



Air Pollution Control District
San Luis Obispo County

Date: November 14, 2017

To: All Interested Parties

Subject: Clarification Memorandum for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook

BACKGROUND

The San Luis Obispo County Air Pollution Control District (APCD) is the local agency working to protect public health by reducing air pollutant emissions. These emissions include particulate matter (PM), as well as those associated with nitrogen oxides (NOx) and reactive organic gases (ROG), which combine with sunlight to form ozone. Effects of these pollutants include adverse health impacts, damage to plants, and reduced crop yields.

As a Commenting Agency under the California Environmental Quality Act (CEQA), the APCD developed a CEQA Air Quality Handbook (Handbook) as a means to assist lead agencies, planning consultants, and project proponents in assessing the potential air quality impacts from residential, commercial, and industrial development. The Handbook, approved by the APCD Board, is designed to provide uniform procedures for preparing the air quality analysis section of environmental documents for projects subject to CEQA. The Handbook defines the criteria used by the APCD to determine when an air quality analysis is necessary, the type of analysis that should be performed, the significance of the impacts predicted by the analysis, and the mitigation measures required to reduce the overall air quality impacts.

Staff has developed this Clarification Memorandum as an update and supplement to the Handbook. It provides further clarification and guidance on the application of the Handbook, and updated policies to reflect current trends, best practices, and legislation.

PURPOSE

The goal of this Clarification Memo is to simplify the process of evaluating and mitigating the potential air quality impacts from new development in San Luis Obispo County. It also clarifies several sections of the Handbook to better reflect emission trends.

The attachments to this memo outlines the specific clarifications to the Handbook.

CONTACT

For further information on any of the topics covered in this Clarification Memorandum, review the APCD's website at SLOCleanAir.org or contact us directly at (805) 781-5912. San Luis Obispo County APCD staff will also be hosting a Q&A on the update for interested jurisdictions, tentatively scheduled for January 11th 2018.

Attachment 1 Clarifications

Page 1-3, Section 1.4 – Operational Screening Table 1-1

The table in this section has been updated to reflect the new CalEEMod 2016.3.2 model. Please refer to Attachment 2 for the updated table.

Page 2-2, Section 2.1 – ROG and NOx Emissions

Off-site mitigation for projects exceeding the Quarterly Tier 1 threshold is no longer required. Please refer to the San Luis Obispo County APCD's *Policy Updates for Ozone Precursor Mitigation and Type B Health Risk Assessments* (Attachment 4 in this document).

As of October 2016, the APCD has determined that projects shall implement Standard Mitigation Measures anytime a project exceeds the 137 lbs/day threshold, regardless of whether or not it is over 90 days (1 quarter).

The Daily bullet on page 2-2 shall be amended as follows:

- **Daily:** For construction projects exceeding the 137 lb/day threshold requires Standard Mitigation Measures;

The Quarterly – Tier 1 bullet on page 2-2 shall be amended as follows:

- **Quarterly - Tier 1:** For construction projects exceedance of the 2.5 ton/quarter threshold requires Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. Off-site mitigation may be required if feasible mitigation measures are not implemented, or if no mitigation measures are feasible for the project.

The Quarterly – Tier 2 bullet on page 2-2 shall be amended as follows:

- **Quarterly – Tier 2:** For construction projects exceeding the 6.3 ton/qtr threshold, Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP) and off-site mitigation are required.

Page 2-4, Section 2.1.1 – Naturally Occurring Asbestos

Per the Department of Toxic Substances Control's (DTSC) *Interim Guidance Naturally Occurring Asbestos at School Sites* memorandum, to address potential asbestos concerns, projects should examine if NOA is present in the surface or subsurface soils or rock on any potential school site.

If the proposed project involves construction at a prospective or existing school site, in addition to the requirements previously outlined in the Handbook, the DTSC may have additional requirements if the site is located within a 10-mile radius or in a down-slope drainage area of a NOA geological formation.

Page 2-7, Section 2.3.3 Construction Activity Management Plan (CAMP) and Off-Site Mitigation

The off-site mitigation rate will be based on the cost-effectiveness value(s) reflected in the most current ARB-approved Carl Moyer Guidelines at the time of commencement of each project phase. All other references and information in this section are still valid.

Page 2-8, Section 2.4 - Fugitive Dust Mitigation Measures

An addition was made to bullet “b” in this section indicating a clarification due to current local drought conditions. The update reads as such:

Use of water trucks or sprinkler systems, in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD’s limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that during drought conditions, water use may be a concern and the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

An addition was made to bullet “j” in this section indicating a clarification due to current local drought conditions. The update reads as such:

“Track-Out” is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent Track Out, designate access points and require all employees, subcontractors, and others to use them. Install and operate a “track-out prevention device” where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices require periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.

Page 3-5, Section 3.5.2 Ozone Precursor (ROG + NO_x) Emissions

Off-site mitigation for projects exceeding the 25 lb/day operational phase threshold is no longer required. Please refer to the San Luis Obispo County APCD’s *Policy Updates for Ozone Precursor Mitigation and Type B Health Risk Assessments* (Attachment 4 in this document) for a more detailed description of this change.

The last paragraph under the second bullet in this section shall be amended as follows:

...If all feasible mitigation measures are incorporated into the project and emissions are still greater than 25 lbs/day, then an ENVIRONMENTAL IMPACT REPORT should be prepared. Additional on-site mitigation measures may be required depending on the level and scope of air quality impacts identified in the EIR. Off-site mitigation may be required if feasible mitigation measures are not implemented, or if no mitigation measures are feasible for the project.

Page 3-9, Section 3.6.3 – Dirt Roads and Unpaved Areas

When light-duty vehicular traffic accesses a project using unpaved roads and/or the project has unpaved driveways or parking areas, a particulate matter (PM₁₀) emission estimate needs to be accomplished by including the unpaved travel distance in the CalEEMod model and CalEEMod's option to use the California Air Resources Board's unpaved road emission factor from their statewide emissions inventory.

If the model's emission estimate demonstrates an exceedance of the APCD's PM₁₀ significance thresholds of 25 lbs/day or 25 tons/year, then the following mitigation is required:

For these unpaved sections, implement one of the following:

1. For the life of the project, pave and maintain the roads, driveways, and/or parking areas; or,
2. For the life of the project, maintain the unpaved roads, driveways, and/or parking areas with a dust suppressant (See the APCD Approved Dust Suppressant section below), such that fugitive dust emissions do not exceed the APCD 20% opacity limit for greater than 3 minutes in any 60-minute period (APCD Rule 401) or prompt nuisance violations (APCD Rule 402). To improve the dust suppressant's long-term efficacy, the applicant shall also implement and maintain design standards to ensure vehicles that use the on-site unpaved road are physically limited (e.g., speed bumps) to a posted speed limit of 15 mph or less.

If the project's access involves a city or county owned and maintained road, the applicant shall work with the applicable Public Works Department to ensure that the mitigation follows the agency's road standards for that section of road. The applicant may propose other measures of equal effectiveness as replacements by contacting the APCD's Planning Division at (805) 781-5912.

Pages 3-7, Section 3.6.1 and 3-14, Section 3.7.4 – Health Risk Assessment

Please refer to the San Luis Obispo County APCD's *Policy Updates for Ozone Precursor Mitigation and Type B Health Risk Assessments* (Attachment 4 in this document).

Page 3-15, Section 3.8.1; Page 3-16, Table 3-4; and Page 3-17 through 3-20, Sections 3.8.2 and 3.8.3 – Table 3-5: Mitigation Measures

Table 3-5 has been updated to include the most current mitigation measures for site design, transportation, and energy efficiency. Measures were edited for clarity and for consistency with CALGreen (Title 24) building standards, resulting in the removal of some measures that are currently required by Title 24. The overall reduction in the number of recommended measures led to a proportional reduction in the number of measures required to mitigate a given exceedance of the thresholds of significance, and the update of Section 3.8.1 and Table 3-4. Please see Attachment 3 for the updated measures table.

Page 4-9, Section 4.3 – APCD-Approved Dust Suppressants

Work with the manufacturers/product experts to determine the best product for your situation. Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions:

<http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm>

Page 4-11, Section 4.4 – APCD Naturally Occurring Asbestos Zones

San Luis Obispo County APCD staff now has a comprehensive Naturally Occurring Asbestos (NOA) Zones map available on the website. The updated map is an added benefit to developers and project proponents to more accurately determine if their specific parcel falls within an area subject to NOA requirements.

Updated/ Added Sections to the 2012 Handbook

Section 3.6 – Activity Management Plan for Operation Activities

Projects that exceed the APCD's operational phase 25 ton/year threshold may be required to complete an Activity Management Plan (AMP), which would be structured in a similar manner to the CAMP mitigation approach described in Section 2.3.3. Applicants must work with the San Luis Obispo County APCD on development of the AMP and the critical elements necessary each individual project.

Attachment 2

Table 1-1: Screening Criteria for Project Air Quality Analysis ^(1,2)

Land Use	Unit of Measure	Size of Urban Project Expected to Exceed APCD GHG Numerical Threshold ⁽³⁾ : (operational and construction)	Size of Urban Project Expected to Exceed APCD Ozone Precursor Significance Threshold ⁽⁴⁾ :
		1150 CO ₂ e (MT/year)	25 lbs/ Day ROG + Nox
COMMERCIAL			
Bank (with Drive-Thru)	1,000 SF	25	23
General Office Building		75	149
Government (Civic Center)		38	65
Government Office Building		27	34
Hospital		35	99
Medical Office Building		34	60
Office Park		69	141
Pharmacy/Drugstore w/o Drive Thru		27	35
Pharmacy/Drugstore with Drive Thru		26	33
Research & Development		98	182
EDUCATIONAL ⁽⁵⁾			
Day-Care Center	1,000 SF	42	41
Elementary School		74	105
High School		66	107
Junior High School		78	112
Library		25	39
Place of Worship		79	69
Junior College (2yr)	STUDENTS	1122	1681
University/College (4yr)		605	1003
INDUSTRIAL			
General Heavy Industry	1,000 SF	159	423
General Light Industry		92	172
Industrial Park		81	189
Manufacturing		123	262
Mini Storage ⁽⁶⁾		267	447
Refrigerated Warehouse-No Rail		176	453
Refrigerated Warehouse-Rail		176	453
Unrefrigerated Warehouse-No Rail		245	454
Unrefrigerated Warehouse-Rail		245	454
RECREATIONAL			
Fast Food Restaurant w/o Drive Thru	1,000 SF	3	4
Fast Food Restaurant with Drive Thru		5	5
Health Club		44	73
High Turnover (Sit Down Restaurant)		14	19
Movie Theater (No Matinee)		20	27
Quality Restaurant		19	30
Racquet Club		71	109
Recreational Swimming Pool		48	71
Arena	ACRES	6	13
City Park		156	95
Golf Course		204	356
Hotel	ROOMS	91	177
Motel		86	183

RESIDENTIAL			
Apartment High Rise	DWELLING UNIT	171	247
Apartment Low Rise		122	192
Apartment Low Rise (Rural)		83	147
Apartment Mid Rise		125	203
Condo/Townhouse General		127	218
Condo/Townhouse General (Rural)		89	169
Condo/Townhouse High Rise		173	270
Congregate Care/Assisted Living		220	348
Mobile Home Park		139	228
Mobile Home Park (Rural)		99	181
Retirement Community		246	369
Single Family Housing		76	128
Single Family Housing (Rural)		54	99
RETAIL			
Auto Care Center	1,000 SF	73	114
Convenience Market (24 hour)		5	4
Convenience Market with Gas Pumps		5	2
Discount Club		38	49
Electronic Superstore		51	70
Free Standing Discount Store		30	38
Free Standing Discount Superstore		32	42
Hardware/Paint Store		29	34
Home Improvement Superstore		44	53
Regional Shopping Center		38	50
Strip Mall		42	59
Supermarket		17	18
Gasoline/Service Station ⁽⁷⁾		PUMPS	-
<p>1. Screening levels in this table were created using CalEEMod version 2016.3.2 with default San Luis Obispo County urban settings; some rural setting results are also included and are denoted by parentheses. If the project is not represented well by an urban setting, (e.g. urban fringe development where urban trip lengths are not representative), then the project impacts need to be specifically evaluated in CalEEMod using project specific information. The modeling results, substantiated assumptions, and CalEEMod files need to be presented to SLOCAPCD for review and approval.</p> <p>2. This screening table is based on daily ozone precursor and annual GHG emissions emissions, and is not comprehensive. It should be used for general guidance only. This table is not applicable for projects that involve heavy-duty diesel activity and/or fugitive dust emissions. The SLOCAPCD recommends a more refined analysis of air quality impacts specific for any project that is greater than or equal to 90% of the screening criteria values in this table.</p> <p>3. For ozone precursor evaluations, SLOCAPCD considers CalEEMod winter scenario simulations worst case because winter emissions are typically higher than its summer emissions.</p> <p>4. Use of this table does not preclude lead agencies from complying with Section 15064.4 of the California Environmental Quality Act ("CEQA") Guidelines which requires that "a lead agency should make a good-faith effort... to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the screening levels in this table, a refined emissions quantification and analysis should be conducted.</p> <p>5. All projects involving the purchase of a school site, or construction of a new elementary or secondary school, must be referred to SLOCAPCD for review and comment. (Pub. Resources Code Section 21151.8, Subd. (a)(2)).</p> <p>6. CalEEMod does not have mini-storage as a land-use category, however the ITE Trip Generation Manual includes trip rates for this category under Code 151. SLOCAPCD used the CalEEMod Unrefrigerated Warehouse-No Rail land-use category as a surrogate for mini-storage, changing the trip rates to those for mini-storage, and to be conservative, made all trip types Primary Trips.</p> <p>7. For the Gas Station land use categories, please contact APCD Staff to help determine the best method for quantifying values with the CalEEMod tool.</p>			

Attachment 3
Table 3-5: Mitigation Measures

3.8.1 Guidelines for Applying ROG, NO_x and PM₁₀ Mitigation Measures

In general, projects that do not exceed the 25 lb/day ROG+NO_x threshold do not require mitigation. For projects that exceed this threshold, the APCD has developed a list of mitigation strategies for residential, commercial, and industrial projects. Project mitigation recommendations should follow the guidelines listed below and summarized in Table 3-4. Projects that are GreenPoint rated or LEED certified with a third-party verification may implement a reduced number of mitigation measures. The recommended number of mitigation measures is in addition to the GreenPoint rating or the LEED certification-measures that are used to satisfy requirements of the Green Point rating or LEED certification cannot be used as additional measures (No double counting of measures). Alternate mitigation measures may be suggested by the project proponent if the APCD-suggested measures are not feasible.

- a. Projects with the potential to generate at least 25 but less than 30 lbs/day of combined ROG + NO_x or PM₁₀ emissions should select and implement at least **4** mitigation measures from the list; if the project is GreenPoint rated or LEED certified, the number of mitigation measures is reduced to **3**;
- b. Projects generating at least 30 but less than 35 lbs./day of combined ROG + NO_x or PM₁₀ emissions should select and implement at least **8** mitigation measures from the list; if the project is GreenPoint rated or LEED certified, the number of mitigation measures is reduced to **6**;
- c. Projects generating at least 35 but less than 50 lbs./day of combined ROG + NO_x or PM₁₀ emissions should implement at least **10** measures from the list; if the project is GreenPoint rated or LEED certified, the number of mitigation measures is reduced to **8**;
- d. Projects generating 50 lbs/day or more of combined ROG + NO_x or PM₁₀ emissions should select and implement **all feasible** measures from the list; if the project is GreenPoint rated or LEED certified, the number of mitigation measures is reduced to **12**. Further mitigation measures may also be necessary, including off-site measures, depending on the nature and size of the project and the effectiveness of the mitigation measures proposed; and,
- e. Projects generating 25 tons per year or more of combined ROG + NO_x or PM₁₀ emissions will need to implement **all feasible** measures from the list as well as **off-site** mitigation measures, depending on the nature and size of the project and the effectiveness of the onsite mitigation measures proposed.

Table 3-4: Mitigation Threshold Guide

Combined ROG+NO_x or PM₁₀ Emissions (lbs/day)	Mitigation Measures Recommended		
	Residential, Commercial or Industrial	GreenPoint Rated or LEED Certified	Off-Site Mitigation
< 25	None	None	None
25 - <30	4	3	*
30 - <35	8	6	*
35 - <50	10	8	*
≥ 50	All Feasible	12	*
≥ 25 ton/yr	All Feasible	All Feasible	Yes

* Will be dependent on the effectiveness of the mitigation measures, location of project and high vehicle dependent development. Examples of projects potentially subject to off-site mitigation include: rural subdivisions, drive-through applications, commercial development located far from urban core.



Table 3-5: Mitigation Measures

LAND USE: Commercial (C) Industrial (I) Residential (R)	DEVELOPMENT LEVEL: Plan (PL) Project (PR) Subdivision (S)	MEASURE TYPE: Energy efficiency (EE) Site design (SD) Transportation (T)	MITIGATION MEASURE	POLLUTANT REDUCED: Diesel Particulate Matter (DPM) Greenhouse Gas (GHG) Ozone (O) Particulate (P)	MITIGATION PHASE: Design (D) Operational (O)
R	PR	SD	Install gas or electric fireplace in place of EPA certified Tier 2 residential wood burning appliances.	GHG, O, P	D
C, R	PL, PR, S	SD, T	Design and build high density, compact development within the urban core or urban reserve to encourage alternative transportation (walk, bike, bus, etc.).	GHG, O, P	D
C, I, R	PL, PR, S	SD, T	Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable and safe (May include: appropriate signalization and signage; safe routes to school; linking cul-de-sacs and dead ends; orienting buildings toward streets with automobile parking in the rear, etc.).	GHG, O, P	D
C, I, R	PL, PR	SD, T	Provide shade over 50% of parking spaces to reduce evaporative emissions from parked vehicles.	O	D
C, I, R	PR	SD, T	Reduce fugitive dust from roads and parking areas with the use of paving or other materials.	P	D

LAND USE: Commercial (C) Industrial (I) Residential (R)	DEVELOPMENT LEVEL: Plan (PL) Project (PR) Subdivision (S)	MEASURE TYPE: Energy efficiency (EE) Site design (SD) Transportation (T)	MITIGATION MEASURE	POLLUTANT REDUCED: Diesel Particulate Matter (DPM) Greenhouse Gas (GHG) Ozone (O) Particulate (P)	MITIGATION PHASE: Design (D) Operational (O)
C, I, R	PR	SD, T	Implement driveway design standards (e.g., speed bumps, curved driveway) for self-enforcement of reduced speed limits on unpaved driveways.	P	D
C, I, R	PR	SD, T	Use an APCD-approved suppressant on private unpaved roads leading to the site, unpaved driveways and parking areas, applied at a rate and frequency that ensures compliance with APCD Rule 401: Visible Emissions, and ensures offsite nuisance impacts do not occur.	P	O
C, I, R	PL, S	SD, T	Incorporate traffic calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety. For example: see CalTrans Complete Streets: http://www.dot.ca.gov/transplanning/ocp/complete-streets.html	GHG, O, P	D
C, I, R	PL, PR	SD, T	Work with SLOCOG to create, improve, or expand a nearby 'Park and Ride' lot with car parking and bike lockers in proportion to the size of the project.	GHG, O, P	D
C	PR	SD, T	Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.	GHG, O, P	D

LAND USE: Commercial (C) Industrial (I) Residential (R)	DEVELOPMENT LEVEL: Plan (PL) Project (PR) Subdivision (S)	MEASURE TYPE: Energy efficiency (EE) Site design (SD) Transportation (T)	MITIGATION MEASURE	POLLUTANT REDUCED: Diesel Particulate Matter (DPM) Greenhouse Gas (GHG) Ozone (O) Particulate (P)	MITIGATION PHASE: Design (D) Operational (O)
C, I	PR	SD, T	Provide employee lockers and showers to promote bicycle and pedestrian use. One shower and 5 lockers for every 25 employees is recommended.	GHG, O, P	D
C, I, R	PL, PR, S	SD, T	Increase bicycle accessibility and safety in the vicinity of the project; for example: provide interconnected bicycle routes/lanes or construction of bikeways.	GHG, O, P	D
C, I, R	PL, PR, S	SD, T	Exceed Cal Green standards by 25% for providing on-site bicycle parking: both short term racks and long term lockers, or a locked room with standard racks and access limited to bicyclists only.	GHG, O, P	D
C, I, R	PL, PR, S	SD, T	Develop recreational facility (e.g., parks, trails, gym, pool, etc.) within one-quarter of a mile from site.	GHG, O, P	D
C, I, R	PR, S	SD, T	If the project is located on an established transit route, provide improved public transit amenities (e.g.: covered transit turnouts, direct pedestrian access, bicycle racks, covered bench, smart signage, route information displays, lighting, etc.).	GHG, O, P	D
C, I, R	PR	T	Provide bicycle-share program for development.	GHG, O, P	O
C, I	PR	T	Require 15% of fleet vehicles to be zero emission vehicles.	DPM, GHG, O	O
C, I	PR	T	Project includes alternative fuel fleet vehicle(s).	DPM, GHG, O	O

LAND USE: Commercial (C) Industrial (I) Residential (R)	DEVELOPMENT LEVEL: Plan (PL) Project (PR) Subdivision (S)	MEASURE TYPE: Energy efficiency (EE) Site design (SD) Transportation (T)	MITIGATION MEASURE	POLLUTANT REDUCED: Diesel Particulate Matter (DPM) Greenhouse Gas (GHG) Ozone (O) Particulate (P)	MITIGATION PHASE: Design (D) Operational (O)
C, I, R	PR	T	Provide neighborhood electric vehicles/car-share program for the development.	GHG, O	O
C, I, R	PR	T	Provide dedicated parking for carpools, vanpools, and/or high-efficiency vehicles to meet or exceed Cal Green Tier 2 .	GHG, O, P	O
C, I	PR	T	Provide vanpool, shuttle, mini bus service (alternative fueled preferred).	GHG, O, P	O
C, I, R	PR	T	Work with SLO Regional Rideshare to educate occupants with alternative transportation and smart commute information (e.g. transportation board, electronic kiosk, new hire packets, web portal, newsletters, social media, etc.).	GHG, O, P	O
C, I	PR	T	Provide child-care facility on site.	GHG, O, P	O
C, I	PR	T	Implement programs to reduce employee vehicle miles traveled (e.g. incentives, SLO Regional Rideshare trip reduction program, vanpools, onsite employee housing, alternative schedules (e.g. 9-80s, 4-10s, telecommuting, satellite work sites etc.).	GHG, O, P	O
C, I	PR	T	Provide a lunchtime shuttle to reduce single occupant vehicle trips and/or coordinate regular food truck visits.	GHG, O, P	O
C	PR	T	Provide delivery service in clean fueled vehicles.	GHG, O, P	O

LAND USE: Commercial (C) Industrial (I) Residential (R)	DEVELOPMENT LEVEL: Plan (PL) Project (PR) Subdivision (S)	MEASURE TYPE: Energy efficiency (EE) Site design (SD) Transportation (T)	MITIGATION MEASURE	POLLUTANT REDUCED: Diesel Particulate Matter (DPM) Greenhouse Gas (GHG) Ozone (O) Particulate (P)	MITIGATION PHASE: Design (D) Operational (O)
C	PR	T	At community event centers (i.e. amphitheaters, theaters, and stadiums), provide free valet bicycle parking.	GHG, O, P	O
C, I	PL, PR	T	Implement a "No Idling" vehicle program which includes signage, enforcement, etc.	DPM, GHG, O	O
R	PR	T	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	GHG, O, P	O
C, I	PR	T	Meet or exceed Cal Green Tier 2 standards for providing EV charging infrastructure.	GHG, O, P	D
C, I	PR	T	Install 1 or more level 2 or better EV charging stations.	GHG, O, P	D
C, I, R	PR	EE	Meet or exceed Cal Green Tier 1 standards for building energy efficiency.	GHG, O	D
C, I, R	PR	EE	Meet or exceed Cal Green Tier 2 standards for building energy efficiency.	GHG, O	D
C, I, R	PR	EE	Meet or exceed Cal Green Tier 2 standards for utilizing recycled content materials.	GHG	D
C, I, R	PR	EE	Meet or exceed Cal Green Tier 2 standards for reducing cement use in concrete mix as allowed by local ordinance and conditions.	GHG	D

LAND USE: Commercial (C) Industrial (I) Residential (R)	DEVELOPMENT LEVEL: Plan (PL) Project (PR) Subdivision (S)	MEASURE TYPE: Energy efficiency (EE) Site design (SD) Transportation (T)	MITIGATION MEASURE	POLLUTANT REDUCED: Diesel Particulate Matter (DPM) Greenhouse Gas (GHG) Ozone (O) Particulate (P)	MITIGATION PHASE: Design (D) Operational (O)
C, I, R	PR	EE	All built-in appliances shall be Energy Star certified or equivalent.	GHG	D
C, I, R	PR	EE	Utilize onsite renewable energy systems (e.g. solar, wind, geothermal, biomass and/or bio-gas) to offset at least 10% of energy use.	GHG	D
C, I, R	PR	EE	Meet or exceed Cal Green Tier 2 standards for the use of greywater, rainwater or recycled water.	GHG	D
C, I, R	PR	EE	Provide and require the use of battery powered or electric landscape maintenance equipment for new development.	GHG, O	D
C, I, R	PL, PR	EE	Meet or exceed Cal Green Tier 2 standards for using shading, trees, plants, cool roofs, etc. to reduce "heat island" effect.	GHG	D
C, I, R	PR	EE	Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels.	GHG, O	D



Attachment 4 Policy Updates for Ozone Precursor Mitigation and Type B Health Risk Assessments

October 2016

General Air Quality Background

The San Luis Obispo County Air Pollution Control District (APCD) is the local agency working to protect public health by reducing air pollutant emissions. These emissions include PM, as well as those associated with nitrogen oxides (NOx) and reactive organic gases (ROG), which combine with sunlight to form ozone. Effects of these pollutants include adverse health impacts, damage to plants, and reduced crop yields.

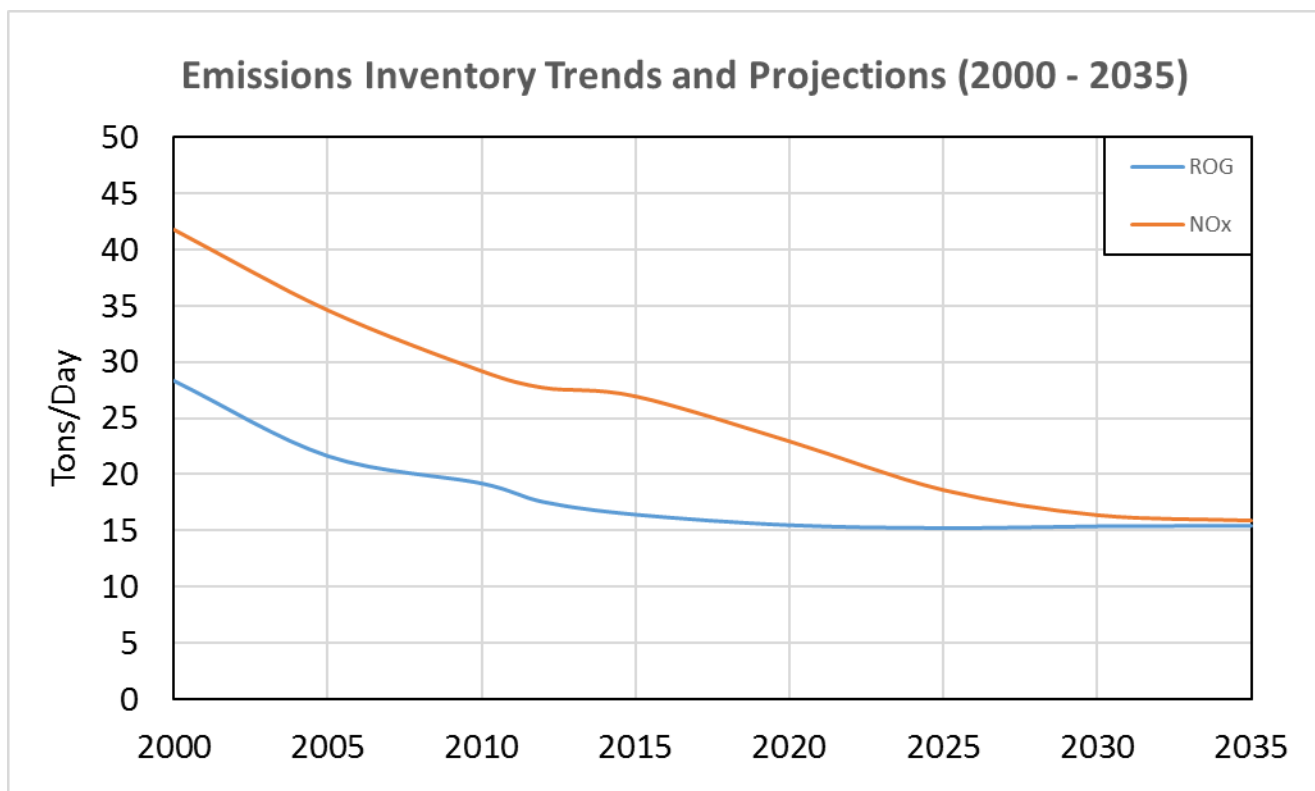


Figure 1. Daily emissions and projections in San Luis Obispo County based on the California Air Resources Board's California Emissions Projection Analysis Model.

Over time, pollutant emissions in San Luis Obispo County have decreased as a result of a variety of factors, including the implementation of the APCD's Clean Air Plan, federal, state and local regulations, APCD-administered incentive programs, and a reduction in mobile source emissions.

(Figure 1). As a result, this document details updates to APCD emission mitigation policies associated with land use projects.

CEQA Off-site Air Quality Mitigation Background

To help minimize cumulative impacts to air quality from new development and remediation of legacy oil field operations in San Luis Obispo County, offsite mitigation funds have historically been recommended when project impacts exceed APCD CEQA thresholds and cannot be mitigated onsite. Since 2009, the APCD has collected off-site mitigation for the operational phase of new development and long-term remediation projects as outlined in Table 3.4 in Section 3.8.1 of the 2012 CEQA Handbook; see www.slocleanair.org/rules-regulations/land-use-ceqa. This table shows that off-site mitigation may be required if a project's operational phase emissions would exceed the 25 lb/day ozone precursor significance threshold and would be required if the emissions will exceed the 25 ton/year ozone precursor threshold. The table's footnote states that for exceedance of the daily emissions threshold, offsite mitigation is applicable for rural projects and projects that are highly vehicle dependent. The APCD uses off-site mitigation funds to implement local emission reduction projects that will offset emissions from applicable projects exceeding the daily and annual thresholds. Likewise, for short term construction phase projects, the APCD has secured off-site mitigation for the exceedances of two CEQA significance thresholds as per Section 2.1 of the 2012 CEQA Handbook: 2.5 and 6.3 ton/quarter of ozone precursor emissions.

Future CEQA Air Quality Mitigation

Based on the steady improvement of air quality in San Luis Obispo County, the APCD is updating its policy regarding when off-site mitigation is required. These policy changes will remain in effect until changing conditions require their revision and are articulated below:

1. **Off-site air quality mitigation for operational phase emissions will only be required for CEQA projects exceeding the 25 ton/year ozone precursor threshold.** For projects exceeding the 25 lb/day ozone precursor threshold but not the annual threshold, under lead agency conditions of approval, project proponents shall implement mitigation as required in CEQA Handbook Section 3.8.1 and 3.8.2 using applicable mitigation measures. Implementing this policy change will reduce the number of projects requiring off-site mitigation, but is expected to increase reliance on Table 3-5 of the Handbook, which lists recommended mitigation measures. Off-site mitigation may be required for projects (exceeding the 25 lb/day threshold) if feasible mitigation measures are not implemented, or if no mitigation measures are feasible for the project.
2. **Construction phase CEQA off-site air quality mitigation will only be required for projects exceeding the 6.3 ton/quarter threshold for ozone precursor emissions.** For projects that exceed the 2.5 ton/quarter threshold but not the 6.3 ton/quarter threshold, under lead agency conditions of approval, project proponents shall implement all feasible standard and Best

Available Control Technology (BACT) mitigation measures for construction equipment emissions as described in Sections 2.1 and 2.3 of the CEQA Handbook. Off-site mitigation may be required (for projects exceeding 2.5 ton/qtr) if feasible mitigation measures are not implemented, or if no mitigation measures are feasible for the project.

Health Risk Assessments

Due to the California Building Industry Association vs Bay Area Air Quality Management District court decision*, Type B Health Risk Assessments (HRA) will no longer be required by APCD. However, the APCD will recommend that the lead agency disclose health risks associated with projects near sources of toxic air contaminant emissions.

Type B HRAs calculate health risk from the existing environment on a project's sensitive receptors (typically residences, schools, day care centers, hospitals, and other sensitive populations). In San Luis Obispo County, the most significant health risk impacts are typically related to diesel truck exhaust impacts from high volume roadways, diesel particulate matter from railroad lines with significant idling potential, and toxic air contaminants and carcinogens.

In recognition of the potential significant health risks associated with these types of projects, as well as the public disclosure role of CEQA, the APCD may recommend for certain projects that the lead agency disclose potential health risks for informational purposes. The APCD also recognizes that the lead agency has authority to require measures to protect public health and safety.

*** Supreme Court of California. CALIFORNIA BUILDING INDUSTRY ASSOCIATION, Plaintiff and Respondent, v. BAY AREA AIR QUALITY MANAGEMENT DISTRICT, Defendant and Appellant. No. S213478. Decided: December 17, 2015**

Policy Implementation Timeline

These APCD policy updates are effective immediately and are applicable for all future development projects subject to CEQA review, as well as all projects currently in the CEQA review process whose land use application has not yet been deemed complete by the lead agency. The APCD may update these policies at any time, based on the best and most current available science, legislation, and practices, in order to protect air quality and public health in San Luis Obispo County.