

10 AIR QUALITY ELEMENT

10.1 Introduction

Clean air is a critical environmental resource that affects the daily life of residents and can be a significant factor in sustaining the economic viability of the City. The Air Quality Element promotes air quality standards in all aspects of development, transportation, and activity affected by this General Plan to protect the health and welfare of the community.

The Air Quality Element addresses the primary air quality concerns in the region. These include ozone precursors from internal combustion engines (smog), dust and other man-made airborne particles, objectionable odors and hazardous or toxic fumes.

Air pollution is typically a regional concern, but the City has influence over factors that contribute to local air pollution. Cities and counties are responsible for implementing air friendly community planning that promotes pedestrian traffic, commute alternatives, and cleaner transit fleets, and can cooperate in policies and implementation to redress existing jobs housing imbalances that result in significant commuting trips. Local government policies and implementation measures can have a strong beneficial effect on limiting air pollution.

With the adoption of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, greenhouse gases are now considered air pollutants of concern in California. The United States Environmental Protection Agency (EPA) has also begun regulating greenhouse gases under its authority provided in the federal Clean Air Act. Although not directly linked to health impacts, greenhouse gas effects on climate change are expected to result in indirect impacts to health from higher temperatures, increased ozone concentrations, water supply, flooding, and increased fire danger. Increasing greenhouse gases and resulting climate change are a global concern that requires international, national, regional, and local action to fully address. The General Plan and the Air Quality Element provide a policy framework to address greenhouse gas impacts at the local level.

Many General Plan goals and policies adopted for air quality, resource conservation, and transportation purposes also help to reduce greenhouse gas impacts. Goals and policies that reduce vehicle travel and traffic congestion reduce criteria pollutants and greenhouse gases. Goals and policies that conserve energy in homes and businesses reduce combustion related

greenhouse gases from power generation, water pumping, and heating. Therefore, few new greenhouse gas specific goals and policies are required to fulfill the City's obligation to assist the State of California in meeting its greenhouse gas reduction goals. The greenhouse gas specific goals and policies are located at the end of the Air Quality Element.

10.2 Existing Conditions in Manteca

Air pollution in Manteca and the San Joaquin Valley is attributable to several factors.

- Vehicles, both from local traffic and from the presence of two major thoroughfares (Interstate 5 and State Route 99) transecting the Valley.
- Long, warm summer days and surrounding mountains that trap air within the San Joaquin Valley.
- Pollution from other areas transported to the San Joaquin Valley by prevailing winds.

The City of Manteca is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). SJVAPCD was created to improve the health and quality of life for all San Joaquin Valley residents through cooperative and effective air quality programs. The District develops plans and implements control measures in program areas. These controls primarily affect stationary sources such as factories and plants.

10.3 Air Quality Goals

Goal AQ-1. Improve air quality by:

- Achieving and maintaining ambient air quality standards established by the U.S. Environmental Protection Agency, the California Air Resources Board, and the San Joaquin Air Pollution Control District;
- Minimizing public exposure to toxic or hazardous air pollutants;
and

- Minimizing public exposure to pollutants that create a public nuisance, such as unpleasant odors.

Goal AQ-2. Integrate air quality planning with land use and transportation planning processes in order to reduce vehicle miles traveled in the City and by commuters.

Goal AQ-3. Increase opportunities for alternatives to internal combustion automobiles including, but not limited to, public transportation, bicycles, walking and alternative fuel vehicles including hybrid gas-electric, electric and compressed natural gas.

Goal AQ-4. Reduce air emissions through energy conservation.

Goal AQ-5. Reduce greenhouse gases from activities within the City by amounts needed to demonstrate consistency with State of California greenhouse gas reduction targets.

Policies: Air Quality- Regional Coordination

AQ-P-1: Cooperate with other agencies to develop a consistent and coordinated approach to reduction of air pollution and management of hazardous air pollutants.

Implementation: Air Quality- Regional Coordination

AQ-I-1. Work with the San Joaquin Valley Air Pollution Control District (APCD) to implement the Air Quality Management Plan (AQMP).

- Cooperate with the APCD to develop consistent and accurate procedures for evaluating project-specific and cumulative air quality impacts.
- Cooperate with the APCD and the California Air Resources Board in their efforts to develop a local airshed model.
- Cooperate with the APCD in their efforts to develop a cost/benefit analysis of possible control strategies (mitigation measures to minimize short and long-term stationary and area

source emissions as part of the development review process, and monitoring measures to ensure that mitigation measures are implemented.

- AQ-I-2. In accordance with CEQA, submit development proposals to the APCD for review and comment prior to decision.
- AQ-I-3. Cooperate with the San Joaquin County Environmental Health Department in identifying hazardous material users and in developing a hazardous materials management plan.

Policies: Air Quality- Land Use

- AQ-P-2: Develop a land use plan that will help to reduce the need for trips and will facilitate the common use of public transportation, walking, bicycles, and alternative fuel vehicles.
- AQ-P-3: Segregate and provide buffers between land uses that typically generate hazardous or obnoxious fumes and residential or other sensitive land uses.

Implementation: Air Quality- Land Use

- AQ-I-4. Encourage mixed-use development that is conveniently accessible by pedestrians and public transit.
- AQ-I-5. Locate employment, school, and daily shopping destinations near residential areas.
- AQ-I-6. Locate higher intensity development such as multi-family housing, institutional uses, services, employment centers and retail along existing and proposed transit corridors.
- AQ-I-7. Locate public facilities in areas easily served by current and planned public transportation.
- AQ-I-8. Prior to entitlement of a project that may be an air pollution point source, such as a manufacturing and extracting facility, the developer shall provide documentation that the use is located and appropriately

separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals).

Policies: Air Quality- Transportation

- AQ-P-4: Develop and maintain street systems that provide for efficient traffic flow and thereby minimize air pollution from automobile emissions.
- AQ-P-5: Develop and maintain circulation systems that provide alternatives to the automobile for transportation, including bicycles routes, pedestrian paths, bus transit, and carpooling.
- AQ-P-6: Coordinate public transportation networks, including trains, local bus service, regional bus service and rideshare facilities to provide efficient public transit service.

Implementation: Air Quality- Transportation

- AQ-I-9. Maintain acceptable traffic levels of service (LOS) as specified in the Circulation Element.
- AQ-I-10. In new subdivisions, require the internal street system to include the installation of dedicated pedestrian/bicycle pathways connecting to adjacent residential and commercial areas as well as schools, parks and recreational areas.
- AQ-I-11. Provide adequate pedestrian and bikeway facilities for present and future transportation needs throughout the City.

Policies: Air Quality- Dust and Other Airborne Particulate Materials

- AQ-P-7: New construction will be managed to minimize fugitive dust and construction vehicle emissions.
- AQ-P-8: Woodburning devices shall meet current standards for controlling particulate air pollution.

- AQ-P-9: Burning of any combustible material within the City will be controlled to minimize particulate air pollution.

Implementation: Air Quality- Dust and Other Airborne Particulate Materials

- AQ-I-12. Construction activity plans shall include and/or provide for a dust management plan to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.

- Project development applicants shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.

- AQ-I-13. All residences built in a new subdivision or housing development shall be equipped with conventional heating devices with sufficient capacity to heat all areas of the building without reliance on woodburning heating devices.

- AQ-I-14. All woodburning-heating devices installed shall meet EPA standards applicable at the time of project approval.

Policies: Air Quality- Reduce Emissions From Energy Generating Facilities

- AQ-P-10: Encourage energy efficient building designs.

Implementation: Air Quality- Reduce Emissions From Energy Generating Facilities

- AQ-I-15. Design review criteria shall include the following considerations, at a minimum:

- The developer of a sensitive air pollution receptor shall submit documentation that the project design includes appropriate buffering (e.g., setbacks, landscaping) to separate the use from

highways, arterial streets, hazardous material locations and other sources of air pollution or odor.

- Promote the use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible.
- The use of energy efficient lighting (including controls) and process systems beyond Title 24 requirements shall be encouraged where practicable (e.g., water heating, furnaces, boiler units, etc.)
- The use of energy efficient automated controls for air conditioning beyond Title 24 requirements shall be encouraged where practicable.
- Promote solar access through building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winds.

Policies: Air Quality – Greenhouse Gas Emissions

AQ-P-11: Prepare and maintain a Climate Action Plan and community greenhouse gas emission inventory for sectors with the potential for control or influence by the City that demonstrates consistency with State of California targets.

AQ-P-12: Development projects shall incorporate the applicable strategies of the City of Manteca Climate Action Plan as needed to demonstrate consistency with CAP reduction targets and AB 32.

Implementation: Air Quality – Greenhouse Gases

AQ-I-16. Track and monitor aspects of development related to CAP strategies on an ongoing basis to measure progress in achieving CAP reduction targets.

- AQ-I-17. Track implementation of municipal and community projects and programs related to energy efficiency, transit service improvements, transportation facilities such as bicycle paths and lanes, pedestrian infrastructure, and other projects that reduce greenhouse gas emissions throughout the community.
- AQ-I-18. Update CAP emission inventories, targets, and strategies to reflect new State of California greenhouse gas reduction targets when adopted for later years and to reflect the benefits of any new State and federal regulatory actions that reduce greenhouse gas emissions to demonstrate continued consistency with State targets.

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