



These guidelines are nonbinding recommendations, intended to assist lead agencies with navigating the CEQA process. They may be updated as needed in the future, and any updates will likewise be nonbinding and advisory.

## 4 SCREENING FOR CRITERIA AIR POLLUTANTS AND PRECURSORS

The Air District developed screening criteria for **criteria air pollutants and precursors**. These screening criteria are **not thresholds of significance**. Instead, they provide lead agencies with a conservative indication of whether implementing a proposed project could result in potentially significant criteria air pollutants and precursors impacts. If all screening criteria for criteria air pollutants and precursors are met by a proposed project, then the lead agency would not need to perform a detailed assessment of the project's criteria air pollutant and precursor emissions. **Note:** *all projects that screen out of further criteria air pollutants and precursors analysis still need to evaluate whether the project could result in potentially significant local community risks and hazards and/or climate impacts.*

For information on screening modeling approaches for local community risks and hazards impacts see Chapter 5, Section 5.3.2 Impact Analysis, and Appendix E, Recommended Methods for Screening and Modeling Local Risks and Hazards.

### 4.1 SCREENING TABLE FOR CRITERIA AIR POLLUTANTS AND PRECURSORS

The screening table developed for criteria air pollutants and precursors was derived using the default assumptions in the California Emissions Estimator Model Version 2020.4.0 with mobile source emissions factors from the California Air Resources Board's EMFAC2021 model. Each land use subcategory was modeled to determine the project size at which any criteria air pollutant or precursor threshold of significance may be exceeded. Construction-related fugitive dust was not included in the development of

the screening table because these emissions are controlled through best management practices, as discussed in Chapter 3, Thresholds of Significance. Chapter 5, Project-Level Air Quality Impacts, describes these best management practices that should be implemented at construction projects to reduce both regional and local exposures to PM<sub>2.5</sub>/PM<sub>10</sub> (fugitive dust). In addition, the screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. The screening criteria also do not account for project design features, attributes, or local requirements that could also result in lower emissions.

Table 4-1 provides the screening level sizes for construction and operations for projects with a single land use type where construction-related and operational activities do not overlap. Parking land uses are not included because it is uncommon for a parking land use to be the sole land use type of a proposed development project. It is important to note that parking land use types are included in the Air District's Mixed Land Use Screening Tool for Criteria Pollutants and Precursors because a development project may propose constructing parking along with other types of land uses. The screening levels presented in Table 4-1 should not be used for projects with multiple land use types, because the values are not additive. Using the screening levels in Table 4-1 for projects with multiple land use types may mischaracterize and overestimate the amount of project emissions. Mixed land use projects can often have lower trip rates than the combination of equivalent, single land uses. This is because the different uses (e.g., retail and residential) in a mixed land use projects are located near each other resulting in fewer trips overall. These projects, especially multistory mixed-use buildings, may also have higher building energy efficiencies per square foot because there are more shared heating and cooling areas. For projects that include multiple land use types, visit the Air District [CEQA Guidelines](#) webpage to download the Mixed Land Use Screening Tool for Criteria Pollutants and Precursors. That tool better characterizes mixed-use project screening levels than the single land use screening table below.

### 4.1.1 Construction Criteria

Preliminary screening provides lead agencies with a conservative indication of whether implementing the proposed project could potentially result in the generation of construction-related criteria air pollutants or precursors that exceed the thresholds of significance. If all the following screening criteria are met, the construction of the proposed project would result in a less-than-significant impact related to criteria air pollutants and precursors:

- ▶ The project size is at or below the applicable screening level size shown in Table 4-1.
- ▶ All best management practices (see Table 5-2 in Chapter 5, "Project-Level Air Quality Impacts") are included in the project design and implemented during construction.
- ▶ Construction-related activities would not overlap with operational activities.
- ▶ Construction-related activities would **not** include:
  - demolition,
  - simultaneous occurrence of two or more construction phases (e.g., paving and building construction would occur simultaneously),
  - extensive site preparation (e.g., grading, cut and fill, or earth movement),

- extensive material transport (e.g., soil import and export requiring a considerable amount of haul truck activity), or
- stationary sources (e.g., backup generators) subject to Air District rules and regulations.

If the project includes any of the construction screening criteria above, then the lead agency **would need to perform a detailed assessment** of the project's criteria air pollutant and precursor emissions.

## 4.1.2 Operational Criteria

Preliminary screening provides lead agencies with a conservative indication of whether implementing the proposed project could result in the generation of operational criteria air pollutants or precursors that exceed the thresholds of significance. If all the following screening criteria are met, the operation of the proposed project would result in a less-than-significant impact related to criteria air pollutants and precursors:

- ▶ The project size is at or below the applicable operational screening level size shown in Table 4-1.
- ▶ Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- ▶ Operational activities would not overlap with construction-related activities.

If the project includes any of the operational screening criteria above, then the lead agency **would need to perform a detailed assessment** of the project's criteria air pollutant and precursor emissions.

**Table 4-1 Single Land Use Construction and Operational Criteria Air Pollutant and Precursor Screening Levels**

Land Use Category	Land Use Subcategory	Land Use Unit	Screening Level	
			Construction	Operation
Commercial	Bank	KSF	452	102
Commercial	General Office Building	KSF	452	765
Commercial	Government (Civic Center)	KSF	452	314
Commercial	Government Office Building	KSF	452	445
Commercial	Hospital	KSF	452	611
Commercial	Medical Office Building	KSF	452	293
Commercial	Office Park	KSF	452	706
Commercial	Pharmacy-Drug Store	KSF	452	89
Commercial	Research & Development	KSF	452	692
Education	Daycare Center	KSF	452	232
Education	School – Elementary	KSF	452	488
Education	School – Junior High	KSF	452	475
Education	School – High School	KSF	452	579
Education	College – Junior (2-year)	KSF	452	426
Education	College – University (4-year)	KSF	452	779
Education	Library	KSF	452	123

Land Use Category	Land Use Subcategory	Land Use Unit	Screening Level	
			Construction	Operation
Education	Worship Place	KSF	452	642
Industrial	General Heavy Industry	KSF	452	1,009
Industrial	General Light Industry	KSF	452	998
Industrial	Industrial Park	KSF	452	1,247
Industrial	Manufacturing	KSF	452	1,009
Industrial	Warehouse <sup>1</sup>	KSF	452	1,423
Recreational	Arena	KSF	732	600
Recreational	City Park	Acres	10	175
Recreational	Fast Food Restaurant	KSF	452	21
Recreational	Health Club	KSF	452	261
Recreational	Hotel	Rooms	312	633
Recreational	Motel	Rooms	230	767
Recreational	Movie Theater	KSF	458	80
Recreational	Restaurant – High Turnover (Sit-Down)	KSF	452	75
Recreational	Restaurant – Quality (Fine Dining)	KSF	452	105
Recreational	Racquet Club	KSF	452	457
Recreational	Recreational Swimming Pool	KSF	452	376
Residential	Apartments	DU	416	638
Residential	Condo-Townhouse	DU	416	637
Residential	Mobile Home Park	DU	377	721
Residential	Congregate Care/Retirement Community	DU	416	1,008
Residential	Single Family Housing	DU	254	421
Retail	Auto Care Center	KSF	452	356
Retail	Convenience Market	KSF	452	11
Retail	Discount Store	KSF	452	150
Retail	Home Improvement Superstore/Hardware-Paint Store	KSF	452	221
Retail	Regional Shopping Center	KSF	452	221
Retail	Strip Mall	KSF	452	204
Retail	Supermarket	KSF	452	72

Notes: DU = dwelling unit; KSF = thousand square feet.

<sup>1</sup> The use of the warehouse land use is not appropriate for a logistics or distribution center. These types of projects should use project-specific traffic data or a more land use-specific trip generation rate.

Source: Modeling conducted by Ascent Environmental in 2021 using CalEEMod version 2020.4.0 and EMFAC2021 version 1.0.0.

## 4.2 LOCAL CARBON MONOXIDE

Preliminary screening provides lead agencies with a conservative indication of whether implementing the proposed project could result in carbon monoxide emissions that exceed the thresholds of significance. If all the following screening criteria are met, operation of the proposed project would result in a less-than-significant impact related to carbon monoxide:

- ▶ The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- ▶ Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- ▶ Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

If the project does not meet the above screening criteria, contact the Air District for assistance with modeling local carbon monoxide impacts.

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