

**SMAQMD
Project Review Principles
2005**

Challenge:

Ground level ozone and particulate matter (PM) are primary air quality health hazards in the region.

Mobile source emissions, with on-road vehicles being the primary contributor, account for over 70% of the precursors for ozone and are significant sources of PM.

Off-road equipment, much of it construction equipment, accounts for 14% of the NOx inventory, a precursor of ozone.

New land use projects in Sacramento generate construction emissions from heavy duty off-road construction equipment, and when operational, generate and/or attract on-road vehicle trips.

Response:

The SMAQMD Land Use and Transportation Section has established a Project Review Program through which it reviews local jurisdiction projects. Land Use and Construction Mitigation Programs have also been established. The Project Review Principles listed below are used to evaluate and comment on new development projects and to recommend appropriate air quality mitigation measures to ensure the maximum feasible reduction in negative air emissions.

Project Review Procedures

SMAQMD staff members who review and comment on land use projects use the California Environmental Quality Act (CEQA) for primary guidance. In addition, staff uses the construction and operational thresholds of significance adopted by the SMAQMD Board of Directors on March 28, 2002. The Guide to Air Quality Assessment in Sacramento County, published by the District in July of 2004, is used by lead agencies, as well as by staff, to determine a project's air quality impacts and to assist in determining appropriate air quality mitigation measures. Finally, the below listed principles for land use, transportation & transportation demand management, and energy are used as guidelines when reviewing projects and to ensure consistency in the comments and recommended mitigation measures.

Land Use Principles

- L- 1. Incorporate design and operational features in projects that exceed the District's established Threshold of Significance to mitigate ozone operational emissions by at least 15 percent. Projects that do not exceed the Threshold of Significance are also asked to consider various forms of mitigation.**
- L- 2. Encourage strategic land use patterns for projects which reduce the number and length of vehicle trips, and make it easy to walk, bicycle and use transit by:
 - using grid street patterns vs. cul-de-sac design.****

- using narrower streets with separated sidewalks and distinct bicycle lanes and paths.
 - locating projects near light rail and major bus routes.
 - providing attractive shading and mini-parks.
 - designing connectivity to schools, parks and public spaces.
- L-3 Encourage compact development featuring a mix of uses that locate residences near jobs and services.
- L- 4 Promote infill projects with compact development and mixed -use in urban areas as a priority over suburban expansion.
- L- 5 Build vehicle parking in the back of commercial and retail projects to promote pedestrian and transit user access.
 - Provide at least one entrance facing the sidewalk
 - Provide safe and attractive walkways between buildings
 - Provide easy access to transit stops.
 - Reduce parking lot size where possible and increase shading.
- L-6 Promote Transit Oriented Development (TOD) projects and encourage the development of higher density housing and employment centers near transit stations. Gain air quality benefits by:
 - Increasing use of RT buses and trains.
 - Reducing dependence on motorized vehicles.
 - Increasing walking trips.
- L-7 Increase density of employment centers and homes within 1/4 to 1/2 mile of rail transit stations and bus transit corridors.
- L-8 Ensure that all land use decisions promote Environmental Justice in order to protect citizens – regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location – from the health effects of air pollution.

TRANSPORTATION & TRANSPORTATION DEMAND PRINCIPLES

- T- 1 Support the development of Public Facilities Financing Districts and County Service Areas to provide funding for transportation demand management programs with coincidental air quality benefits.
- T-2 Provide disincentives for single-occupant vehicle trips through parking supply and pricing controls where space is limited and alternative transportation modes are available.
- T-3 Develop projects to ensure that during the construction and operational phases the latest technology generators, diesel-powered trucks, buses, and other heavy-duty vehicles are used and idling times are reduced.
- T-4 Encourage all major developments to participate in and/or create Transportation Management Associations.

- T-5 Encourage employers to provide transit subsidies, bicycle facilities, and alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.
- T-6 Build new roadways or retrofit existing ones to accommodate all travel modes.
- Coordinate traffic signals with bicycle and pedestrian traffic.
 - Design roads and streets consistent with regional bikeway and pedestrian plans.
 - Avoid walled and gated communities.
 - Promote narrower streets, separated sidewalks & traffic circles.
- T-7 Provide bike storage and shower/locker facilities to promote pedestrian and bicycle commute options.
- T-8 Provide fiber optics and T1 wiring in homes to encourage teleworking.

ENERGY PRINCIPLES

- E-1 Reduce energy use and associated emissions by requiring:
- use of utility company incentive programs
 - use of Energy Star Standards in building designs.
 - projects to exceed California Energy Commission Title 24 Energy Efficiency Standards by at least:
 - 25% for residential projects.
 - 15% for non-residential (commercial) projects.
- E-2 Include shading plans for buildings and streets using low emitting tree species.
- E-3 Promote reflective roofing materials and pavements.
- E-4 Install roof photovoltaic energy systems.
- E-5 Provide landscaping to reduce energy demand for cooling.
- E-6 Promote use of energy-efficient landscape maintenance equipment.
- E-7 Orient buildings to minimize energy required for heating and cooling.

Miscellaneous Principles

- M-1 Evaluate all projects for the potential presence of naturally occurring asbestos on the project sites.
- M-2 Evaluate all projects for the presence of toxic air contaminants from diesel generated particulate matter.
- M -3 Ensure that project construction phase incorporates plans to control opacity (smoking equipment) limits.