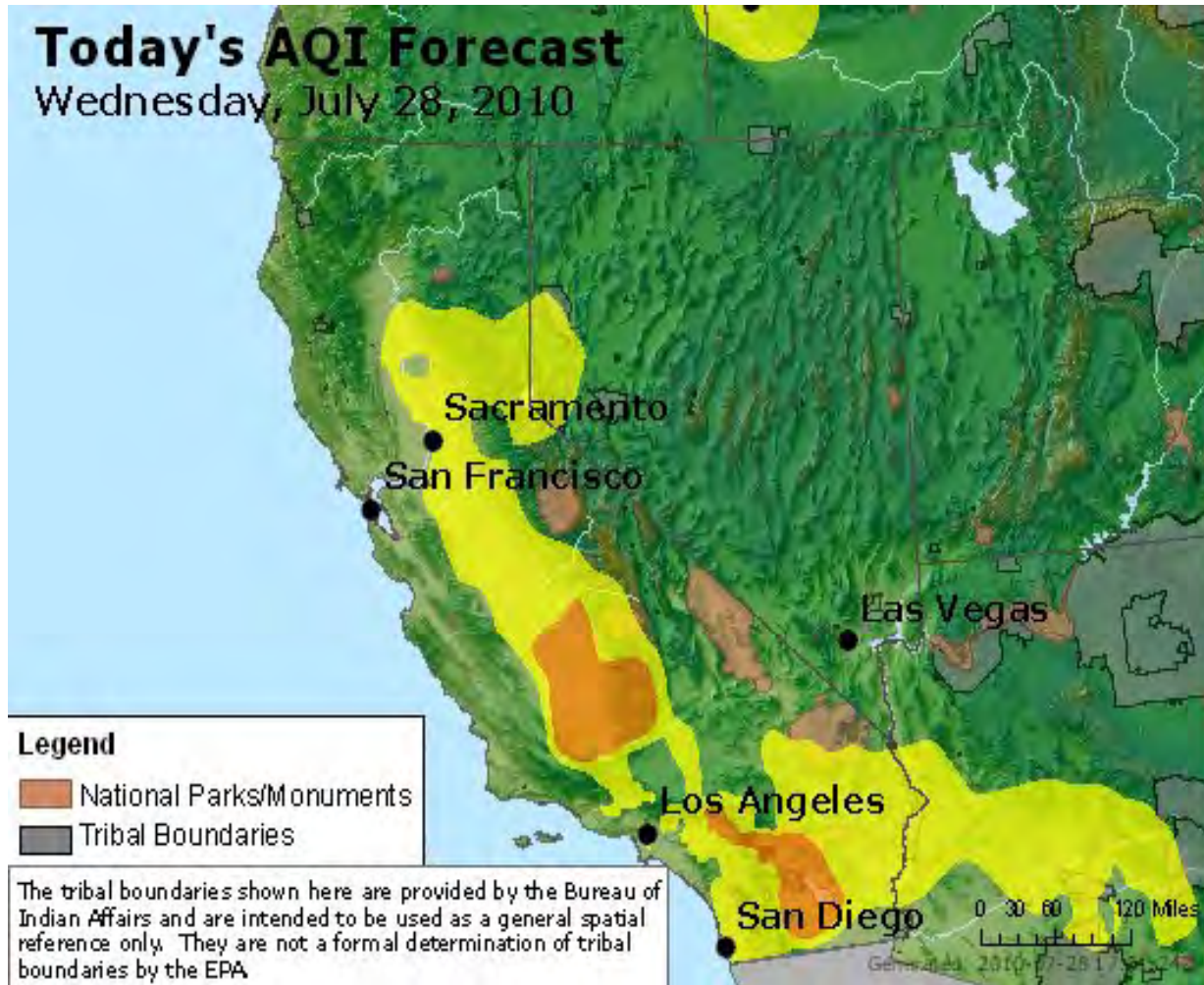


# SMAQMD Role in Land Use Emission Reductions through CEQA

Larry Robinson

Sacramento Metropolitan Air Quality Management District

# Air Quality – Bad, but getting better



- Huge gains in the last 50 years.
- Mobile Sources still big part of problem



# CEQA: Disclosure & Mitigation of Environmental Impacts

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- Aesthetics
- Agriculture
- Air Quality
- Biology
- Cultural Resources
- Geology and Soils
- Hazardous Materials
- Hydrology
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation
- Utilities
- Historical Resources
- Economics



# Two Tracks in the California Development Entitlement Process

- Sound principles of land use?
- Meet development requirements?
- Consistent with applicable plans?
- A project that is good for the City?

- Are there environmental impacts?
- Can they be mitigated?
- Best alternative to meet project goals?
- Overriding consideration?





# CEQA Mitigation Construction

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- Construction projects emitting 85 pound/day of NO<sub>x</sub> “significantly” impact air quality
- Emission reductions implemented via local jurisdiction general plan policy, ordinance, a MMRP adopted through CEQA, or bids and contracts
- Feasible mitigation: Off-road equipment fleet for project must be 20% NO<sub>x</sub> and 45% PM<sub>10</sub> cleaner than the state fleet average
- Projects emitting over 85 pounds/day even after implementing reductions pay \$16,400/ton of excess emissions
- AQMD tools on website assist with determining compliance



# CEQA Mitigation Operational

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- Development projects estimated to emit 65 pounds/day of NO<sub>x</sub> or ROG when built impact air quality
- Emission reductions implemented via local jurisdiction general plan policy, ordinance or a MMRP adopted through CEQA
- 15% reduction of NO<sub>x</sub> and ROG is feasible
- AQMD provides a menu of emission reduction measures: building component and design, parking, and bike/pedestrian/transit strategies
- Measures selected and documented in an operational Air Quality Mitigation Plan (AQMP) and implemented by developer/builder



# Land Use Strategies – AQMP

- A menu of TDMs plus custom measures

Summary Table

<i>Measure #</i>	<i>Title</i>	<i>Use</i>	<i>Description</i>	<i>Mitigation Points</i>
<b><i>Bicycle/Pedestrian/Transit Measures</i></b>				
1	Bike parking	C,M	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand	0.625
2	End of trip facilities	C,M	Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space	0.625
3	Bike parking at multi-unit residential	R	Long-term bicycle parking is provided at apartment complexes or condominiums without garages	0.625



# Why did Cities Agree to the Mitigation Requirements?

- Helps mitigate the impacts of their general plan
- Peer pressure from other jurisdictions
- Electeds educated about attainment and conformity
- VMT vs. Punitive Permits

