



Land Use & Transportation News

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Inside this issue:

Updated SMAQMD Guidance	2
Consider a Parking Mitigation Measure	3
Recapping the Parking Seminar	3
Q&A URBEMIS	4

A Mitigation Success Story in Elk Grove

Sandy Kyles is the Environmental Compliance Coordinator/Mitigation Monitor for the City of Elk Grove. The SMAQMD has been working with Sandy for many years on air quality mitigation measures (and others), and would like to take this opportunity to highlight her diligent work and share the reasons for her success with you.



Sandy believes her success as the City of Elk Grove's Environmental Compliance Coordinator/Mitigation Monitor is twofold: database management and communication. The City of Elk Grove has a population of approximately 130,000 and has been one of the fastest growing cities in California over the past five years. Over this period Sandy has tracked mitigation compliance on an average of 30 active residential subdivision and commercial projects per year. Sandy uses a variety of tracking methods including a customized database, Microsoft Access, and Excel, which is particularly helpful for tracking items like tree mitigation. [Tree mitigation is based on inches of tree diameter lost, so it can get quite confusing when more than 2,000 tree mitigation inches for one project need to be tracked and Excel makes that task easy.] Elk Grove's custom database is her primary tool for tracking detailed information. She admits that placing a summary sheet printout from the database in the project files for quick reference has been extremely helpful when urgent status requests come in on the projects she tracks.

Getting a project built involves numerous professional disciplines, agencies, and trades, from contractors to biologists to city inspectors.

(continued on page 2)

Special Point of Interest:

Join the SMAQMD in
Exploring Effective Air Quality Mitigation
September 20, 2007
8:30 a.m. to noon
777 12th Street, 3rd Floor, Sacramento, CA

RSVP to JJ Hurley at
916.874.2694 or
jhurley@airquality.org

Network with professionals who work with air quality mitigation every day!

(continued from page 1)

Communication between these groups is just as important as having an efficient database. On a daily basis Sandy coordinates this communication to ensure that mitigation requirements are being implemented. "I am fortunate to have the support and availability of biologists, tree arborists, city staff, particularly plan checkers and inspectors, field monitors and other agencies," Sandy indicated. "Regularly scheduled quarterly meetings with SMAQMD and city staff have been an exceptionally valuable instrument for expanding my knowledge of and effectively monitoring air quality measures."

Sandy believes that it takes a team to create a Mitigation Monitoring and Reporting Program and teamwork to achieve compliance. Having an adequate tracking system and maintaining relationships and constant communication with all the parties involved in a project, largely contributes to Sandy's accomplishment of successfully monitoring mitigation measures.

The SMAQMD applauds Sandy for her work to keep mitigation monitored in Elk Grove and looks forward to continuing its relationship with her to implement air quality mitigation measures.

Note a Few Updates to SMAQMD Guidance Documents

GUIDANCE FOR LAND USE EMISSION REDUCTIONS

In mid August the SMAQMD released an updated version of the *Guidance for Land Use Emission Reductions*. The newest version is 2.4. The updated document can be downloaded at the following website: www.airquality.org/ceqa/GuidanceLUEmissionReductions.pdf. If you are curious what has changed, there is a summary of changes at the end of the Guidance document.

Please contact JJ Hurley at jjhurley@airquality.org or 916.874.2694 with questions on the Guidance.

RECOMMENDED PROTOCOL FOR EVALUATING THE LOCATION OF SENSITIVE LAND USES ADJACENT TO MAJOR ROADWAYS

The Technical Appendix to the *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* has been updated. Changes include:

- A new section on the health affects of diesel particulate matter.

- A new section on the CAL3QHCR air dispersion model.
- In-depth information on the screening table development.
- Meteorological data set comparisons.
- Up-to-date screening tables and related graphs.

In addition, the SMAQMD has developed a simple spreadsheet to assist in the identification of receptor locations for use in CAL3QHCR for diagonal roadway modeling. This tool is simple to use. It requires the end points of the roadway section and produces the receptors coordinates as recommended by SMAQMD (at 10, 24, 50, 100, 200, 300, 400 and 500 feet).

The updated Technical Appendix and diagonal roadway tool will be available in mid September at the following website:

www.airquality.org/ceqa/index.shtml#SensitiveLU.

Please contact Rachel DuBose at rdubose@airquality.org or 916.874.4876 with questions on the Recommended Protocol document.

Consider a Parking Mitigation Measure

Project proponents seeking to reduce emissions while gaining significant mitigation points should consider implementing any of the six SMAQMD recommended parking measures (five summarized here). Readily accessible parking facilities encourage the use of personal vehicles over alternative transportation modes when commuting to the office, town center, or other dense urban areas. These measures collectively tackle the issue of over-available parking by providing incentives to “opt out” of provided parking spaces while reducing the amount of parking available in the first place.

Measure 10a is a fee based parking system frequently used in downtown settings where parking is at a premium. These spaces are provided to users at a fee 20% higher than the cost of a daily or monthly Regional Transit pass. This financial incentive encourages commuters

to utilize public transit, and save money while reducing commuter related emissions. Furthermore, under implementation of **Measure 10b**, employers may choose to provide a cash payment to employees who permanently opt out of a provided parking space.

Measure 11 relies upon thoughtful project design to effectively reduce the parking demand generated by a project. These designs allow the proponent to provide less than the required amount of parking per local zoning codes by providing superior access for pedestrians, bicyclists, and public transit users.

Similarly, **Measure 12** allows a proponent to provide less parking if nearby projects effectively “share” the available facilities. For example, an office complex would utilize a garage during the day that would otherwise be occupied at night by

patrons of a nearby restaurant.

Measure 14 utilizes strategic placement of parking facilities away from public streets to minimize visibility and discourage overuse. This measure depends highly on surrounding land uses to reduce the prominence of parking facilities in the vicinity of the project. High density and mixed use projects are best suited to this measure.

Depending on the nature of the project and the degree of implementation, these measures can combine to generate a significant reduction in vehicle miles traveled while providing the project proponent multiple mitigation points. Measures 11 and 12 alone can be worth up to 6 and 12 points respectively when implemented to their fullest extent.

Recapping the Parking Seminar

On July 25, 2007 the Local Government Commission presented “Innovative Parking Strategies for the Sacramento Region,” a seminar on one of the most powerful tools to change travel behavior: parking supply and pricing. Over one hundred fifty participants (planners, elected officials, developers, etc.) attended the event and most developed a new found appreciation for the power of good parking strategies.

Sponsored by the SMAQMD, this seminar featured Professor Donald Shoup, author of The High Cost of Free Parking as well as speakers from the cities of Redwood City, Pasadena, Arlington, VA and consulting firms. Dr. Shoup began by showing photos of land uses dominated by a “sea of parking” that create inhospitable, wasted environments. He pointed out the hidden subsidies that exist for parking and stated there’s an inherent disconnect in cities that say they want to fight global warming and yet they greatly undercharge for curb and structured parking. He believes finely-grained “right parking pricing” is essential for managing parking demand. Furthermore, he crusaded for the elimination of parking minimums in city code. Mark Yamarone of the City of Pasadena pointed out that six out of twelve strategies in its toolbox to reduce traffic are parking strategies. The real world strategies provided by the City of Pasadena practitioners (some of whom were former Shoup students) drove home the power of parking strategies.

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LUTRAN Section

*Assisting with air quality
planning, analysis
& mitigation*

The SMAQMD's mission is to achieve clean air goals by leading the region in protecting public health and the environment through innovative and effective programs, dedicated staff, community involvement and public education.

California's Health and Safety Code section 40961 directs the SMAQMD to "represent the citizens of the Sacramento district in influencing the decisions of other public and private agencies whose actions may have an adverse impact on air quality." Section 41015 specifies that in exercising its duty, the SMAQMD may not infringe upon the authority of local governments to plan or control land use.

Q&A with Miti Gator



QUESTION:

I've heard that URBEMIS for Windows 2007, version 9.2 is available for download. Is the SMAQMD requiring the use of this new version?

ANSWER:

The SMAQMD staff have been testing version 9.2 to famil-

iarize themselves with the program and looking for glitches and performance issues.

Currently the SMAQMD is not requiring the use of version 9.2, and will accept the analysis from either versions 8.7 or 9.2.

The SMAQMD will schedule an URBEMIS training session for interested parties in the near future and then decide the date when users must switch from 8.7 to 9.2.

For more information on the URBEMIS model visit the following website:
www.urbemis.com.

IN ORDER TO SAVE VALUABLE RESOURCES...

THIS NEWSLETTER IS ONLY AVAILABLE THROUGH THE SMAQMD'S WEBSITE.