

Notice of Preparation/Initial Study
Bay Area Air Quality Management District
2016 Clean Air Plan/Regional Climate Protection Strategy
Draft Program Environmental Impact Report

To: Interested Agencies, Organizations and Individuals
Project: Draft Programmatic Environmental Impact Report – 2016 Clean Air Plan/Regional Climate Protection Strategy (2016 Plan)
Lead Agency: Bay Area Air Quality Management District
Comment Period: June 16, 2016 – July 18, 2016 (32 days)

Interested agencies, organizations and individuals are invited by the Bay Area Air Quality Management District (Air District) to comment on the scope and content of the environmental impact assessment that will be conducted for the 2016 Plan in compliance with the California Environmental Quality Act (CEQA). The 2016 Plan is an integrated multi-pollutant air quality plan for the nine-county San Francisco Bay Area Air Basin (BAAB). The multi-pollutant Plan addresses sources of ozone precursors, greenhouse gases, particulate matter, and/or toxic air contaminants, via an integrated control strategy that identifies co-benefits and dis-benefits of the control strategy on each of the pollutants.

The Air District is the lead agency undertaking preparation of a program-level Draft Environmental Impact Report (DPEIR) for the 2016 Plan. The 2016 Plan identifies 83 potential control measures to reduce air pollution from a variety of stationary and mobile sources located throughout the BAAB. The purpose of this Notice of Preparation/Initial Study (NOP/IS) is to seek comments about the scope and content of the environmental impact assessment that will be conducted for the 2016 Plan. Adoption and implementation of the 2016 Plan has the potential to result in environmental effects in the environmental impact areas identified in the Initial Study.

Written comments will be accepted via mail or email to:

Josh Pollak
Environmental Planner
Bay Area Air Quality Management District
375 Beale Street
San Francisco, Ca 94105

jpollak@baaqmd.gov

The Air District will also conduct a CEQA scoping meeting during the 30-day review period. A notice for the date and time of the scoping meeting will be sent out soon. All comments must be received by July 18, 2016. Please contact Josh Pollak if any special arrangements or assistance is needed for your review of the NOP/IS for the 2016 Plan.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: 2016 Clean Air Plan/Regional Climate Protection Strategy

Lead Agency: Bay Area Air Quality Management District Contact Person: Josh Pollak
 Mailing Address: 375 Beale Street, Suite 600 Phone: 415-749-8435
 City: San Francisco Zip: 94105 County: San Francisco

Project Location: County: 9 Bay Area Counties City/Nearest Community: _____
 Cross Streets: _____ Zip Code: _____
 Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:

- | | | | |
|---|--|------------------------------------|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA | <input type="checkbox"/> Final Document |
| <input type="checkbox"/> Neg Dec | (Prior SCH No.) _____ | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Mit Neg Dec | Other: _____ | <input type="checkbox"/> FONSI | |

Local Action Type:

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> General Plan Update | <input type="checkbox"/> Specific Plan | <input type="checkbox"/> Rezone | <input type="checkbox"/> Annexation |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Prezone | <input type="checkbox"/> Redevelopment |
| <input type="checkbox"/> General Plan Element | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan | <input type="checkbox"/> Site Plan | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input checked="" type="checkbox"/> Other: <u>Clean Air Plan</u> |

Development Type:

- | | |
|---|---|
| <input type="checkbox"/> Residential: Units _____ Acres _____ | <input type="checkbox"/> Transportation: Type _____ |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____ |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____ |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____ | <input type="checkbox"/> Hazardous Waste: Type _____ |
| <input type="checkbox"/> Recreational: _____ | <input checked="" type="checkbox"/> Other: <u>Clean Air Plan/Regional Climate Protection Strategy</u> |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____ | |

Project Issues Discussed in Document:

- | | | | |
|--|--|--|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual | <input type="checkbox"/> Fiscal | <input checked="" type="checkbox"/> Recreation/Parks | <input type="checkbox"/> Vegetation |
| <input checked="" type="checkbox"/> Agricultural Land | <input type="checkbox"/> Flood Plain/Flooding | <input type="checkbox"/> Schools/Universities | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic | <input checked="" type="checkbox"/> Sewer Capacity | <input type="checkbox"/> Wetland/Riparian |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Minerals | <input type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Growth Inducement |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Land Use |
| <input type="checkbox"/> Drainage/Absorption | <input checked="" type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous | <input checked="" type="checkbox"/> Cumulative Effects |
| <input type="checkbox"/> Economic/Jobs | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation | <input type="checkbox"/> Other: _____ |

Present Land Use/Zoning/General Plan Designation:

Multi-Jurisdictional (Bay Area Counties)

Project Description: *(please use a separate page if necessary)*

The 2016 Clean Air Plan/Regional Climate Protection Strategy (2016 Plan) will be a roadmap for the Air District's efforts over the next few years to reduce air pollution and protect public health and the global climate. The 2016 Plan is required by the California Clean Air Act (CAA) to identify potential rules, control measures, and strategies for the Bay Area to implement in order to meet state standards for ozone. The CAP update will include the Bay Area's first comprehensive Regional Climate Protection Strategy, which will identify potential rules, control measures, and strategies that the Air District can pursue to reduce greenhouse gases in the Bay Area. The proposed 2016 Plan provides a strategy for reducing emissions of ozone precursors, greenhouse gases, particulate matter, and/or toxic air contaminants in the Bay Area.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|---|
| <input checked="" type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans District # _____ | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Regional WQCB # _____ |
| <input checked="" type="checkbox"/> Caltrans Planning | <input checked="" type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input checked="" type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #3 _____ | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input checked="" type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Housing & Community Development | |
| <input type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date 6/16/2016 Ending Date 7/16/2016

Lead Agency (Complete if applicable):

Consulting Firm: <u>Environmental Audit, Inc.</u>	Applicant: <u>Bay Area Air Quality Management District</u>
Address: <u>1000-A Ortega Way</u>	Address: <u>375 Beale Street, Suite 600</u>
City/State/Zip: <u>Placentia, CA 92870</u>	City/State/Zip: <u>San Francisco, CA 94105</u>
Contact: <u>Debra Bright Stevens</u>	Phone: <u>415-749-8435</u>
Phone: <u>714-632-8521</u>	

Signature of Lead Agency Representative: *Jose Pallate* Date: 6/15/16

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Notice of Preparation

Notice of Preparation

To: State Clearinghouse
P.O. Box 3044
Sacramento, CA ^(Address) 95812-3044

From: Bay Area Air Quality Management District
375 Beale St, Suite 600
San Francisco, CA ^(Address) 94105

Subject: Notice of Preparation of a Draft Environmental Impact Report

The Bay Area Air Quality Management District will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Josh Pollak at the address shown above. We will need the name for a contact person in your agency.

Project Title: 2016 Clean Air Plan/Regional Climate Protection Strategy

Project Applicant, if any: Bay Area Air Quality Management District

Date 6/15/16

Signature 

Title Environmental Planner

Telephone 415-749-8435

**Initial Study for the
Bay Area Air Quality Management District
2016 Clean Air Plan/Regional Climate Protection
Strategy**

Prepared for:

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
Contact: Josh Pollak
(415) 749-8435

Prepared By:

Environmental Audit, Inc.
1000-A Ortega Way
Placentia, CA 92870
Contact: Debra Bright Stevens
(714) 632-8521

June 2016

2016 Clean Air Plan/Regional Climate Protection Strategy

Notice of Preparation/Initial Study

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CHAPTER 1

PROJECT DESCRIPTION

Introduction

Agency Authority

Project Location

Background

Project Description

1.0 PROJECT DESCRIPTION

1.1 INTRODUCTION

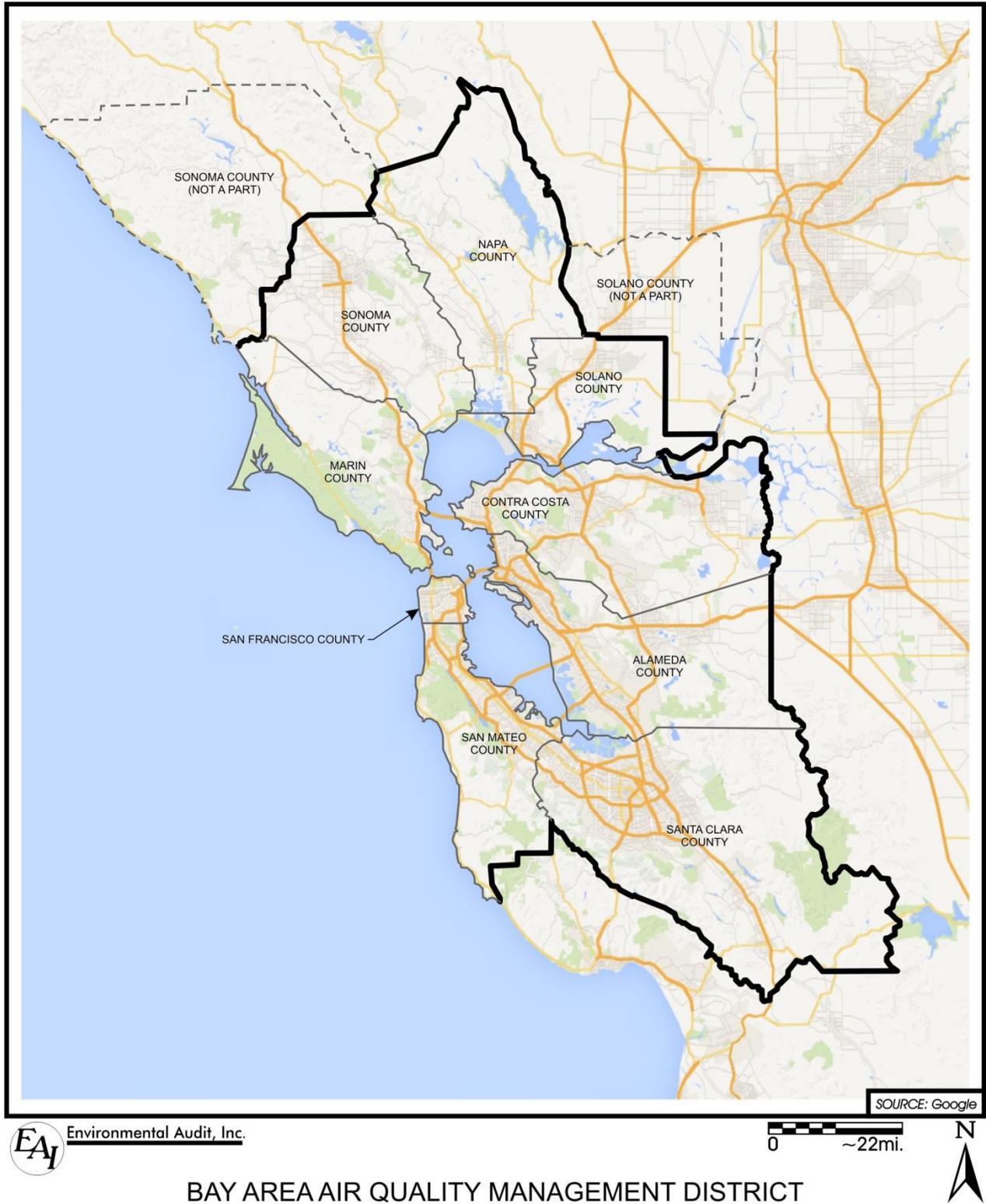
The Bay Area Air Quality Management District (Air District), in partnership with the Association of Bay Area Governments (ABAG), the Bay Area Conservation and Development Commission, and the Metropolitan Transportation Commission (MTC), is preparing the 2016 Clean Air Plan/Regional Climate Protection Strategy (2016 Plan). The 2016 Plan will be a roadmap for the Air District's efforts over the next few years to reduce air pollution and protect public health and the global climate. The 2016 Plan is required by the California Clean Air Act (CAA) to identify potential rules, control measures, and strategies for the Bay Area to implement in order to meet state standards for ozone. The 2016 Plan will include the Bay Area's first comprehensive Regional Climate Protection Strategy, which will identify potential rules, control measures and strategies that the Air District can pursue to reduce greenhouse gases in the Bay Area. The 2016 Plan will provide a strategy for reducing emissions of ozone precursors, greenhouse gases, particulate matter, and/or toxic air contaminants in the Bay Area.

1.2 AGENCY AUTHORITY

CEQA, Public Resources Code §21000 et seq., requires that the environmental impacts of proposed projects be evaluated and that feasible methods to reduce, avoid or eliminate significant adverse impacts of these projects be identified and implemented. The Air District will be required to conduct such an analysis for the actions it takes to implement the measures contained in the 2016 Plan. For example, the Air District will be required to evaluate the potential for such impacts when it adopts new regulations to control air pollution as contemplated by the 2016 Plan control strategy, and it will be required to prepare and certify an Environmental Impact Report (EIR) where it appears that a regulation may have the potential for significant adverse impacts.

In addition, the Air District is also conducting a CEQA environmental analysis of the 2016 Plan as a whole through a Program EIR. Agencies may prepare a Program EIR for a document such as the 2016 Plan, which covers a series of actions that are related in connection with the issuance of rules, regulations, Plans, or other criteria to govern the conduct of a continuing program (CEQA Guidelines Section 15168(a)(3)). The Program EIR will evaluate whether the 2016 Plan may result in any significant adverse environmental impacts from the actions taken to implement it.

To fulfill the purpose and intent of CEQA, the Air District is the lead agency for the Program EIR for the 2016 Plan, and it has prepared the Notice of Preparation/Initial Study for the Program EIR. The Lead Agency is the "public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment" (Public Resources Code Section 21067). The Air District has the primary responsibility for supervising or approving the 2016 Plan and is the most appropriate public agency to act as lead agency (CEQA Guidelines Section 15051(b)).



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

1.3 PROJECT LOCATION

The BAAQMD has jurisdiction of an area encompassing 5,600 square miles. The Air District includes all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties, and portions of southwestern Solano and southern Sonoma counties. The San Francisco Bay Area is characterized by a large, shallow basin surrounded by coastal mountain ranges tapering into sheltered inland valleys. The combined climatic and topographic factors result in increased potential for the accumulation of air pollutants in the inland valleys and reduced potential for buildup of air pollutants along the coast. The Basin is bounded by the Pacific Ocean to the west and includes complex terrain consisting of coastal mountain ranges, inland valleys and bays (see Figure 1-1).

1.4 BACKGROUND

The California CAA requires regions that do not meet the State ambient air quality standards to prepare Plans for attaining the standards, and to revise these Plans every three years. In summary, these Plans must include estimates of current and future emissions of the pollutants that form ozone, and a control strategy, including “all feasible measures,” to reduce these emissions. The Plans must also address the transport of air pollutants to certain neighboring regions.

The first Bay Area Plan for the State ozone standards was the 1991 Clean Air Plan. Subsequently, the Clean Air Plan was revised in 1994, 1997, 2000, 2005, and 2010. Each of these Plans proposed additional measures to reduce emissions from a wide range of sources, including industrial and commercial facilities, motor vehicles, and “area sources.” The 2010 CAP is the most recent adopted Plan for the Bay Area to achieve the State ozone standards.

The 2016 Plan will provide a multi-pollutant approach to air quality Planning in the Bay Area. The multi-pollutant Plan addresses ozone precursors, greenhouse gases, particulate matter, and/or toxic air contaminants, via an integrated control strategy that identifies co-benefits and disbenefits of the control strategy on each of the pollutants.

Ground-level ozone can cause respiratory problems and premature mortality, especially among sensitive populations, such as children, seniors, and people with lung conditions. Ozone also reduces crop yields and accelerates deterioration of paints, finishes, rubber products, plastics, and fabrics. Both the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established health-based ambient air standards for ground-level ozone. The California ozone standards are currently set at 0.09 parts per million (ppm) averaged over one hour, and 0.07 ppm averaged over eight hours. The San Francisco Bay Area air basin is designated as a non-attainment area for both the California 1-hour ozone standard and the California 8-hour ozone standard.

Because ozone is formed through chemical reactions between reactive organic gases (ROG) and nitrogen oxides (NOx) in the presence of sunlight, efforts to reduce ozone seek to limit emissions of ROG and NOx into the atmosphere. In general, ROG comes from evaporation or incomplete combustion of fuels, from the use of solvents in cleaning operations and in paints and other coatings, and in various industrial and commercial operations. NOx is produced through

combustion of fuels by mobile sources – cars, trucks, construction equipment, locomotives, aircraft, marine vessels – and stationary sources such as power Plants and other industrial facilities.

Exceedances of the California and national ozone standards in the Bay Area have decreased significantly with the regulation and reduction of ozone precursor emissions (i.e. ROG and NO_x). This improvement is due to State and national regulations requiring cleaner motor vehicles and fuels, District regulations requiring reduced emissions from industrial and commercial sources, as well as programs to reduce the use of motor vehicles.

Greenhouse gases (GHG) refer to gases that contribute to global warming. In addition to negative impacts on air quality as higher temperatures contribute to increased levels of ozone and PM, climate change may cause a wide range of ecological, social, economic, and demographic impacts at both the global and the local scale. The 2016 Plan will seek to maximize reductions of greenhouse gases, primarily carbon dioxide (CO₂) and methane, in crafting a control strategy to reduce ambient concentrations of ozone precursors, greenhouse gases, particulate matter, and/or toxic air contaminants

Particulate matter includes fine particulate matter (particulate matter less than 2.5 microns in diameter or PM_{2.5}) and coarser particles (particulate matter less than 10 microns in diameter or PM₁₀). While PM₁₀ is directly emitted as dust and smoke, PM_{2.5} is a complex pollutant that is both directly emitted as well as created by secondary formation via chemical reactions in the atmosphere, including transforming: 1) NO_x and ammonia to ammonium nitrate; and 2) sulfur dioxide and ammonia to ammonium sulfate, among others. PM has been documented to cause a wide range of health effects including bronchitis, asthma, heart attacks, and mortality.

There are hundreds of toxic air contaminants (TAC) (e.g. diesel PM, benzene, 1,3-butadiene, formaldehyde, acetaldehyde, hexavalent chromium, etc.) that can cause a wide range of acute and chronic health effects, including cancer and mortality. There are no ambient air quality standards for TACs.

1.5 PROJECT DESCRIPTION

The 2016 Plan will include an assessment of the region's progress toward attaining the California ozone standards and reducing air pollution to protect public health and the global climate. The State has not set a deadline to attain the California ozone standards. The 2016 Plan will identify "all feasible measures," as required by the California CAA, for control of ozone precursors that will assist the Bay Area in attaining the California ozone standards and address pollutant transport to downwind regions. The 2016 Plan will be prepared in accordance with applicable provisions of the California CAA. It will update the Bay Area 2010 CAP adopted by the District Board of Directors in September, 2010.

Measures included in the 2016 Plan are designed and intended to produce environmental benefits by reducing emissions of ozone precursors, GHGs, and other air pollutants. However, some measures may also result in certain ancillary adverse environmental impacts, for example by requiring the use of an emission reduction technology that itself may cause some adverse impact. The environmental review of the 2016 Plan will evaluate whether there will be any significant

adverse environmental impacts as a result of any such ancillary effects. Table 1-1 contains a summary list of proposed control measure implementation actions that will be included in the 2016 Plan. Full control measure write ups can be reviewed at the following location on the Air District's website. (http://www.baaqmd.gov/in-your-community/open-air#peak_democracy)

1.5.1 OVERVIEW OF THE CONTROL STRATEGY

The 2016 Plan control strategy will consist of a comprehensive set of control measures to reduce emissions from both stationary sources and mobile sources. Proposed control measures in the 2016 Plan will augment the extensive federal, state, regional and local regulations and programs that are already in place. The 2016 Plan will include the following nine categories of measures:

Agriculture control measures such as anaerobic digestion and the installation of digesters to reduce air, energy, hazard and waste impacts;

Buildings control measures to promote energy efficiency (alternative and renewable forms) and urban heat island mitigation via cool roofing, cool paving, tree-Planting, and ventilation;

Energy control measures to maximize the amount of renewable energy contributing to the production of electricity within the Bay Area as well as electricity imported into the region, and to adopt additional energy-efficiency policies and programs;

Natural Working Lands control measures to promote focused growth and minimize population exposure to air pollutants in impacted communities;

Short-lived Climate Pollutant control measures to reduce methane from landfills and farming activities through various control measures and develop a GHG air monitoring Plan for the Bay Area;

Stationary Source control measures based upon the District's authority to regulate emissions from sources such as manufacturing facilities and power generating facilities;

Transportation control measures to reduce motor vehicle use, promote alternative modes of transportation, reduce traffic congestion, and promote efficient vehicle use via the use of cleaner vehicles and fuels and to accelerate the retrofit or replacement of high-emitting vehicles and equipment;

Waste control measures to minimize emissions from landfills and promote recycling and waste reduction; and

Water control measures to reduce GHG emissions from Publicly Owned Treatment Works (POTWs) while reducing water consumption and increasing on-site water recycling.

Table 1-1 below provides a list and brief description of the control measures being considered for the 2016 Plan. Full control measure write ups can be reviewed at the following location on the Air District's website. (http://www.baaqmd.gov/in-your-community/open-air#peak_democracy)

TABLE 1-1

PROPOSED CONTROL MEASURES – BAAQMD 2016 Plan			
Control Measure Number	Name	Pollutant	Implementation Actions
Stationary Sources			
SS-1	Fluid Catalytic Cracking in Refineries	PM	Establish emission limits to reduce secondary PM emissions at FCCUs. Work with FCCU operators to provide sampling ports that will allow a source-test program using EPA Method 202 to quantify total FCCU PM emissions, including condensable PM. Evaluate progress in ammonia optimization, as well as the results of Method 202 testing, to determine appropriate further actions.
SS-2	Equipment Leaks	VOC	Reduce fugitive TOG emissions, including methane, from refineries, chemical Plants, bulk Plants and bulk terminals. Develop an implementation Plan for Rule 8-18 to require future monitoring of equipment in heavy liquid service, require facilities to identify the causes of background readings greater than 50 ppmv, etc.
SS-3	Cooling Towers	VOCs, TACs	Establish hydrocarbon limits for cooling towers.
SS-4	Refinery Flares	All Pollutants	Review the results of refinery flare monitoring Rule 12-11 and flare reduction rule 12-12 at each of the five refineries in the Bay Area to identify amendments that may make the rules more effective at reducing emissions.
SS-5	Sulfur Recovery Units	SO ₂	Consider amendments to Air District Rule 9-1 to achieve the lowest SO ₂ emissions feasible at sulfur recovery units without the addition of caustic scrubbing.
SS-6	Refinery Fuel Gas	SO ₂	Consider amendments to Rule 9-1 that would reduce the sulfur limits for RFG and determine the appropriate averaging periods.
SS-7	Sulfuric Acid Plants	SO ₂	Consider amendments to Rule 9-1 that would limit SO ₂ emissions from acid Plants associated with petroleum refining.
SS-8	Coke Calcining	PM and SO ₂	Limit SO ₂ emissions from petroleum coke calcining operations equivalent to meet a mass emissions limit of 1,050 TPY and an hourly limit of 320 pounds per hour. Operator’s must comply with the SO ₂ pounds per hour emission limit by January 1, 2019 and with the tons per year emission limit by January 1, 2020.
SS-9	Enhanced NSR Enforcement for Changes in Crude Slate	All Pollutants	Would provide for enhanced enforcement of the Air District’s NSR permitting requirements when a refinery changes its crude slate. Would provide a legal mechanism for the District to review all significant crude slate changes to allow the Air District to ensure that all applicable NSR permitting requirements are being complied with.
SS-10	Petroleum Refining Emissions Tracking	All Pollutants	This control measure would implement a newly adopted rule (Regulation 12-15) which will: 1) improve petroleum refinery emissions inventories of criteria pollutants, toxic air contaminants (TACs) and greenhouses gases (GHGs), 2) collect volume and composition data on crude oil and other feedstocks processed by refineries, 3) expand refinery fence-line air monitoring and community air monitoring, and 4) collect information about equipment and operational practices where refinery energy utilization could be improved so that GHG emissions could be reduced.
SS-11	Petroleum Refining Emissions Reductions	All Pollutants	This control measure would evaluate rulemaking options to reduce climate pollutants, and associated criteria and toxic air emissions, from Bay Area refineries. Options include refinery-wide or individual process energy efficiency requirements, a refinery-wide emissions cap, or focusing on methane emissions.

PROPOSED CONTROL MEASURES – BAAQMD 2016 Plan			
Control Measure Number	Name	Pollutant	Implementation Actions
SS-12	Oil and Gas Production, Processing and Storage	All Pollutants	Propose a new rule to limit emissions from oil and natural gas production, processing and storage operations.
SS-13	Methane Reductions from Capped Wells	VOCs, GHG, and TACs	Estimate the magnitude and approximate composition of the fugitive emissions from Bay Area capped wells. Establish emission limits for methane to support CARB’s AB32 Scoping Plan and the Air District’s GHG reduction goals. Adopt thresholds for VOC and toxic pollutant emissions from relevant existing regulations.
SS-14	Natural Gas Processing and Distribution	GHG	Review the utility-reported data, when available, to glean additional information on GHG emissions and practices used to prevent and minimize methane emissions. Continue to participate in the CPUC regulatory process.
SS-15	Methane Leaks and Exemptions in Existing Rules	GHG	Examine the emissions information from source tests and other data sources to ascertain if emissions of methane could be reduced by control or by elimination of the exemption in Air District rules.
SS-16	GHG BACT Threshold	GHG	Revise Air District rules to reduce the threshold at which facilities must implement “Best Available Control Technology” to control their GHG emissions.
SS-17	Portland Cement	SO ₂ , GHG and PM	Amend sections of existing Air District Rule 9-13 pertaining to ammonia emissions to allow for replacement of the rolling 24-hour average with a different operating day averaging period for ammonia emissions. Amend 9-13 to impose a standard for SO ₂ consistent with other Air District rules; amend the rule as necessary to incorporate language regarding detached plumes, and consider amendments to the rule to reduce GHG emissions.
SS-18	Revisions to Air Toxics Hotspots Program	TACs	Propose revisions to the Air District’s Air Toxics Hotspots program for existing facilities to incorporate more stringent risk reduction requirements.
SS-19	New Source Review for Toxics	TACs	Propose revisions to Air District Regulation 2-5, New Source Review of Toxic Air Contaminants, based on OEHHA’s 2015 risk assessment guidelines and CARB/CAPCOA’s 2015 risk management guidelines. Revise the Air District’s health risk assessment trigger levels for each toxic air contaminant using the 2015 guidelines and most recent health effects values.
SS-20	Stationary Gas Turbines	NO _x	Reduce nitrogen oxide emissions from stationary gas turbines.
SS-21	Biogas Flares	NO _x	Develop a new Air District rule to reduce NO _x from non-refinery flares and investigate potential for more stringent limits on emissions from non-refinery flares.
SS-22	Sulfur Content Limits of Liquid Fuels	SO ₂ , PM	Revise Rule 9-1 to include fuel-specific sulfur content limits for diesel and other liquid fuels.
SS-23	Coatings, Solvents, and Lubricants and Adhesives	VOC	Review existing Air District rules and compare the VOC limits with limits in other Air District rules; propose more stringent VOC limits as appropriate.
SS-24	Surface Prep and Cleaning Solvent	VOC	Lower the VOC limits for surface preparation, cleanup, and equipment cleaning in Air District Rules 8-24, 8-29, 8-30, 8-35, and 8-38.
SS-25	Digital Printing	VOC	Reduce emissions of VOCs from digital printers.
SS-26	LPG, Propane, Butane	VOC	Investigate potential VOC reductions by regulating filling of, and leakage from LPG, propane and butane tanks.
SS-27	Asphaltic Concrete	VOC	Evaluate the cost effectiveness, and feasibility of limiting solvent content of emulsified asphalt and the availability of substitutes to diesel to clean asphalt related equipment.
SS-28	Residential Fan Type Furnaces	NO _x , CO	Reduce NO _x emission limits on new and replacement central furnace installations.
SS-29	General PM Emission Limitations	PM	Reduce or revise the Air District’s allowable weight rate limitations for particulate matter.

PROPOSED CONTROL MEASURES – BAAQMD 2016 Plan			
Control Measure Number	Name	Pollutant	Implementation Actions
SS-30	Emergency Backup Generators	All Pollutants	Develop and implement strategies to reduce emissions from older backup generators emitting at the highest levels. These strategies may include regulations, incentives or a combination of both.
SS-31	Commercial Cooking Equipment	PM	Consider PM limits for additional commercial cooking sources, specifically underfire charbroilers.
SS-32	Wood Smoke	PM	Consider further limits on wood burning, including additional limits to exemptions from Air District Rule 6-3: Wood Burning Devices.
SS-33	PM from Coke and Coal Storage and Handling	PM	Develop Air District rule limits to prevent and control wind-blown fugitive dust from petroleum coke and coal storage and handling operations. Establish enforceable visible emission limits to support preventive measures such as water sprays, enclosures, and wind barriers.
SS-34	PM from Trackout	PM	Develop new Air District rule to prevent mud/dirt and other solid track-out from construction, landfills, quarries and other bulk material sites.
SS-35	PM from Asphalt Operations	PM	Develop an Air District rule to require abatement/control of blue smoke emissions related to asphalt delivery to roadway paving projects.
SS-36	Fugitive Dust	PM	Consider applying the Air District’s proposed fugitive dust visible emissions limits to a wider array of sources.
SS-37	Enhanced Air Quality Monitoring	All Pollutants	Ensure representative air quality data is being collected in impacted communities. Partner with County Health Departments to identify areas of poor air quality and collaborate with the community on ways to potentially measure and reduce exposure and emissions from local and regional sources. Require petroleum refineries to prepare and submit to the Air District an air monitoring Plan for establishing an air monitoring system. Implement the Community Monitoring Program.
SS-38	Odors	odors	Propose amendments to Regulation 7 to strengthen odor standards and enhance enforceability. An evaluation of newer air monitoring technologies will be aimed at increasing enforceability of the rule with respect to a wider range of odorous compounds and sources.
Transportation			
TR-1	Clean Air Teleworking Initiative	All Pollutants	Promote teleworking on Spare the Air Days. Develop teleworking best practices for employers and develop additional strategies to promote telecommuting.
TR-2	Trip Reduction Programs	All Pollutants	Encourage trip reduction policies and programs in local Plans, e.g. general and specific Plans while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips. Pursue legislation to authorize the extension of the Commuter Benefits Program on a long-term basis. Fund various employer-based trip reduction programs.
TR-3	Local and Regional Bus Service	All Pollutants	Fund local and regional bus projects.
TR-4	Local and Regional Rail Service	All Pollutants	Fund local and regional rail service projects.
TR-5	Transit Efficiency and Use	All Pollutants	Improve transit efficiency and make transit more convenient for riders through continued operation of 511 Transit, full implementation of Clipper® fare payment system and the Transit Hub Signage Program

PROPOSED CONTROL MEASURES – BAAQMD 2016 Plan			
Control Measure Number	Name	Pollutant	Implementation Actions
TR-6	Freeway and Arterial Operations	All Pollutants	Fund freeway and arterial operations.
TR-7	Safe Routes to Schools and Safe Routes to Transit	All Pollutants	Provide funds for the regional Safe Routes to School and Safe Routes to Transit Programs.
TR-8	Ridesharing, Last-Mile Connection	All Pollutants	Promote carpooling and vanpooling by providing funding to continue regional and local ridesharing programs, and support the expansion of car-sharing programs. Provide incentive funding for pilot projects to evaluate the feasibility and cost-effectiveness of innovative ridesharing and other last-mile solution trip reduction strategies. Encourage employers to promote ridesharing and car-sharing to their employees.
TR-9	Bicycle Access and Pedestrian Facilities	All Pollutants	Encourage Planning for bicycle and pedestrian facilities in local Plans, e.g. general and specific Plans, fund bike lanes, routes, paths, and bicycle parking facilities.
TR-10	Land Use Strategies	All Pollutants	Support implementation of Plan Bay Area, maintain web portal with current climate action Plans and other local best practices, and collaborate with regional partners to identify innovative funding mechanisms to help local governments address air quality and climate change in their general Plans.
TR-11	Value Pricing	All Pollutants	Implement and/or consider various value pricing strategies.
TR-12	Smart Driving	All Pollutants	Implement smart driving programs with businesses, public agencies and possibly schools and fund smart driving projects.
TR-13	Parking Policies	All Pollutants	Encourage parking policies and programs in local Plans, e.g. reduce minimum parking requirements; limit the supply of off-street parking in transit-oriented areas; unbundling the price of parking spaces; etc.
TR-14	Cars and Light Trucks	All Pollutants	Commit regional clean air funds toward qualifying vehicle purchases and infrastructure development. Partner with private, local, state and federal programs to promote the purchase and lease of battery-electric and plug-in hybrid electric vehicles.
TR-15	Public Outreach and Education	All Pollutants	Implement the Spare the Air Every Day Campaign including Spare the Air alerts, employer program, and community resource teams, a PEV Outreach campaign, and the Spare the Air Youth Program.
TR-16	Indirect Source Review	All Pollutants	Consider a rule that sets air quality performance standards for new and modified development projects.
TR-17	Planes	NOx	Work with the appropriate partners to increase the use of cleaner burning jet fuel and low-NOx engines in commercial jets arriving and departing the Bay Area.
TR-18	Goods Movement	All Pollutants	Continue participation in the preparation of the Regional Goods Movement Plan. Participate in the Goods Movement Collaborative, led by the Alameda County Transportation Commission, and assist MTC in development of the Freight Emissions Action Plan.
TR-19	Medium- and Heavy-Duty Trucks	All Pollutants	Provide incentives to accelerate the replacement of heavy-duty on-road diesel engines in advance of CARB’s in-use heavy-duty truck regulation. Provide funding to demonstrate hybrid drive trains for medium- and heavy-duty trucks, to demonstrate battery electric trucks, and to support further development of hydrogen fuel cell trucks. Continue to operate a trailer at the Port of Oakland to inform truck drivers about ARB’s applicable anti-idling requirements, emission reducing technologies and fuels.
TR-20	Ocean Going Vessels	All Pollutants	Develop a Green Ports incentive program in collaboration with the Ports of Oakland, San Francisco, Richmond, & Redwood City.

PROPOSED CONTROL MEASURES – BAAQMD 2016 Plan			
Control Measure Number	Name	Pollutant	Implementation Actions
TR-21	Commercial Harbor Craft	All Pollutants	Focus on assisting fleets to achieve early compliance with the CARB harbor craft air toxic control measure and supporting research efforts to develop and deploy more efficient engines and cleaner, renewable fuels for harbor craft.
TR-22	Construction and Farming Equipment	All Pollutants	Provide incentives for the early deployment of electric, Tier 3 and 4 off-road engines used in construction, freight and farming equipment. Support field demonstrations of advanced technology for off-road engines and hybrid drive trains.
TR-23	Lawn and Garden Equipment	All Pollutants	Seek additional funding to expand the Commercial Lawn and Garden Equipment Replacement Program into all nine Bay Area counties. Explore options to expand Lawn and Garden Equipment Program to cover shredders, stump grinders, and commercial turf equipment.
Buildings			
BL-1	Green Buildings	All Pollutants	Partner with KyotoUSA to identify energy-related improvements and opportunities for onsite renewable energy systems in school districts; investigate funding strategies to implement upgrades. Identify barriers to effective local implementation of the CALGreen (Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Work with ABAG’s BayREN program to make additional funding available for energy-related projects in the buildings sector. Engage with partners (e.g., BayREN) to target reducing emissions from specific types of buildings or certain geographic areas.
BL-2	Decarbonize Buildings	All Pollutants	Explore potential Air District rule-making options such as limiting the sale of fossil fuel-based space and water heating systems for both residential and commercial use. Explore incentives for property owners to replace their furnace, water heater or natural-gas powered appliances with zero-carbon alternatives. the Air District’s CEQA Guidelines to recommend that all commercial and multi-family developments install ground source heat pumps and solar hot water heaters as an air quality/GHG mitigation measure.
BL-3	Market Solutions	All Pollutants	Implement a call for innovation to support market-based approaches that bring new, viable solutions to significantly reduce GHG emissions associated with existing buildings.
BL-4	Heat Island Mitigation	All Pollutants	Develop and promote adoption of a model ordinance for “cool parking” that promotes the use of cool surface treatments for new parking facilities as well existing parking lots undergoing resurfacing. Develop and promote adoption of model building code requirements for new construction or re-roofing/roofing upgrading for commercial and residential multi-family housing. Collaborate with expert partners to perform outreach to cities and counties to make them aware of cool roofing and cool paving techniques, having white roofs on their fleets, and of new tools available
Energy			
EN-1	Decarbonize Electricity	All Pollutants	Engage with PG&E, municipal electric utilities and CCAs to maximize the amount of renewable energy contributing to the production of electricity within the Bay Area as well as electricity imported into the region. Engage with stakeholders including dairy farms, forest managers, water treatment facilities, food processors, public works agencies and waste management to increase use of biomass in electricity production.

PROPOSED CONTROL MEASURES – BAAQMD 2016 Plan			
Control Measure Number	Name	Pollutant	Implementation Actions
EN-2	Decrease Electricity Demand	All Pollutants	Work with local governments to adopt additional energy-efficiency policies and programs. Support local government energy efficiency program via best practices, model ordinances, and technical support. Work with partners to develop messaging to decrease electricity demand during peak times.
Agriculture			
AG-1	Agricultural Guidance and Leadership	GHG	This measure includes actions to reduce GHGs from the agriculture sector, including working to obtain funding for on-farm GHG reduction activities; promoting carbon farm Plans; providing guidance to local governments on including carbon-based conservation farming measures and carbon sequestration in local climate actions Plans; and conducting outreach to agriculture businesses on best practices, including biogas recovery, to reduce GHG emissions.
AG-2	Dairy Digesters	GHG	This measure will promote implementation of dairy digester facilities (also known as biogas recovery) at farms to capture methane as an energy source and to reduce methane emissions.
AG-3	Enteric Fermentation	GHG	This measure includes dietary strategies and grazing management measures to reduce methane emissions from enteric fermentation.
AG-4	Livestock Waste	PM, VOC, and ammonia	This measure would require best management practices already being implemented in the SJVAPCD and SCAQMD to be applied at Bay Area dairies and other confined animal facilities.
Natural and Working Lands			
NW-1	Carbon Sequestering in Rangelands	GHG	Include off-site mitigation of GHG emissions through carbon sequestration projects in the Air District’s CEQA guidance and comments. Develop climate action Plan guidance and/or best practices on soil management for local agencies and farmers and their associations to maximize GHG sequestration on rangelands.
NW-2	Urban Tree Planting	Criteria pollutants and GHG	Develop or identify an existing model municipal tree planting ordinance and encourage local governments to adopt such an ordinance. Include tree planting recommendations the Air District’s technical guidance, best practices for local Plans and CEQA review.
NW-3	Carbon Sequestration in Wetlands	GHG	Identify federal, state and regional agencies, and collaborative working groups that the Air District can assist with technical expertise, research or incentive funds to enhance carbon sequestration in wetlands around the Bay Area. Assist agencies and organizations that are working to secure the protection and restoration of wetlands in the San Francisco Bay.
Waste			
WA-1	Landfills	GHG, VOC, and TACs	Propose amendments to Air District Rule 8-34 to increase stringency of emission limits, including fugitive leak standards, and improve consistency with federal rules.
WA-2	Composting and Anaerobic Digesters	GHG, VOC, and PM	Develop an Air District rule that includes emission limits based on best practices in other areas of the state.
WA-3	Green Waste Diversion	All Pollutants	Develop model policies to facilitate local adoption of ordinances and programs to reduce the amount of green waste going to landfill.
WA-4	Recycling & Waste Reduction	GHG	Develop or identify and promote model ordinances on community-wide zero waste goals and recycling of construction and demolition materials in commercial and public construction projects.

PROPOSED CONTROL MEASURES – BAAQMD 2016 Plan				
Control Measure Number	Name	Pollutant	Implementation Actions	
Water				
WR-1	Limit GHGs from POTWs	GHG	Initiate a process to better understand and quantify GHG emissions at POTW facilities, including methane and nitrous oxide emissions. Consider new Air District rules to regulate GHG emissions from water treatment Plants.	
WR-2	Support Water Conservation	GHG	Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local Planning guidance.	
Short-Lived Climate Pollutants				
SL-1	Short-Lived Climate Pollutants	GHG, PM	Reduce methane from landfills and farming activities through various control measures listed under waste and agriculture sectors. Develop a rule to reduce methane emissions from natural gas pipelines and processing operations, and amend regulations to reduce emissions of methane and other organic gases from equipment leaks at oil refineries. Enforce applicable regulations on the servicing of existing air conditioning units in motor vehicles, support the adoption of more stringent regulations by CARB and/or U.S. EPA, and encourage better HFC disposal practices.	
SL-2	Guidance for Local Planners	GHG	Track progress in adoption and implementation of short-lived climate pollutants (SLCP) reduction measures in local Plans and programs	
SL-3	GHG Monitoring and Emissions Measurement Network	GHG	Develop a GHG air monitoring Plan for the Bay Area that includes strategic selection of measurement locations, selection of relevant measurement technologies and procurement of appropriate GHG instrumentation, calibration gas standards and sampling logistics. Establish, operate and maintain the GHG air monitoring network. Collaborate with the scientific community to use different methods to estimate methane emissions in the Bay Area, create spatially resolved maps of methane emissions, and identify sectors and areas for focused measurement study.	

In July 2013, Metropolitan Transportation Commission (MTC) and ABAG approved the region’s Sustainable Communities Strategy and the 2040 Regional Transportation Plan in the Plan Bay Area Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2013 – 2040 (Plan Bay Area). Plan Bay Area is the region’s first integrated long-range land use and transportation Plan. Plan Bay Area calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). This land use strategy is intended to enhance mobility and economic growth by linking housing/jobs with transit, thus offering a more efficient land use pattern around transit and a greater return on existing and planned transit investments. Plan Bay Area specifies the strategies and investments to maintain, manage, and improve the region’s transportation network, which includes bicycle and pedestrian facilities, local streets and roads, public transit systems, and highways.

Plan Bay Area measures and recommendations have accordingly been moved forward for inclusion in the region’s air quality plans and are included as part of the 2016 Plan, along with additional Transportation Control Measures (TCMs) proposed to be implemented by the Air District, local governments, and others. The impacts of implementation of the control measures

approved in Plan Bay Area were evaluated in a separate CEQA document, the Draft Environmental Impact Report for the Plan Bay Area Strategy for a Sustainable Region (SCH No. 2012062029) (MTC, 2013). The Draft PEIR for the 2016 Plan will build on the environmental analyses in the MTC 2013 Final EIR for the evaluation of the environmental impacts of implementing the TCMs developed by MTC. Environmental impacts from implementing the TCMs proposed in the 2016 Plan will be addressed in the Draft PEIR for the 2016 Plan.

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CHAPTER 2

ENVIRONMENTAL CHECKLIST

Introduction

General Information

Determination

Environmental Checklist and Discussion

Chapter 2

Environmental Checklist

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

GENERAL INFORMATION

Project Title:	Bay Area Air Quality Management District 2016 Clean Air Plan/Regional Climate Protection Strategy (2016 Plan)
Lead Agency Name:	Bay Area Air Quality Management District
Lead Agency Address:	San Francisco, California 94109
Contact Person:	Josh Pollak
Contact Phone Number:	415-749-8435
Project Location:	The 2016 Plan applies to the area within the jurisdiction of the Bay Area Air Quality Management District Air/District, which encompasses all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties.
Project Sponsor's Name:	Bay Area Air Quality Management District
Project Sponsor's Address:	375 Beale Street, Suite 600 San Francisco, California 94105
General Plan Designation:	The 2016 Plan applies to the area within the jurisdiction of the Bay Area Air Quality Management and would encompass all general plan designations within the Bay Area
Zoning:	The 2016 Plan applies to the area within the jurisdiction of the Bay Area Air Quality Management and would encompass all types of zoning within the Bay Area.
Description of Project:	See "Background" in Chapter 1.
Surrounding Land Uses and Setting:	See "Affected Area" in Chapter 1.
Other Public Agencies Whose Approval is Required:	California Air Resources Board

Environmental Factors Potentially Affected:

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an “✓” may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an PROGRAM ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Josh Pollak Date: 6/15/16

Printed Name: Josh Pollak Date: 6/15/16

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This checklist is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL CHECKLIST AND DISCUSSION

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
I. AESTHETICS.				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles), so that land uses vary greatly and include commercial, industrial, residential, agricultural, and open space uses. Scenic highways or corridors are located throughout the Bay Area.

Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

Impacts deemed potentially significant will be considered further in the Draft PEIR.

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures

would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

I. a, b, and c). Officially designated scenic highways in the Air District include State Highways 116 and 12 in Sonoma County; Interstate 680 and State Highway 24 in Contra Costa County; Interstate 80 and 680, and State Highway 84 in Alameda County; State Highway 9 in Santa Clara County; and Interstate 280 and State Highways 1, and 35 in San Mateo County. The proposed control measures in the 2016 Plan are not expected to adversely affect scenic vistas in the district; damage scenic resources, including but not limited to trees, rock outcroppings, or historic buildings within a scenic highway; or substantially degrade the visual character of a site or its surroundings. The reason for this conclusion is that most of the proposed control measures typically affect industrial, or commercial facilities located in appropriately zoned areas (e.g., industrial and commercial areas) that are not usually associated with scenic resources. Construction activities are expected to be limited to industrial and commercial areas. Further, modifications typically occur inside the buildings at the affected facilities, or because of the nature of the business (e.g., commercial or industrial) can easily blend with the facilities with little or no noticeable effect on adjacent areas.

For example, some of the control measures would require additional PM controls on fluid catalytic cracking units (SS-1), coke calcining facilities (SS-8), cement plants (SS-17), general PM emissions limits (SS-29), petroleum coke and coal storage and handling facilities, asphalt operations (SS-35), fugitive dust (SS-36), landfills (WA1), and wastewater treatment plants (WR-1). These control measures could lead to changes in operations or installation of air pollution control devices. While these control devices may be visible to surrounding areas, they would be used within the industrialized areas, which contain cement plants, refineries, and other existing industrial structures. Therefore, no significant adverse aesthetic impacts would be expected.

Some control measures would encourage the use of alternative energy sources which could result in the installation of solar panels to generate solar power. Solar panels would be expected to be installed on existing structures to supply electricity as an alternative energy source. Aesthetic impacts would not be expected for the installation of solar panels on new or existing buildings as local land use agencies have development standards in place to ensure significant adverse aesthetic impacts do not occur.

Cool roof, cool paving and parking lot tree shading could be included under the Urban Heat Island Measure (BL-4) and additional trees could be planted under Urban Tree Planting (NW-2). Trees have the potential to block desirable views as well as provide aesthetically pleasing impacts by screening undesirable views (e.g., freeways and streets). This control measure would likely be implemented through local ordinances or as mitigation under CEQA. Aesthetic impacts associated with trees can be handled on a case-by-case basis by developing appropriate planting locations and avoid impacting scenic vistas. The planting of trees in urban areas tend to provide aesthetically pleasing impacts.

Some control measures would attempt to influence land uses associated with new development to minimize air emissions, e.g., Land Use Strategies (TR-11), and Indirect Source Review (TR-17). Development itself has the potential for aesthetic impacts, however, the Indirect Source Control and Land Use Strategies could influence land uses, for example affecting the number of units, or encouraging bike lanes or pedestrian improvements, or require the payment of fees. However these measures are not expected to result in modifications to new development that would generate significant aesthetic impacts. The aesthetic impacts of new development will be evaluated on a case-by-case basis by the appropriate lead agency and are generally subject to CEQA requirements. Any potential impacts can be mitigated by the local land use agency using General Plan and CEQA guidance.

Control measures for ocean-going marine vessels could promote greater use of equipment at port facilities to control ship emissions from ships at berth. Such control devices may include hoods or bonnets on ship exhaust stacks to capture emissions and are expected to be at least as high as the ship stacks. While these control devices would be visible to surrounding areas, they would be similar to other structures used within the heavily industrialized portions of the ports, which contain terminals, tanks, ship-loading structures (including conveyors and cranes), and other similar structures. Therefore, such additional emission control equipment would not be expected to result in significant aesthetic impacts.

The 2016 Plan may have a beneficial effect on scenic resources by improving visibility as well as improving air quality.

I. d). The proposed 2016 Plan is not expected to create additional demand for new lighting which could create glare that could adversely affect day or nighttime views in any areas. Compliance with control measures may affect operations at industrial or commercial facilities, but is not expected to affect hours of operation. Further, many types of industrial or commercial facilities are already lighted at night for safety and security reasons. . As noted in item I. a) – c) above, facilities affected by proposed control measures typically make modifications in the interior of an affected facility so any new light sources would typically be inside a building or not noticeable because of the presence of existing outdoor light sources. Further, operators of commercial or industrial facilities who would make physical modifications to facilities and may require additional lighting would be located in appropriately zoned areas that are not usually located next to residential areas, so new light sources, if any, are not expected to be noticeable in residential or other sensitive areas.

Conclusion

Based upon the above considerations, significant adverse project-specific aesthetic impacts are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE and FORESTRY RESOURCES.

In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | | | | |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that land uses vary greatly and include commercial, industrial, residential, agricultural, and open space uses. Some of these agricultural lands are under Williamson Act contracts.

Significance Criteria

The proposed project impacts will be considered significant if:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code § 51104 (g)).
- Result in the loss of forest land or conversion of forest land to non-forest use.
- The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

II. a, b, c, d, and e). The 2016 Plan control measures typically affect existing commercial or industrial facilities, reduce emissions from mobile sources, and reduce emissions from land use decisions. The control measures are not expected to generate any new construction of buildings or other structures that would require conversion of farmland to non-agricultural use or conflict with zoning for agricultural uses or a Williamson Act contract. There are no provisions in the proposed 2016 Plan that would affect or conflict with existing land use plans, policies, or regulations or require conversion of farmland to non-agricultural uses. Some control measures

could impact agricultural facilities and farmers by controlling emissions from freight and farming equipment (TR-24), providing incentives for installation of digesters, and reducing emissions from livestock wastes (AG-4). However, these control measures are not expected to convert agricultural land uses to non-agricultural land uses. Land use, including agriculture-related uses, and other planning considerations are determined by local governments and no agricultural land use or planning requirements will be altered by the proposed project. The 2016 Plan could provide benefits to agricultural resources by reducing air pollutants, including ozone precursors and greenhouse gases, thus, reducing the adverse impacts of ozone on plants and animals.

Some control measures would attempt to influence land uses associated with new development to minimize air emissions, e.g., and Indirect Source Review (TR-16). Development itself has the potential for impacts to agricultural resources, however, the Indirect Source Review Control Measure could set air quality performance standards for new and modified development projects. Therefore, the Indirect Source Control Measure is not expected to result in modifications to new development that would generate significant impacts on agricultural resources or encourage the development of existing agricultural lands. As a result, control measures in the 2016 Plan are not expected to adversely affect local land use policies or result in the conversion of agricultural lands to non-agricultural land uses.

The primarily affected facilities associated with the 2016 Plan are located in industrial areas where agricultural or forest resources are generally not located. No substantial construction activities are expected to result from implantation of the 2016 Plan. Several control measures could require air pollution control equipment on equipment at various industrial or commercial sources or changes in operations at these facilities. Construction activities may be associated with the installation of pollution control equipment. Such construction activities are expected to be limited to the existing industrial and commercial facilities. No agricultural or forest resources are located within the boundaries of the existing industrial and commercial facilities, and construction activities would not convert any agricultural or forest land into non-agricultural or non-forest use, or involve Williamson Act contracts.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to agricultural resources are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further analyzed in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Setting

It is the responsibility of the Air District to ensure that state and federal ambient air quality standards are achieved and maintained in its geographical jurisdiction. Health-based air quality standards have been established by California and the federal government for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter less than 10 microns in diameter (PM₁₀), particulate matter less than 2.5 microns in diameter (PM_{2.5}), sulfur dioxide (SO₂), and lead.

Air quality conditions in the San Francisco Bay Area have improved since the Air District was created in 1955. Ambient concentrations of air pollutants and the number of days on which the region exceeds air quality standards have fallen substantially. The Air District is in attainment of the State and federal ambient air quality standards for CO, NO₂, and SO₂ and the federal standards for PM_{2.5}. The Air District is not in attainment with the State PM₁₀ and PM_{2.5} standards. The Bay Area is also designated as non-attainment for the federal 8-hour and California 1- and 8-hour ozone standards.

Significance Criteria

The threshold of significance that the Air District will use to evaluate potential impacts on regional air quality challenges such as ozone (smog) will be “no net increase” in regional emissions of pollutants that contribute to these challenges as a result of the control strategy in the 2016 Plan. These pollutants include the criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been established. If the control strategy will result in a net reduction in regional emissions of these pollutants, it will have no impact on regional air quality challenges. If it will result in a net increase in regional emissions, the Air District would consider that to constitute a significant adverse impact on air quality.

In addition, the Air District will also (to the extent feasible) evaluate whether the control strategy in the 2016 Plan could have the potential to create localized air quality impacts that could be significant. This outcome could occur if the control strategy results in an increase in emissions in one specific area that causes or significantly contributes to a hazard to public health or the environment, even if there is no net increase in emissions regionally. For criteria pollutants, the threshold of significance the Air District will use will be whether the control strategy will result in a localized “hot spot” in which ambient concentrations of the pollutant exceed an established ambient air quality standard. For toxic air contaminants (TACs), the Air District will use two thresholds of significance, one for carcinogenic health impacts and one for non-carcinogenic health impacts. For non-carcinogenic impacts, the Air District will use a “Hazard Index” of 1 as the threshold of significance. A Hazard Index of 1 is the level of exposure below which there are not expected to be any observable adverse health effects, based on scientific studies. If the control strategy will result in localized concentrations of TACs that will expose people to a Hazard Index greater than 1, that will be considered a significant impact.¹ For carcinogenic impacts, the Air District will use a threshold of “100 in one million” increased risk from all emissions sources within 1,000 feet. This means an exposure level that would be expected to produce 100 additional cancer cases if a population of one million people were exposed to that level of exposure over a 70-year lifetime. Under this threshold, there will be a significant localized impact if any person will be subjected to an additional carcinogenic risk of 100 in one million, taking into account all of the net increases in TAC emissions that will occur as a result of the control strategy within 1000 feet of the person.

With respect to potential odor impacts, the Air District will consider an impact to be significant if there will be a substantial number of odor complaints from members of the public.

¹ There are two types of non-carcinogenic toxic risk, “acute” risk and “chronic” risk. Acute risk relates to short-term exposures, whereas chronic risk relates to exposures over a longer time frame (typically a 70-year lifetime). The Air District will use a Hazard Index of 1 for evaluating both types of non-carcinogenic health risk.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs. All of these measures are designed to reduce emissions throughout the San Francisco Bay Area in order to improve air quality and public health.

It is possible, however, that some of these measures could have ancillary adverse impacts that could result in certain amounts of increased emissions of air pollutants, which would offset the emission reductions resulting from the Plan to a certain extent. For example, implementation of some of the control measures could involve retrofitting, replacing, or installing new air pollution control equipment, changes in product formulations, or construction of transportation infrastructure that have the potential to create secondary air quality impacts. Emissions from one pollutant may increase slightly in order to effectively reduce overall emissions and protect public health.

The PEIR will evaluate the overall air quality impacts of the emission reductions that the Plan will generate, as well as any ancillary emissions increases that may result. The PEIR will quantify such impacts to the extent feasible, and will discuss the nature of such impacts qualitatively. The PEIR will apply the significance thresholds outlined above to the nature and extent of the air quality impacts that will result from the Plan in order to determine whether there will be any significant air quality impacts.

The PEIR will address the specific issues related to air quality impacts outlined in the checklist at the beginning of this section as follows.

III. a). The proposed project is an update of the Air District's 2010 Clean Air Plan (CAP), which is required pursuant to state law. By revising and updating emission inventories and control strategies, the Air District is complying with state law, and furthering development and implementation of control measures, which are expected to reduce emissions and make progress towards attaining and maintaining state and federal ambient air quality standards for ozone and particulate matter in the District. The 2016 Plan will also implement control measures to reduce toxic air contaminants and greenhouse gases. The 2016 Plan will update and replace the 2010 CAP as the air quality plan for the Bay Area. Since the 2016 Plan will be the applicable air quality plan for the Bay Area, by definition it will not conflict with or obstruct the implementation of the applicable air quality plan. Therefore, no significant impact is expected and this topic will not be further evaluated in the PEIR.

III. b), c), d): The 2016 Plan is designed and intended to obtain new or further emissions reductions from both stationary and mobile sources. The PEIR will evaluate whether any potential ancillary adverse air quality impacts would offset the emission reductions resulting from the Plan

such that there could be any significant adverse air quality impacts under the significance criteria outlined above. This analysis will evaluate the potential for significant cumulative regional and local air quality impacts, either through net increases in emissions region-wide or through local increases in emissions that result in significant localized impacts. The analysis will evaluate the potential for the Plan to cause or contribute to any violations of any applicable air quality standards or to expose sensitive receptors to substantial concentrations of TACs or other pollutants that could cause a significant public health risk.

III. e): Some 2016 Plan control measures may require construction activities. Odors are sometimes associated with the exhaust from diesel-fueled equipment. However, odor impacts from construction equipment are not expected to be significant because most diesel-fueled equipment are mobile and do not remain in one location that could continuously affect offsite receptors. In addition, diesel exhaust is generally hot and, therefore, buoyant, which results in dilution of potential odor impacts as the exhaust rises into the atmosphere. As a result, odor impacts from construction activities to implement control measures are not expected to be significant and will not be further discussed in the PEIR.

In some cases, reformulated products have noticeable odors; however, it is typically the case that reformulated products have less noticeable odors than the products they are replacing. Reformulated products tend to have reduced VOC content and reduced emissions and, therefore, lower potential for creating odor impacts. As a result, significant adverse odor impacts have not been associated with reformulated products, especially those relying on water-based formulations, compared to conventional high-VOC products. Modifications to industrial facilities to produce reformulated products (e.g., refineries) also have the potential to create odor impacts. However, owners/operators of industries affected by control measures in the proposed 2016 Plan would be subject to existing air quality rules and regulations, which prohibits creating odor nuisances. For these reasons, implementing the 2016 Plan is not expected to create significant adverse odor impacts and, therefore, will not be further addressed in the Draft PEIR.

Conclusion

Based upon the above considerations, it is possible that there could potentially be significant adverse air quality impacts due to implementation of proposed 2016 Plan. The PEIR will therefore evaluate the potential for any such significant adverse impacts.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The Air District boundary covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that land uses vary greatly and include commercial, industrial, residential, agricultural, and open space uses. A wide variety of biological resources are located within the Bay Area.

The entire area under the jurisdiction of the Air District is affected by the proposed project, and is located within the Bay Area-Delta Bioregion (as defined by the State's Natural Communities Conservation Program). This Bioregion is comprised of a variety of natural communities, which range from salt marshes to chaparral to oak woodland. A majority of the affected areas have been graded to develop various commercial or residential structures. Native vegetation, other than landscape vegetation, has generally been removed from areas to minimize safety and fire hazards. Any new development would fall under the requirements of the City or County General Plans.

Significance Criteria

The proposed project impacts on biological resources will be considered significant if:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

IV. a), b, and d). No direct or indirect impacts from implementing 2016 Plan control measures were identified that could adversely affect plant and/or animal species in the Air District boundaries. 2016 Plan control measures typically affect existing commercial or industrial facilities, reduce emissions from mobile sources, increase energy efficiency, as well as measures to minimize emissions from indirect sources. Existing commercial or industrial facilities are generally located in appropriately zoned commercial or industrial areas, which typically do not support candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Similarly, modifications at existing facilities would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with native or resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Further, since the proposed 2016 Plan primarily regulates stationary emission sources at existing commercial or industrial facilities, it does not directly or indirectly affect land use policy that may adversely affect riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or identified by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Improving air quality is expected to provide health and welfare benefits to plant and animal species in the Bay Area. There are no control measures contained in the 2016 Plan that would alter this determination.

IV. c). As noted in the previous item, promulgating control measures in the 2016 Plan may require modifications at existing industrial or commercial facilities to control or further control emissions, reduce mobile sources, increase energy efficiency, and reduce emissions from land use decisions. Some control measures could result in the installation of additional controls at industrial or commercial facilities. The installation of air pollution control equipment at these facilities would be consistent with commercial/industrial land uses. For these reasons the proposed project will not adversely affect protected wetlands as defined by §404 of the Clean Water Act, including, but not limited to marshes, vernal pools, coastal wetlands, etc., through direct removal, filling, hydrological interruption or other means.

IV. e and f). Implementing the proposed 2016 Plan is not expected to affect land use plans, local policies or ordinances, or regulations protecting biological resources such as a tree preservation policy or ordinance for the reasons already given, i.e. control measures promulgated as rules or regulations primarily affect existing facilities located in appropriately zoned areas, reduce emissions from mobile sources, and reduce emissions from land use decisions. Land use and other planning considerations are determined by local governments and land use or planning requirements are not expected to be altered by the proposed project. Similarly, the proposed 2016 Plan is not expected to affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities.

The Indirect Source Review Control Measure (TR-16) would attempt to influence land uses associated with new development to minimize air emissions. Development itself has the potential for biological impacts, however, the Indirect Source Review Control Measure could sets air quality performance standards for new and modified development projects. Therefore, the Indirect Source Review Control Measure is not expected to result in modifications to new development that would generate significant biological impacts. The biological impacts of new development will be evaluated on a case-by-case basis and are generally subject to CEQA requirements and can be mitigated by the local land use agency using General Plan and habitat conservation guidance.

The 2016 Plan includes the Urban Heat Island Measure (BL-4) and Urban Tree Planting (NW-2) that would encourage additional tree planting. The trees are expected to be planted in urban areas as part of landscaped vegetation and are not expected to displace any native habitat or conflict with local policies. Rather the control measure is expected to encourage local tree policies to include

the use of additional trees to provide landscaping that shades urban development, resulting in cooler temperatures and less energy used for cooling.

Carbon Sequestration in Wetlands (NW-3) is expected to help preserve and restore wetlands that have been destroyed or degraded throughout the San Francisco Bay. Reestablishing extensive areas of tidal marsh would have major environmental benefits, including improving the Bay’s natural filtering system and enhancing water quality, increasing primary productivity of the aquatic ecosystem, and reducing the need for flood control and channel dredging. Therefore, control measure NW-3 is expected to provide beneficial impacts to biological resources within the wetlands. Further, improving air quality is expected to provide health and welfare benefits to plant and animal species in the district.

Conclusion

Based upon the above considerations, significant adverse project-specific biological resources impacts are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties.

The area of coverage is vast (about 5,600 square miles) so that land uses vary greatly and include commercial, industrial, residential, agricultural and open space uses. Cultural resources are defined as buildings, sites, structures, or objects which might have historical architectural, archaeological, cultural, or scientific importance.

The Carquinez Strait represents the entry point for the Sacramento and San Joaquin Rivers into the San Francisco Bay. This locality lies within the San Francisco Bay and the west end of the Central Valley archaeological regions, both of which contain a rich array of prehistoric and historical cultural resources. The areas surrounding the Carquinez Strait and Suisun Bay have been occupied for millennia given their abundant combination of littoral and oak woodland resources.

Significance Criteria

The proposed project impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group.
- Unique paleontological resources are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

V. a, b, c and d). All control measures in the 2016 Plan were evaluated to identify those control measures with potential cultural resources impacts. No control measures were identified that could generate significant adverse cultural resources impacts. CEQA Guidelines state that “generally, a resource shall be considered ‘historically significant’ if the resource meets the criteria for listing in the California Register of Historical Resources including the following:

- A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- B. Is associated with the lives of persons important in our past;

- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- D. Has yielded or may be likely to yield information important in prehistory or history” (CEQA Guidelines §15064.5).

Generally, resources (buildings, structures, equipment) that are less than 50 years old are excluded from listing in the National Register of Historic Places unless they can be shown to be exceptionally important. Implementing the proposed 2016 Plan is primarily expected to result in controlling stationary source emissions at existing commercial or industrial facilities, reducing emissions from mobile sources, and reducing emissions from land use decisions. Some affected facilities, e.g., refineries, may have equipment older than 50 years that may need to be modified to comply with 2016 Plan control measures. However, such equipment does not typically meet the criteria identified in CEQA Guidelines §15064.5(a)(3). Affected facilities where physical modifications may occur are typically located in appropriately zoned commercial or industrial areas that have previously been disturbed. Because potentially affected facilities are existing facilities and controlling stationary source emissions does not typically require extensive cut-and-fill activities or excavation, it is unlikely that implementing control measures in the proposed 2016 Plan will: adversely affect historical or archaeological resources as defined in CEQA Guidelines §15064.5, destroy unique paleontological resources or unique geologic features, or disturb human remains interred outside formal cemeteries.

Implementing control measures in the proposed 2016 Plan may require site preparation and grading at an affected facility. Under this circumstance, it is possible that archaeological or paleontological resources could be uncovered. Even if this circumstance were to occur, significant adverse cultural resources impacts are not anticipated because there are existing laws in place that are designed to protect and mitigate potential adverse impacts to cultural resources. As with any construction activity, should archaeological resources be found during construction that results from implementing the proposed control measures, the activity would cease until a thorough archaeological assessment is conducted.

The Indirect Source Review and Land Use Strategies Control Measures in the 2016 Plan may require emission reductions from new or redevelopment land use projects (TR-16 and TR-10). These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, Indirect Source Review and Land Use Strategies Control Measures are not expected to adversely affect local land use policies or create additional development that would impact cultural resources.

Conclusion

Based upon the above considerations, significant adverse project-specific cultural resources impacts are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS.

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (1994) (formerly referred to as the Uniform Building Code), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The Bay Area is located in the natural region of California known as the Coast Ranges geomorphic province. The province is characterized by a series of northwest trending ridges and valleys controlled by tectonic folding and faulting, examples of which include the Suisun Bay, East Bay Hills, Briones Hills, Vaca Mountains, Napa Valley, and Diablo Ranges.

Regional basement rocks consist of the highly deformed Great Valley Sequence, which include massive beds of sandstone inter-fingered with siltstone and shale. Unconsolidated alluvial deposits, artificial fill, and estuarine deposits, (including Bay Mud) underlie the low-lying region along the margins of the Carquinez Straight and Suisun Bay. The estuarine sediments found along the shorelines of Solano County are soft, water-saturated mud, peat and loose sands. The organic, soft, clay-rich sediments along the San Francisco and San Pablo Bays are referred to locally as Bay Mud and can present a variety of engineering challenges due to inherent low strength, compressibility and saturated conditions. Landslides in the region occur in weak, easily weathered bedrock on relatively steep slopes.

The San Francisco Bay Area is a seismically active region, which is situated on a plate boundary marked by the San Andreas Fault System. Several northwest trending active and potentially active faults are included with this fault system. Under the Alquist-Priolo Earthquake Fault Zoning Act, Earthquake Fault Zones were established by the California Division of Mines and Geology along “active” faults, or faults along which surface rupture occurred in Holocene time (the last 11,000 years). In the Bay area, these faults include the San Andreas, Hayward, Rodgers Creek-Healdsburg, Concord-Green Valley, Greenville-Marsh Creek, Seal Cove/San Gregorio and West Napa faults. Other smaller faults in the region classified as potentially active include the Southampton and Franklin faults.

Ground movement intensity during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geological material. Areas that are underlain by bedrock tend to experience less ground shaking than those underlain by unconsolidated sediments such as artificial fill. Earthquake ground shaking may have secondary effects on certain foundation materials, including liquefaction, seismically induced settlement, and lateral spreading.

Significance Criteria

The proposed project impacts on the geological environment will be considered significant if:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.

- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

VI. a, c, and d). The proposed 2016 Plan will not directly or indirectly expose people or structures to earthquake faults, seismic shaking, seismic-related ground failure including liquefaction, landslides, mudslides or substantial soil erosion for the following reasons. When implemented as rules or regulations, control measures do not directly or indirectly result in construction of new structures. Some structural modifications, however, at existing affected facilities may occur as a result of installing control equipment or making process modifications. In any event, existing affected facilities or modifications to existing facilities would be required to comply with relevant California Building Code requirements in effect at the time of initial construction or modification of a structure.

New structures, including new transportation infrastructure, must be designed to comply with the California Building Code requirements since the district is located in a seismically active area. The local cities or counties are responsible for assuring that projects comply with the California Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The California Building Code is considered to be a standard safeguard against major structural failures and loss of life. The code requires structures that will: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage but with some non-structural damage; and 3) resist major earthquakes without collapse but with some structural and non-structural damage

The California Building Code bases seismic design on minimum lateral seismic forces (“ground shaking”). The California Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represents the foundation conditions at the site. Accordingly, buildings and equipment at existing affected facilities would conform to the California Building Code and other applicable state codes in effect at the time they were constructed.

Any potentially affected facilities that are located in areas where there has been historic occurrence of liquefaction, e.g., coastal zones, or existing conditions indicate a potential for liquefaction, including expansive or unconsolidated granular soils and a high water table, may have the potential for liquefaction-induced impacts at the project sites. The California Building Code requirements consider liquefaction potential and establish more stringent requirements for building foundations in areas potentially subject to liquefaction. Compliance with the California Building Code requirements is expected to minimize the potential impacts associated with liquefaction. The issuance of building permits from the local cities or counties will assure compliance with the California Building Code requirements. Finally, no proposed control measures would require the location of new, or relocation of existing facilities in areas prone to liquefaction. Land use decisions are under the authority of the local jurisdictions, typically cities or counties. Neither the Air District nor CARB has authority over land use decisions except to impose specific air pollution control requirements, which do not drive the land use approval process, and CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws (CEQA Guidelines §15040(b)). Therefore, no significant impacts from liquefaction are expected and this potential impact will not be considered further.

Because facilities affected by any 2016 Plan control measures are typically located in industrial or commercial or already developed areas, which are not typically located near known geological hazards (e.g., landslide, mudflow, seiche, tsunami or volcanic hazards), no significant adverse geological impacts are expected. Even if potentially affected facilities are located near such geological hazards, the hazards are part of the existing setting and are not made worse by installing control equipment or other activities to comply with emission control rules and regulations. The proposed control measures would not increase potential exposures to geologic hazards. Tsunamis at the facilities near the water or within the ports are not expected because the San Francisco Bay is largely protected from wave action. 2016 Plan control measures will not increase potential exposures to tsunamis. As a result, these topics will not be further evaluated in the Draft PEIR.

2016 Plan control measures affecting mobile sources, such as those that would accelerate the penetration of zero or low emission vehicles, would not affect geology or soils because on-road vehicles would continue to operate on existing roadways. Although some control measures would accelerate the penetration of zero or low emission off-road equipment, replacing one type of off-road engine with a lower emitting off-road engine would not be expected to affect construction activities as construction activities would occur for reasons other than complying with the 2016 Plan control measures.

VI. b). Although the proposed 2016 Plan control measures may require modifications at existing industrial or commercial facilities, such modifications are not expected to require substantial grading, construction activities, or paving of unpaved areas. The proposed project does not have the potential to substantially increase the area subject to compaction or over-covering since the subject areas would be limited in size and, typically, have already been graded or displaced in some way (e.g., additional structures at industrial or commercial areas). Therefore, significant adverse soil erosion impacts are not anticipated from implementing the 2016 Plan and will not be further analyzed in the Draft PEIR.

VI. e). Septic tanks or other similar alternative wastewater disposal systems are typically associated with small residential projects in remote areas. The proposed 2016 Plan does not contain any control measures that generate construction of residential projects in remote areas. The proposed control measures typically affect existing industrial or commercial facilities that are already hooked up to appropriate sewerage facilities. Based on these considerations, the use of septic tanks or other alternative wastewater disposal systems will not be further evaluated in the Draft PEIR.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to geology and soils are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS.

Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

Global climate change refers to changes in average climatic conditions on the earth as a whole, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in the average temperature of the earth’s surface and atmosphere. One identified cause of global warming is an increase of greenhouse gases (GHGs) in the atmosphere. The six major GHGs identified by the Kyoto Protocol are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), haloalkanes (HFCs), and perfluorocarbons (PFCs). The GHGs absorb longwave radiant energy reflected by the earth, which warms the atmosphere. GHGs also radiate longwave radiation both upward to space and back down toward the surface of the earth. The downward part of this longwave radiation absorbed by the atmosphere is known as the “greenhouse effect.” Some studies indicate that the potential effects of global climate change

may include rising surface temperatures, increased frequency and intensity of forest fires, loss in snow pack, sea level rise, more extreme heat days per year, and more drought years.

Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have heavily contributed to the increase in atmospheric levels of GHGs. Approximately 80 percent of GHG emissions in California are from fossil fuel combustion and over 70 percent of GHG emissions are carbon dioxide emissions (Air District, 2010).

Significance Criteria

The threshold of significance that the Air District will use to evaluate potential climate change impacts from GHGs will be “no net increase” in GHG emissions as a result of the control strategy in the 2016 Plan. If the control strategy will result in a reduction in the Bay Area’s GHG emissions, it will have no adverse impact on global climate change. If it will result in a net increase in GHG emissions, the Air District would consider that to be a significant adverse impact on climate change.

Discussion of Impacts

The 2016 Plan is designed to reduce GHG emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would decrease energy demand and decarbonize energy; reduce vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial GHG emissions; establish greater control of fugitive methane emissions; improve GHG air monitoring; and establish educational and outreach programs. All of these measures are designed to reduce GHG emissions throughout the San Francisco Bay Area in order to help address global climate change.

It is possible, however, that some of the control measures in the 2016 Plan could have ancillary increases in GHG emissions, which could offset some of the GHG emission reductions resulting from the Plan to a certain extent. For example, implementation of control measures that accelerate zero-emission technologies, rely on electricity; an increase in electrical demand may result in increased electricity generation and subsequently increased GHG emissions associated with combustion and power plants. GHG emissions may increase slightly from one emission sector as a result of these measures in order to effectively reduce overall GHG emissions from fossil fuel combustion and protect public health through the 2016 Plan.

The PEIR will evaluate the overall increase or decrease in GHG emissions as a result of the 2016 Plan. The PEIR will quantify the expected net increases and decreases to the extent feasible, as well as discuss the nature of such increases and decreases qualitatively. Based on this analysis, the PEIR will evaluate whether there will be an any net increase in GHG emissions as a result of the Plan, which would constitute a significant climate impact. If there is no net increase, there will be no adverse climate impact from the Plan.

The PEIR will address the specific issues related to GHG emissions outlined in the checklist at the beginning of this section as follows.

VII. a). The 2016 Plan includes control measures that specifically address GHG emissions and aim at reducing GHG emissions (SS-13, SS-14, SS-15, SS-16, AG-1, AG-2, AG-3, AG-4, NW-1, NW-2, NW-3, WA-1, WA-2, WA-3, WA-4, WR-1, SL-1, SL-2 and SL-3). Some control measures may have the potential to generate combustion emissions that could increase GHG emissions, however. The PEIR will evaluate all GHG emission reductions expected to result from the 2016, as well as any offsetting increases, to determine whether there will be any net increase in GHG emissions from the Plan as a whole.

VII. b). The control measures of the 2016 Plan will support and help implement State, regional and local plans that have been developed to reduce GHG emissions. These include the State’s Scoping Plan, Plan Bay Area, local general plans and climate actions plans. The 2016 Plan control measures encourage shifting modes of transportation to increase transit, walking or bicycling by supporting land use development patterns that include more mixed use high density transit oriented projects. This focus is consistent with the Scoping Plan, Plan Bay Area and other local land use plans to reduce GHG emissions from the transportation and building sectors. Other control measures in the 2016 Plan will directly support and State, regional and local climate action plans by identifying strategies to reduce GHG emissions from solid waste, water use, agriculture, energy, and existing buildings, which are common sources of GHG emissions in most local jurisdictions. Therefore, this topic is less than significant and will not be further evaluated in the Draft PEIR.

Conclusion

The 2016 Plan could potentially have significant adverse impacts on climate change as a result of GHG emissions if the net effect of the Plan’s control measures is to increase GHG emissions from the Bay Area. The PEIR will therefore evaluate whether there will be any net increase in GHG emissions as a result of the 2016 Plan.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
 - d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?
 - e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?
 - f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
 - g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
 - h) Significantly increased fire hazard in areas with flammable materials?

Setting

Hazards are related to the risks of fire, explosions, or releases of hazardous substances in the event of accident or upset conditions. Hazards are related to the production, use, storage, and transport of hazardous materials. Industrial production and processing facilities are potential sites for hazardous materials. Some facilities produce hazardous materials as their end product, while others use such materials as an input to their production processes. Examples of hazardous materials used by consumers include fuels, paints, paint thinner, nail polish, and solvents. Hazardous materials may be stored at facilities producing such materials and at facilities where hazardous materials are part of the production processes. Currently, hazardous materials are transported throughout the Bay Area in great quantities via all modes of transportation including rail, highway, water, air, and pipeline.

The potential hazards associated with handling such materials are a function of the materials being processed, processing systems, and procedures used to operate and maintain the facilities where they exist. The hazards that are likely to exist are identified by the physical and chemical properties of the materials being handled and their process conditions, including fires, vapor cloud explosions, thermal radiation, and explosion/overpressure.

Significance Criteria

The proposed project impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

Impacts deemed potentially significant will be considered further in the Draft PEIR.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

VIII. a, b, and c). The proposed 2016 Plan has the potential to create direct or indirect hazard impacts in several ways. Some control measures that would regulate VOC emissions by establishing VOC content requirements for products such as coatings (SS-22) and digital printing (SS-24) may result in reformulating these products with materials that are low or exempt VOC materials. It is possible that such reformulated products could have increased hazardous physical or chemical properties compared to the products that are currently being used, which could increase hazards through the routine transport or disposal of these materials or through upset conditions involving the accidental release of these materials into the environment. In addition, control measures that could require a control device to be installed may increase the risk of upset or accidental release at industrial facilities due to failure of the control equipment, which would then create an increase in potential hazard impacts in the event of an accidental release of these materials into the environment. Further, the NO_x reduction control measures could result in the increased use of ammonia in selective catalytic reduction (SCR) units. Hazards could also be generated by the conversion of gasoline-fueled mobile sources to natural gas or propane fuels. The

PEIR will evaluate the nature and extent of any potential adverse impacts from increased hazards as a result of the 2016 Plan, and will assess whether any such impacts may be significant under the significance criteria outlined above.

VIII. d). Government Code §65962.5 typically refers to a list of facilities that may be subject to Resource Conservation and Recovery Act (RCRA) permits or site cleanup activities. For any facilities affected by the 2016 Plan proposed control measures, it is anticipated that they would be required to manage any and all hazardous materials in accordance with federal, state and local regulations. Control measures are not expected to interfere with site cleanup activities or create additional site contamination. Therefore, this topic is less than significant and will not be further evaluated in the Draft PEIR.

VIII. e). The proposed project will not adversely affect any airport land use plan or result in any safety hazard for people residing or working in the district. U.S. Department of Transportation – Federal Aviation Administration Advisory Circular AC 70/7460-2K provides information regarding the types of projects that may affect navigable airspace. Projects that involve construction or alteration of structures greater than 200 feet above ground level within a specified distance from the nearest runway; objects within 20,000 feet of an airport or seaplane base with at least one runway more than 3,200 feet in length and the object would exceed a slope of 100:1 horizontally (100 feet horizontally for each one foot vertically from the nearest point of the runway); etc., may adversely affect navigable airspace. Control measures in the proposed 2016 Plan are not expected to require construction of tall structures near airports so potential impacts to airport land use plans or safety hazards to people residing or working in the vicinity of local airports are not anticipated. Control measures could result in additional controls of equipment at airports. These controls are expected to establish emission standards or increase the use of electrical equipment, but are not expected to interfere with airport activities. This potential impact will not be further addressed in the Draft PEIR.

VIII. f). The proposed project will not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan. Operators of any existing commercial or industrial facilities affected by proposed 2016 Plan control measures will typically have their own emergency response plans for their facilities already in place. Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public, but the facility employees as well. The implementation of certain control measures could result in the need for additional storage of hazardous materials (e.g., ammonia). Such modifications may require revisions to emergency response plans if new hazardous are introduced to a facility. However, these modifications would not be expected to interfere with emergency response procedures. Adopting the proposed 2016 Plan is not expected to interfere with any emergency response procedures or evacuation plans and, therefore, will not be further evaluated in the Draft PEIR.

VIII. g). The proposed 2016 Plan would typically affect existing commercial or industrial facilities in appropriately zoned areas. Since commercial and industrial areas are not typically located near wildland or forested areas, implementing the proposed control measures has no potential to increase the risk of wildland fires. This topic will not be further evaluated in the Draft PEIR.

VIII. h). The 2016 Plan may contain some control measures that require add-on control equipment or reformulated products that may increase potential fire hazards in areas with flammable materials. The potential for increased probability of explosion, fire, or other hazards will be addressed in the Draft PEIR. Impacts related to public exposure to toxic air contaminants will be addressed in the “Air Quality” section of the Draft PEIR.

Conclusion

Based upon the above considerations, the potentially adverse significant hazard impacts due to the increased probability of explosion, fire, or other risk of upset occurrences associated with the 2016 Plan will be addressed in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY.

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

drainage systems or provide substantial additional sources of polluted runoff?

- | | | | | | |
|----|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| f) | Otherwise substantially degrade water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) | Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) | Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) | Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles). Reservoirs and drainage streams are located throughout the area and discharge into the Bays. Marshlands incised with numerous winding tidal channels containing brackish water are located throughout the Bay Area.

The Bay Area is located within the San Francisco Bay Area Hydrologic Basin. The primary regional groundwater water-bearing formations include the recent and Pleistocene (up to two million years old) alluvial deposits and the Pleistocene Huichica formation. Salinity within the unconfined alluvium appears to increase with depth to at least 300 feet. Water of the Huichica formation tends to be soft and relatively high in bicarbonate, although usable for domestic and irrigation needs.

Significance Criteria

Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 263,000 gallons per day of potable water.

Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.

- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.
- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

Impacts considered potentially significant will be considered further in the Draft PEIR.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

IX. a, and f). The proposed 2016 Plan control measures may require modifications at existing industrial or commercial facilities. Control measures that would control PM and/or SO_x emissions could require additional water use and wastewater discharge from air emission control equipment, such as wet gas scrubbers or for dust control (e.g., SS-1, SS-5, SS-9, SS-11, SS-18, SS-19, SS-22 and SS-29). Control measures that promote the use of alternative fuels (TR-18, TR-20, and TR-22) may have the potential to create water quality or groundwater quality impacts in the event of accidental releases of alternative fuels during transport, storage, and handling.

To reduce VOC emissions, some proposed control measures may involve reformulating products such as architectural coatings with low VOC or exempt solvents, e.g., SS-23, SS-24, and SS-25. Under this circumstance, it is not expected that there will be a substantial increase in the volume of wastewater generated by affected facilities, but there could be a slight change in the nature and toxicity of wastewater effluent. The stationary source measures may generate potentially significant adverse water quality impacts from add-on air pollution control equipment such as wet scrubbers, alternative transportation fuels, and reformulated low-VOC consumer products.

Affected facilities that generate wastewater and are subject to waste discharge or pretreatment requirements are required to comply with, and will continue to have to comply with, all relevant wastewater requirements, waste discharge regulations and standards for stormwater runoff, and any other relevant requirements for direct discharges into sewer systems. These standards and permits require water quality monitoring and reporting for onsite water-related activities. Should the volume or discharge limits change as a result of implementing control measures, the facility would be required to consult with the appropriate regional water quality control board and/or the

local sanitation district to discuss these changes. Nonetheless, implementing the 2016 Plan may generate additional wastewater that could impact water quality standards or waste discharge requirements. Therefore, this topic will be evaluated further in the Draft PEIR.

IX. b). As discussed above, control measures that would control PM and/or SO_x emissions could require additional water use and wastewater discharge from affected facilities. The proposed project contains control measures that would generally allow for a number of different control technologies, some of which could require an increase in water usage at affected facilities (e.g., wet gas scrubbers). Thus, implementing the proposed project could require additional water, some of which could come from ground water supplies, may require expansion of existing water supply facilities or require new water supply facilities. Control measures that encourage the planting of trees/plants could also generate an increase in water use (NW-2 and BL-4), although other measures are aimed at encouraging water conservation and may reduce water use (WR-2). Water demand is potentially significant and will be evaluated further in the Draft PEIR.

IX. c, d, and e). The proposed 2016 Plan generally is expected to impose control requirements on stationary sources at existing commercial and industrial facilities, reduce emissions from mobile sources, and reduce emissions from land use decisions. The proposed project does not have the potential to substantially increase the area subject to runoff since the subject areas would be limited in size and, typically, have already been graded or displaced in some way (e.g., existing industrial or commercial facilities).

2016 Plan control measures would not be expected to generate in and of themselves new structures that could alter existing drainage patterns by altering the course of a river or stream that would result in substantial erosion, siltation, or flooding on or offsite, increase the rate or amount of surface runoff that would exceed the capacity of existing or planned stormwater drainage systems, etc. Although minor modifications might occur at commercial or industrial facilities affected by the proposed 2016 Plan control measures, these facilities have, typically, already been graded and the areas surrounding them have likely already been paved over or landscaped. As a result, further minor modifications at affected facilities that may occur as a result of implementing the 2016 Plan control measures are not expected to alter in any way existing drainage patterns or stormwater runoff. Since this potential adverse impact is not considered to be significant, it will not be further evaluated in the Draft PEIR.

IX. g, h, i, and j) The proposed project does not include the construction of new or relocation of existing housing or other types of facilities and, as such, would not require the placement of housing or other structures within a 100-year flood hazard area. (See also XIII “Population and Housing”). Construction of new housing and structures may occur for reasons other than complying with the 2016 Plan and general population growth. As a result, the proposed project would not be expected to create or substantially increase risks from flooding; expose people or structures to significant risk of loss, injury or death involving flooding; or increase existing risks, if any, of inundation by seiche, tsunami, or mudflow. Consequently, this topic will not be evaluated further in the Draft PEIR.

Conclusions

Implementing the proposed 2016 Plan control measures could result in increased water demand and wastewater generation that could result in potentially significant adverse impacts. Consequently, these impacts will be addressed in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to a general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that land uses vary greatly and include commercial, industrial, residential, agricultural, and open space uses. The 2016 Plan control measures generally affect stationary sources that are located in industrial and commercial areas throughout the jurisdiction of the Air District. Some control measures (e.g., SL-2, and TR-10) may also affect most types of development projects through local and general plans.

Significance Criteria

The proposed project impacts will be considered significant on land use and planning if the project conflicts with the land use and zoning designations established by local jurisdictions, or any applicable habitat conservation or natural community conservation plan.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

X. a, and c) The proposed 2016 Plan generally is expected to impose control requirements on stationary sources at existing commercial or industrial facilities, reduce emissions from mobile sources, increase energy efficiency, and reduce emissions from land use decisions. As a result, the proposed 2016 Plan does not require construction of structures for new land uses in any areas of the district and, therefore, is not expected to create divisions in any existing communities or conflict with any applicable habitat conservation or natural community conservation plans.

X. b) Any facilities affected by the proposed 2016 Plan would still be expected to comply with, and not interfere with, any applicable land use plans, zoning ordinances, habitat conservation or natural community conservation plans. There are no provisions of the proposed project that would directly affect these plans, policies, or regulations. Air Districts are specifically excluded from infringing on existing city or county land use authority (California Health & Safety Code §40414). Land use and other planning considerations are determined by local governments and no present or planned land uses in the region or planning requirements will be altered by the 2016 Plan. There are existing links between population growth, land development, housing, traffic, and air quality. The Metropolitan Transportation Commission's (MTC) Transportation 2040 Plan accounts for these links when designing ways to improve air quality, transportation systems, land use compatibility, and housing opportunities in the region. Land use planning is handled at the local level and contributes to development of the 2016 Plan growth projections, for example, but the 2016 Plan does not affect local government land use planning decisions. The proposed 2016 Plan complements existing regional planning activities in the Bay Area.

The Urban Heat Island Control Measure (BL-4) would encourage the planting of additional trees. A large-scale planting program has the potential to conflict with local plans and ordinances. Under this control measure it is expected that ordinances would be revised or developed to encourage additional tree planting and to require planting with certain specific types of trees. Streetscapes, landscapes, setbacks, and corridor plans are expected to be revised or developed to allow room for additional tree planting. Therefore, the control measure may encourage additional tree planting but no significant impacts to land use policies are expected.

Land Use Strategies (TR-10) would attempt to help local governments address air quality and climate change in their general plans while the Indirect Source Review (TR-16) sets air quality performance standards for new and modified development projects. Development itself has the potential for land use impacts, however, the Indirect Source Review Control Measure would attempt to influence land uses and Bicycle Access and Pedestrian Facilities (TR-9) would encourage planning for bicycle and pedestrian facilities in local plans, e.g. general and specific

plans, fund bike lanes, routes, paths, and bicycle parking facilities. Therefore, the Indirect Source Review Control Measure is not expected to result in modifications to new development that would generate significant land use impacts. The land use impacts of new development will be evaluated on a case-by-case basis and are generally subject to CEQA requirements and can be mitigated by the local land use agency using General or Specific Plan guidance. Additionally, TR-11 and TR-9 were evaluated in the preparation of Plan Bay Area 2040 and will not be analyzed again in the 2016 Plan.

Some of the control measures would require modifications to existing industrial sources, including refineries. Land uses surrounding industrial areas can vary considerably and include industrial areas, commercial areas, open space, and residential areas. The General Plans and land use plans for areas with industrial land uses, such as Richmond, Martinez, Benicia and Rodeo (Contra Costa County) allow for and encourage the continued use of industrial areas within their respective communities. Some of the General Plans encourage the modernization of existing industrial areas, including the refineries. A summary of the land use policies that apply to industrial areas is summarized for these communities.

1. Richmond General Plan 2030 includes the following land use policies regarding industrial areas (Richmond, 2015).
 - Action LU3.H Industrial Lands Retention and Consolidation Ensure that industrial uses are consolidated around rail and port facilities and work with existing industrial operators, economists and commercial brokers to remain informed about the future demand for industrial land.
 - Action LU3.I Industrial Modernization Support heavy industry's on-going efforts to modernize and upgrade their plants to reduce energy use, increase efficiency and reduce emissions.
2. City of Martinez General Plan includes the following land use policies regarding industrial areas (Martinez, 2015).
 - 21.51 Expansion of the petroleum refining and related industries must proceed in an orderly fashion and be consistent with protection of the community's air, water, scenic and fiscal resources.
 - 30.351 Adequate land for industrial growth and development should be provided. It is the policy of the City to encourage and assist existing industry to relocate away from the southern perimeter of the waterfront.
 - 30.352 The City should consider further annexation to the east of the current Martinez City Limits to provide space for expansion of industry.
 - 30.353 Industrial expansion accompanied by adverse environmental impact will not be permitted.
 - 30.354 Acceptability of any industry shall be based upon its demonstrated ability to conform to performance standards set by the City.
 - 30.355 Architecture of some merit and landscaping of building sites and parking areas should be required; according to design and landscaping criteria for industrial sites.

3. City of Benicia General Plan includes the following land use policies regarding industrial areas (Benicia, 2015).
 - **POLICY 2.6.1:** Preserve industrial land for industrial purposes and certain compatible “service commercial” and ancillary on-site retail uses.
 - “Compatible,” as defined in the California General Plan Glossary, means “capable of existing together without conflict or detrimental effects.” Compatibility will often be decided on a case-by-case basis by the Planning Commission and City Council.
 - **POLICY 2.6.2:** Other land uses should not adversely affect existing industrial and commercial land uses.
 - Program 2.6.A: Where General Plan amendments propose to convert industrial land to non-industrial or non-commercial uses, require the preparation of a fiscal and economic impact analysis to ensure that the conversion does not adversely affect the city’s longterm economic development, or the economic vitality of existing industrial/commercial uses.
 - Program 2.6.B: Develop criteria for evaluating whether a proposed non-industrial/non-commercial use would impact the viability of existing industrial/commercial uses. Use the criteria to evaluate non-industrial and non-commercial projects proposed in the Industrial Park.
 - **POLICY 2.6.3:** Facilitate continued development of the Industrial Park. Especially encourage general industrial uses to locate in the basin northeast of Downtown (around Industrial Way between East Second and the freeway).
 - Program 2.6.C: For lands designated limited industrial, reduce the length of time and number of steps required for development proposals to proceed, consistent with CEQA, community development policies and ordinances, and the design review process for general industrial lands.
 - **POLICY 2.6.4:** Link any expansion of Industrial land use to the provision of infrastructure and public services that are to be developed and in place prior to the expansion.
 - Program 2.6.D: Continue to update the overall capital improvements program and infrastructure financing plan for the Industrial Park and other major industrial areas.
 - Program 2.6.E: Develop Industrial Park infrastructure and public services standards, as approved by the City Council.
 - **POLICY 2.6.5:** Establish and maintain a land buffer between industrial/commercial uses and existing and future residential uses for reasons of health, safety, and quality of life.
 - Program 2.6.F: Use topography, landscaping, and distance as a buffer between Industrial Park uses and residential uses.
 - A buffer is “adequate” to the extent that it physically and psychologically separates uses or properties so as to shield, reduce, or block one set of properties from noise, light, or other nuisances generated on or by the other set of properties. Buffers will be determined on a case by case basis.
4. Rodeo: The Contra Costa General Plan Land Use Element identifies the following land use policies (CCC, 2015).
 - 3.163. A buffer of agricultural lands around the eastern Union Oil (currently Phillips 66) property is created in this plan to separate the viewpoint residential area from future

industrial development on the property. These open space lands should remain undeveloped.

Based on a review of the applicable land use plans, the construction of equipment within the confines of existing industrial sources is not expected to conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project. The jurisdictions with land use approval recognize and support the continued use of industrial facilities. The minor construction required to comply with the proposed new rule would not interfere with those policies or objectives.

Conclusion

Based upon the above considerations, significant adverse project-specific land use and planning impacts are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that land uses and the affected environment vary greatly throughout the area.

Significance Criteria

The proposed project impacts on mineral resources will be considered significant if:

- The project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- The proposed project results in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

XI. a and b). There are no provisions of the proposed project that would directly result in the loss of availability of a known mineral resource of value to the region and the residents of the state, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The proposed 2016 Plan is not expected to deplete non-renewable mineral resources, such as aggregate materials, metal ores, etc., at an accelerated rate or in a wasteful manner because 2016 Plan control measures are typically not mineral resource intensive measures. Therefore, significant adverse impacts to mineral resources are not anticipated.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to mineral resources are not expect to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. NOISE. Would the project result in:

a) Exposure of persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- | | | | | | |
|----|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| d) | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) | For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that land uses and the affected environment vary greatly throughout the area. The 2016 Plan control measures generally affect stationary sources that are located in industrial and commercial areas throughout the jurisdiction of the Air District. Some control measures (e.g., TR-10, TR-11, and TR-17) may also affect most types of development projects.

Significance Criteria

The 2016 Plan will be considered to have a significant noise impact if the control measures set forth in the Plan will result in any activity that generates noise levels at the boundary of the site where the activity takes place that exceed the levels set forth in any applicable local noise ordinance; or, if the noise threshold is currently exceeded, the activity increases ambient noise levels by more than three decibels at the site boundary.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

XII. a, b, c, and d). Implementation of some of the 2016 Plan control measures could result in activities that could temporarily or permanently increase local noise levels in some locations. These activities could include requiring existing commercial or industrial owners/operators of affected facilities to install air pollution control equipment or modify their operations to reduce stationary source emissions. Potential modifications will occur at facilities typically located in appropriately zoned industrial or commercial areas. The 2016 Plan could require additional control equipment that could generate noise impacts, but virtually all of the control equipment would be installed at industrial and commercial facilities.

Ambient noise levels in commercial and industrial areas are typically driven primarily by freeway and/or highway traffic in the area and any heavy-duty equipment used for materials manufacturing or processing at nearby facilities. It is not expected that any modifications to install air pollution control equipment would substantially increase ambient (operational) noise levels in the area, either permanently or intermittently, or expose people to excessive noise levels that would be noticeable above and beyond existing ambient levels. It is not expected that affected facilities would exceed noise standards established in local general plans, noise elements, or noise ordinances currently in effect. Affected facilities would be required to comply with local noise ordinances and elements, which may require construction of noise barriers or other noise control devices. Therefore, it is not expected that affected facilities would exceed noise standards established in local general plans, noise elements, or noise ordinances currently in effect.

Some control measures will provide an incentive for the early retirement of older equipment, replacing it with newer technologies. In most cases, newer equipment and newer engines are more efficient and generate less noise than older equipment. For example, electric and hybrid vehicles generate less noise than standard gasoline fueled vehicles. Therefore, some control measures could result in noise reductions at industrial/commercial facilities or along freeways/highways/streets as a result of quieter engines.

Some of the transportation measures could increase the frequency of transit vehicles or concentrate heavy duty vehicles along some transportation corridors. These future activities could increase noise levels in a community and therefore the potential noise impacts associated with increased localized traffic will be evaluated in the Draft PEIR.

XII. b) It is also not anticipated that the proposed project will cause an increase in ground borne vibration levels because air pollution control equipment is not typically vibration intensive equipment. Consequently, the 2016 Plan will not directly or indirectly cause substantial noise or excessive ground borne vibration impacts. These topics, therefore, will not be further evaluated in the Draft PEIR.

XII. e and f). Affected facilities would still be expected to comply, and not interfere, with any applicable airport land use plans and disclose any excessive noise levels to affected residences and workers pursuant to existing rules, regulations and requirements, such as CEQA. Operations in areas near airports are subject to and must comply with existing community noise ordinances and applicable OSHA or Cal/OSHA workplace noise reduction requirements. In addition to noise generated by current operations, noise sources in each area may include nearby freeways, truck

traffic to adjacent businesses, and operational noise from adjacent businesses. None of the proposed control measures in the 2016 Plan would locate residents or commercial buildings or other sensitive noise sources closer to airport operations. There are no components of the proposed 2016 Plan that would substantially increase ambient noise levels within or adjacent to airports. Therefore, these topics will not be further evaluated in the Draft PEIR.

Conclusion

Based upon the above considerations, significant adverse project-specific transportation noise impacts could occur from activities associated with implementation of the 2016 Plan, therefore, potential noise impacts will be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING. Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace a substantial number of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that land uses and the affected environment vary greatly throughout the area.

Significance Criteria

The proposed project impacts on population and housing will be considered significant if:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

XIII. a). According to the Metropolitan Transportation Commission (MTC), population in the Bay Area is currently about seven million people and is expected to grow to about nine million people by 2040 (MTC, 2013). The proposed project is not anticipated to generate any significant effects, either directly or indirectly, on the Bay Area's population or population distribution. The proposed 2016 Plan generally affects existing commercial or industrial facilities located in predominantly industrial or commercial urbanized areas throughout the district. It is expected that the existing labor pool within the areas surrounding any affected facilities would accommodate the labor requirements for any modifications at affected facilities. In addition, it is not expected that affected facilities will be required to hire additional personnel to operate and maintain new control equipment on site because air pollution control equipment is typically not labor intensive equipment. In the event that new employees are hired, it is expected that the existing local labor pool in the district can accommodate any increase in demand for workers that might occur as a result of adopting the proposed 2016 Plan. As such, adopting the proposed 2016 Plan is not expected to result in changes in population densities or induce significant growth in population.

Implementation of proposed transportation control measures, such as those that would accelerate the penetration of zero or low emission vehicles, trucks, buses, etc., would not induce population growth, but would encourage existing drivers and operators to drive alternative vehicles. Future population growth in the region would occur for reasons other than complying with the 2016 Plan control measures.

XIII. b and c). The proposed 2016 Plan is not expected to increase the demand for new workers in the area. Any demand for new employees is expected to be accommodated from the existing labor pool so no substantial population displacement is expected. Construction activities generated by the 2016 Plan are expected to be limited to stationary sources within industrial and commercial for the installation of new technology or equipment. The 2016 Plan is not expected to require construction activities that would displace people or existing housing.

Conclusion

Based upon the above considerations, significant adverse project-specific population and housing impacts are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

Given the large area covered by the Air District (about 5,600 square miles), public services are provided by a wide variety of local agencies. Fire protection and police protection/law enforcement services within the Air District are provided by various districts, organizations, and agencies. There are several school districts, private schools, and park departments within the Air District. Public facilities within the Air District are managed by different county, city, and special-use districts. City and/or County General Plans usually contain goals and policies to assure adequate public services are maintained within the local jurisdiction.

Significance Criteria

The proposed project impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

XIV. a). There is no potential for significant adverse public service impacts as a result of adopting the proposed 2016 Plan. The proposed project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives. Similarly, most industrial facilities have on-site security that controls public access to facilities so no increase in the need for police services are expected. Most industrial facilities have on-site fire protection personnel and/or have agreements for fire protection services with local fire departments. Although implementing some 2016 Plan control measures may increase the use of alternative fuels, there would be a commensurate reduction in currently used petroleum based fuels. In many situations, implementing the 2016 Plan control measures may reduce hazardous materials use, e.g., formulating coatings or solvents with less hazardous, water-based formulations. For these reasons, implementing the 2016 Plan is not expected to require additional police or fire protection services.

Adopting the proposed 2016 Plan is not expected to induce population growth. As discussed under XIII. Population and Housing, anticipated development to accommodate future population growth would occur for reasons other than complying with 2016 Plan control measures. It is the responsibility of local public agencies with general land use authority, typically cities and counties, to address future growth and assure adequate public services exist in their communities. Thus, implementing the proposed control measures would not increase or otherwise alter the demand for schools, parks or other public facilities in the district. No significant adverse impacts to schools or parks are foreseen as a result of adopting the proposed 2016 Plan.

The Indirect Source Review Control Measure could affect land uses associated with new developments or modified projects in order to minimize emissions. Development itself has the potential for impacts on public services, however, the proposed control measures do not drive land use development, but may impose emission reduction requirements after the decision is already made to go forward with new or redevelopment projects. The Indirect Source Review Control Measure is not expected to result in modifications to new development that would generate significant impacts on public services. The public services impacts of new development will be evaluated on a case-by-case basis by the local land use agency (city or county) and are generally subject to CEQA requirements and can be mitigated by the local land use agency using General or Specific Plan guidance. No significant adverse impacts to schools or parks are foreseen as a result of adopting the proposed 2016 Plan.

Conclusion

Based upon the above considerations, significant adverse project-specific public services impacts are not expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. RECREATION.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that there are numerous areas for recreational activities. Recreational areas are generally protected and regulated by the City and/or County General Plans at the local level through land use and zoning requirements. Some parks and recreation areas are designated and protected by state and federal regulations.

Regulatory Background

The proposed project impacts on recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely affects existing recreational opportunities.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

XV. a and b). As discussed under “Land Use and Planning” and “Population and Housing” above, there are no provisions of the proposed project that would affect land use plans, policies, ordinances, or regulations. Land use and other planning considerations are determined by local governments. No land use or planning requirements, including those related to recreational facilities, will be altered by the proposal. The proposed project does not have the potential to directly or indirectly induce population growth or redistribution. As a result, the proposed project would not increase the use of, or demand for existing neighborhood and/or regional parks or other recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Conclusion

Based upon the above considerations, no significant adverse project-specific impacts to population and housing are expected to occur due to implementation of the 2016 Plan and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established b the	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

county congestion management agency for designated roads or highways?

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards because of a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting

The Air District covers all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa Counties and portions of southwestern Solano and southern Sonoma Counties. The area of coverage is vast (about 5,600 square miles) so that land uses and the affected environment vary greatly throughout the area.

Significance Criteria

The proposed project impacts on transportation and traffic will be considered significant if:

- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Water borne, rail car or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists or pedestrians are substantially increased.

Impacts deemed potentially significant will be considered further in the Draft PEIR.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

XVI. a). Implementation of the proposed 2016 Plan is not expected to substantially increase vehicle trips or vehicle miles traveled (VMT) in the Bay Area. The 2016 Plan relies on transportation and related control measures developed by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) and are included in the Plan Bay Area 2040, and, thus would not conflict with the applicable Regional Transportation Plan (RTP). These control measures include strategies to enhance mobility by reducing congestion through transportation infrastructure improvements, mass transit improvements, increasing telecommunications products and services, enhanced bicycle and pedestrian facilities, etc. Specific strategies that serve to reduce vehicle trips and vehicle miles traveled, such as strategies resulting in greater reliance on mass transit, ridesharing, telecommunications, etc., are expected to result in reducing traffic congestion. Although population in the Bay Area is expected to increase by 2.1 million people by 2040, implementing of the control measures, in conjunction with the 2013 RTP/SCS, would ultimately result in greater percentages of the population using transportation modes other than single occupancy vehicles. Even if congestion in the region increases compared to the baseline, this would occur for reasons other than complying with 2016 Plan. Therefore, it is expected that implementing the 2016 Plan, including the RTP/SCS control measures could ultimately provide transportation improvements and congestion reduction benefits and would not conflict with applicable transportation plans, ordinances, or policies.

XVI. b). Implementation of proposed 2016 Plan control measures that accelerate the penetration of zero or low emission vehicles into Bay Area fleets would not induce congestion because there are a finite number of drivers in the region at any one time. Drivers who purchase low or zero emission vehicles would not be driving older high emitting vehicles at the same time they are driving the new low emitting vehicles.

Implementation of 2016 Plan control measures that could result in the construction activities include TR-3 (Local and Regional Bus Service), TR-4 (Local and Regional Rail Service), TR-9 (Bicycle and Pedestrian Facilities), and TR-18 (Goods Movement). Construction activities would be required to create new bus and rail routes, build new HOV, bicycle and pedestrian lanes, as well as construction associated with transportation corridors in the Bay Area. Construction associated with rail and truck routes/corridors are expected to be located primarily in commercial and industrial zones within the Bay Area. Therefore, construction activities are expected to occur along heavily travelled roadways. Construction traffic could potentially result in increased traffic volumes on heavily traveled streets and require temporary lane closures. Construction activities may result in the following impacts: (1) Temporary reduction in the level of service on major

arterials; (2) temporary closure of a roadway or major arterial; (3) temporary closure of a railroad line; (3) temporary impact on businesses or residents within the construction area; (4) removal of on-street parking; and (5) conflicts with public transportation system (e.g., temporary removal of bus stops). The above listed construction traffic impacts, although temporary in nature, are potentially significant and will be evaluated in the Draft PEIR.

XVI. c). Implementation of proposed 2016 Plan control measures would not affect air traffic or air traffic patterns. The proposed project is not expected to adversely affect any airport land use plan or result in any safety hazards for people residing or working in the Bay Area because no control measures would result in construction or alteration of structures greater than 200 feet above ground level within the maximum 20,000-foot navigable space boundaries. In addition, it is not expected that implementing 2016 control measures would require transporting goods and materials by plane. Finally, although the 2016 Plan includes control measure TR-17 (Planes), it is expected that this measure would incentivize cleaner airplane engines, but would not result in a change in air traffic patterns, including either increases in traffic levels or changes in locations that result in substantial safety risks.

XVI. d). Implementation of proposed 2016 Plan control measures would not increase roadway design hazards or incompatible risks. Most control measures would not involve roadway construction or modifications. However, to the extent that implementing components of some of the control measures and related measures to further develop roadway infrastructure to improve traffic flow may implicate construction, it is expected that there would ultimately be reductions in roadway hazards or incompatible risks as part of any roadway infrastructure improvements and reduced congestion.

XVI. e). Implementation of proposed 2016 Plan control measures would not affect emergency access routes at affected facilities. Control measures that would promote installation of air pollution control equipment would not require major construction of any structures that might obstruct emergency access routes at any affected facilities. Control measures that would promote the acceleration of low or zero emission vehicles into the regional fleet would not change travel patterns on regional roadways compared to the baseline. Although some control measures may result in installing battery charging stations, most jurisdictions have ordinances pertaining to maintaining at existing, or constructing adequate emergency access to many existing facilities and new land use projects.

XVI. f). Implementation of proposed 2016 Plan control measures would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The 2016 Plan is expected to provide control measures aimed at reducing the per capita vehicle miles traveled (VMT) over the next 25 years, however, total demand to move people and goods will continue to grow due to the region's population increase. A strategic expansion of the regional transportation system is needed in order to provide the region with the mobility it needs. The Plan Bay Area targets this expansion around transportation systems that have room to grow, including transit, high-speed rail, active transportation, express/high occupancy transit lanes, and goods movement.

The Plan Bay Area is expected to call for expansion of transit facilities and services over the next 25 years. The transportation and related control measures would specifically encourage and provide incentives for implementing alternative transportation programs and strategies.

Conclusion

Based upon the above discussions, potentially significant adverse project-specific impacts to transportation and traffic systems associated with implementation of proposed 2016 Plan traffic control measures could result in significant adverse traffic impacts during construction activities on existing roadways. Therefore, this topic will be analyzed in the Draft PEIR.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
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XVII. UTILITIES/SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Given the large area covered by the Air District, public utilities are provided by a wide variety of local agencies. The most industrial facilities have wastewater and storm water treatment facilities and discharge treated wastewater under the requirements of National Pollutant Discharge Elimination System (NPDES) permits. Water is supplied to affected facilities by several water purveyors in the Bay Area. Solid waste is handled through a variety of municipalities, through recycling activities and at disposal sites.

There are no hazardous waste disposal sites within the jurisdiction of the Air District. Hazardous waste generated at area wood products coatings manufacturers, which is not recycled off-site, is required to be disposed of at a licensed hazardous waste disposal facility. Two such facilities are the Chemical Waste Management Inc. (CWMI) Kettleman Hills facility in King's County, and the Safety-Kleen facility in Buttonwillow (Kern County). Hazardous waste can also be transported to permitted facilities outside of California.

City and/or County General Plans usually contain goals and policies to assure adequate utilities and service systems are maintained within the local jurisdiction.

Significance Criteria

The proposed project impacts on utilities/service systems will be considered significant if:

- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- An increase in demand for utilities impacts the current capacities of the electric utilities.
- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use a substantial amount of potable water.
- The project increases demand for water by more than 263,000 gallons per day.
- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Discussion of Impacts

The 2016 Plan is designed to reduce emissions from existing emission sources and promote the lowest achievable emission rates from new emissions sources. The proposed control measures would affect existing commercial/industrial facilities; increase energy efficiency; establish specifications for coatings, fuels and mobile source exhaust emissions; minimize vehicle trips; accelerate the replacement of high-emitting mobile sources with zero or near zero-emitting mobile

sources; establish greater control of industrial stationary sources; establish greater control of fugitive emissions; improve monitoring; and establish educational and outreach programs.

XVII. a, and e). As discussed in Hydrology/Water Quality (IX. a) above, the proposed 2016 Plan control measures may require modifications at existing industrial or commercial facilities. Control measures that would control PM and/or SO_x emissions (SS-1 and SS-5) could require additional water use and wastewater discharge from devices like wet gas scrubbers (e.g., PM from Fluid Catalytic Cracking and SO₂ from Sulfur Recovery Units). The stationary source measures may generate potentially significant adverse water quality impacts from add-on air pollution control equipment such as wet scrubbers, alternative transportation fuels, and reformulated low-VOC coatings.

Affected facilities that generate wastewater and are subject to waste discharge or pretreatment requirements are required to comply with, and will continue to have to comply with, all relevant wastewater requirements, waste discharge regulations and standards for stormwater runoff, and any other relevant requirements for direct discharges into sewer systems. These standards and permits require water quality monitoring and reporting for onsite water-related activities. Should the volume or discharge limits change as a result of implementing control measures, the facility would be required to consult with the appropriate regional water quality control board and/or the local sanitation district to discuss these changes. Nonetheless, implementing the 2016 Plan may generate additional wastewater that could impact water quality standards or waste discharge requirements. Therefore, this topic will be evaluated further in the Draft PEIR.

XVII. b) and d). As discussed in Hydrology and Water Quality (IX. b), control measures that would control PM and/or SO_x emissions (e.g., SS-1 and SS-5) could require additional water use and wastewater discharge from affected facilities. The 2016 Plan contains control measures that would generally allow for a number of different control technologies, some of which could require an increase in water usage at affected facilities (e.g., wet gas scrubbers). Thus, implementing the proposed project could require additional water, some of which could come from ground water supplies. Therefore, this topic will be evaluated further in the Draft PEIR.

XVII. c) As discussed in Hydrology and Water Quality (IX. c), the proposed project does not have the potential to substantially increase the area subject to runoff since the subject areas would be limited in size and, typically, have already been graded or displaced in some way (e.g., existing industrial or commercial facilities). Although minor modifications might occur at commercial or industrial facilities affected by the proposed 2016 Plan control measures, these facilities have, typically, already been graded and the areas surrounding them have likely already been paved over or landscaped. As a result, further minor modifications at affected facilities that may occur as a result of implementing the 2016 Plan control measures are not expected to alter in any way existing drainage patterns or stormwater runoff. Since this potential adverse impact is not considered to be significant, it will not be further evaluated in the Draft PEIR.

XVII. f). The proposed 2016 Plan could require facilities to install air pollution control equipment, such as carbon adsorption devices, particulate filters, catalytic incineration, selective catalytic reduction or other types of control equipment that could increase the amount of solid/hazardous wastes generated in the district due to the disposal of spent catalyst, filters or other mechanisms

used in the control equipment. Solid waste impacts would be considered significant if the impacts resulted in a violation of local, state or federal solid waste standards. Also, solid waste impacts would be significant if the additional potential waste volume exceeded the existing capacity of district landfills.

Other control measures may result in potentially significant adverse solid and hazardous waste impacts from the use of particulate filters, accelerated vehicle retirement programs (TR-20), evaporative controls utilizing carbon canisters, facility modernization requirements, early retirement of inefficient, older equipment, etc. The potential solid/hazardous waste impacts from implementing the proposed 2016 Plan will be analyzed in the Draft PEIR.

XVII. g). Adopting the proposed 2016 Plan is not expected to interfere with affected facilities' abilities to comply with federal, state, or local statutes and regulations related to solid and hazardous waste handling or disposal. This specific topic will not be further evaluated in the Draft PEIR.

Other Utilities/Service System Impacts: The 2016 Plan includes control measures that would promote energy efficiency and conservation, thereby providing energy conservation benefits (EN-2 and BL-1). In addition, implementing the proposed 2016 Plan may result in owners/operators of affected facilities replacing old inefficient equipment with newer more energy efficient equipment, thus providing beneficial impacts on energy demand. Alternatively, some control measures (BL-4 and NW-2) will promote tree planting, which are expected to result in energy conservation because indoor temperatures will be lowered which will lower the demand for cooling.

In spite of this, implementing some proposed control measures could increase energy demand in the region, as follows:

- Control measures that would require air pollution controls at stationary sources may increase electrical or natural gas demand (SS-1, SS-5, SS-6, SS-7, SS-8, SS-9, SS-11, SS-12, SS-16, SS-17, SS-18, SS-19, SS-20, SS-21, SS-22, TR-11, AG-1, and AG-2).
- Control measures that accelerate the penetration of zero and near-zero emission vehicles, trucks, buses, construction equipment, etc., may result in increased electrical demand (TR-3, TR-4, TR-14, TR-18, TR-19, TR-20, TR-21, TR-22, TR-23, BL-1, and BL-2).

The net effect of implementing the control measures may be an increase in regional energy demand, in spite of implementing energy efficiency and conservation measures, and may result in the need for new or substantially altered power or natural gas systems and create significant effects on peak and base period demands. Thus, implementation of the 2016 Plan may result in significant impacts on energy resources.

Conclusion

Based upon the above considerations, the potential adverse wastewater, water supply, solid/hazardous waste, and energy resources services impacts from implementing the proposed 2016 Plan will be analyzed in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Discussion of Impacts

XVIII. a). The proposed 2016 Plan does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory, as discussed in the previous sections of the CEQA checklist. As discussed in Section IV, Biological Resources and Section V, Cultural Resources, no significant adverse impacts are expected to biological or cultural resources. Overall improvements in air quality are, ultimately, expected to provide substantial benefits to local biological resources in the District. Therefore, this topic will not be evaluated further in the Draft Program EIR.

XVIII. b). The project that the Air District is evaluating in this document, and will be evaluating in the PEIR, is the adoption of the proposed 2016 Plan. The proposed 2016 Plan consists of a large number of proposed control measures, and each one of the control measures involves regulatory action or other governmental action that may result in multiple individual actions by private entities or governmental agencies that may have the potential for beneficial or adverse environmental impacts. The project may therefore result in a large number of discrete actions, which the PEIR will evaluate to the extent that they are sufficiently concrete and foreseeable at this stage to make such an evaluation feasible and meaningful. The impacts of each such discrete action may be individually limited, but taken together they may create a significant cumulative impact. Based on the analysis set forth in previous sections of this document, the discrete actions that may occur as a result of the 2016 Plan may generate significant cumulative impacts in the following areas: air quality, global climate change as a result of greenhouse gas emissions, hazards and hazardous materials impacts, hydrology and water resources, noise, transportation and traffic, and utilities and services systems. The PEIR will evaluate the potential for the cumulative effect of all of the discrete actions that may result from the 2016 Plan to create a significant impact in each of these areas.

In addition, the PEIR will evaluate the potential for the actions and activities that will result from the adoption of the 2016 Plan to create a significant environmental impact in conjunction with other past, current, or reasonably foreseeable future actions or activities. This aspect of the analysis will address existing or proposed sources of emissions (or sources of other types of environmental impacts) that will not be affected by the 2016 Plan. The analysis will evaluate whether any impacts caused by the discrete actions that will result from adoption of the 2016 Plan, together with the impacts from other existing or proposed sources not affected by the 2016 Plan, will be significant. Any such significant cumulative impacts of this project (the 2016 Plan) in conjunction with other past, present and probable future projects need to be evaluated under CEQA. The PEIR will evaluate the potential for such significant cumulative impacts in each of the areas stated above.

XVIII. c): The proposed 2016 Plan may have the potential to create significant adverse impacts to human beings because it may create potentially significant adverse impacts in the following areas: air quality, greenhouse gas emissions, hazards and hazardous materials impacts, hydrology and water resources, noise, transportation and traffic, and utilities and service systems. Significant adverse impacts to any of these areas may have the potential to adversely affect public health. Potentially significant adverse environmental impacts that could cause substantial adverse effects on human beings, either directly or indirectly, will be evaluated in the Draft PEIR. If any impacts are determined to be significant, evaluation of feasible mitigation measures and alternatives to the project will be included in the Draft PEIR.

CHAPTER 3

REFERENCES

Chapter 3

References

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