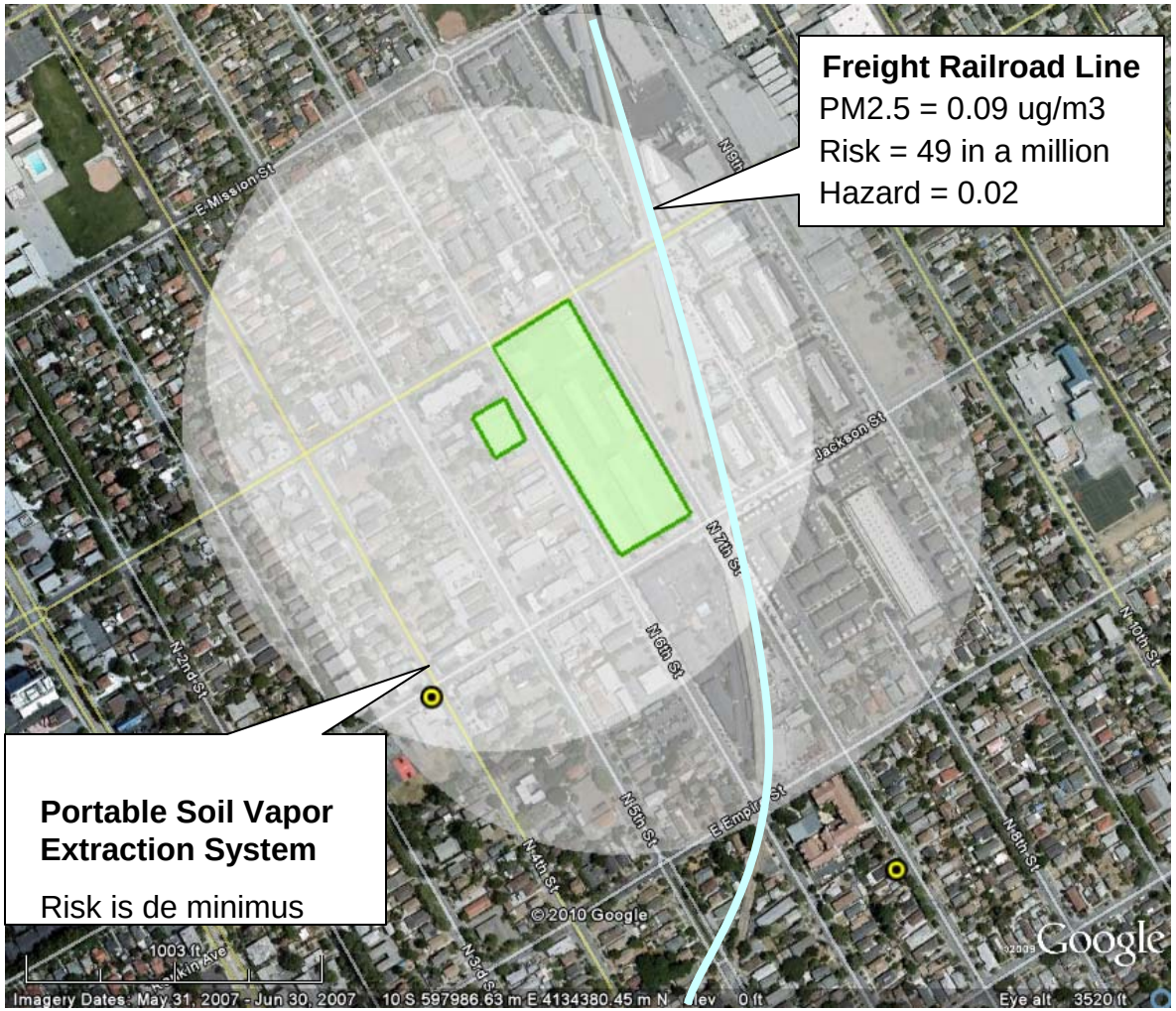
Step 1 – Determine 1,000 foot radius

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

Step 3 – Identify local permitted sources

Step 4 – Identify other sources - freight rail line

Preliminary Screening, Conservative Assumptions: Japantown Redevelopment Project



NOTE: Portable soil vapor extraction system has de minimus risk and consequently, the risks were not added to the cumulative evaluation

E.Taylor Street Impacts (assumed 20,000 vehicles/day):

Type	100 feet from roadway	CEQA Threshold
PM2.5	0.22	0.3
Risk	1.8	10
Hazard	Below 0.01	1

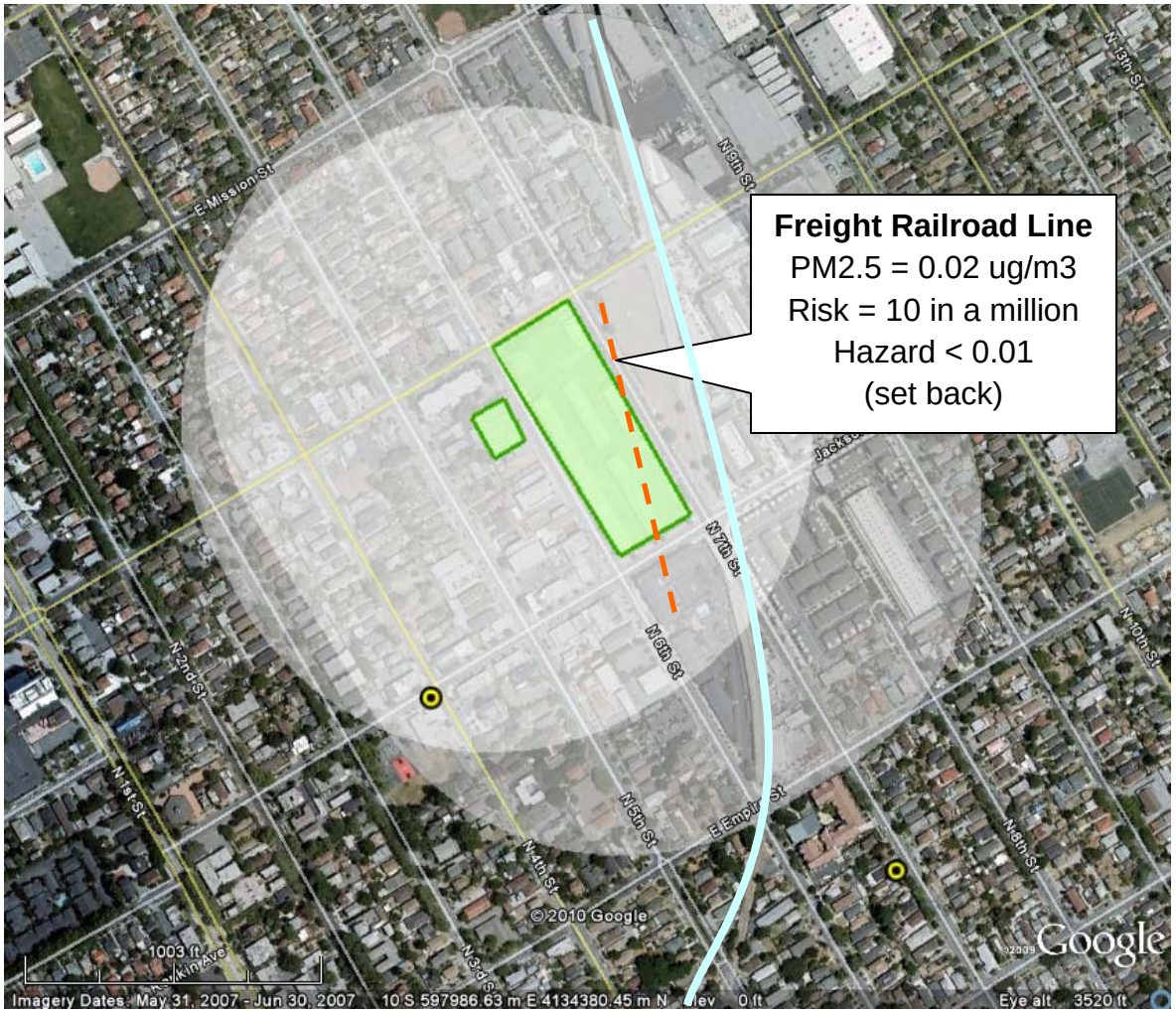
Freight Rail Line Impacts:

Type	100 feet from railroad	CEQA Threshold
PM2.5	0.09	0.3
Risk	49	10
Hazard	0.02	1

CUMULATIVE IMPACTS:

Type	Roadway and Stationary Sources	CEQA Threshold
PM2.5	0.31	0.8
Risk	51	100
Hazard	0.02	10

Site Specific Analysis: Japantown Redevelopment Project



E.Taylor Street Impacts (assumed 20,000 vehicles/day):

Type	100 feet from roadway	CEQA Threshold
PM2.5	0.22	0.3
Risk	1.8	10
Hazard	Below 0.01	1

Freight Rail Line Impacts:

Type	226 feet from railroad	CEQA Threshold
PM2.5	0.02	0.3
Risk	10	10
Hazard	<0.01	1

CUMULATIVE IMPACTS:

Type	Roadway and Stationary Sources	CEQA Threshold
PM2.5	0.31	0.8
Risk	51	100
Hazard	0.02	10

Next Steps

- Present CEQA Guidelines to JPC – May 21
- Conduct URBEMIS training for local staff – May
- Conduct risk and hazard evaluation training – June/July
- Proceed with CRRP pilot projects
- Seek Air District Board approval of significance thresholds June 2
- Air District provide technical assistance to lead agencies - ongoing