

June 13, 2008

Mr. Micah Fuller  
City of Sacramento  
Development Services Department  
300 Richards Blvd.  
Sacramento, CA 95811

**SUBJECT: NOP for the Draft EIR for the Curtis Park Village Project  
SMAQMD # SAC200400180E**

Dear Mr. Fuller:

Thank you for providing the above referenced notice listed above to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

As you know, the District has adopted CEQA thresholds of significance for use in preparing and reviewing environmental documents. Separate thresholds were established for the construction phase and operational phase of projects. Those thresholds are available at [www.airquality.org](http://www.airquality.org).

#### **Short-term construction impacts**

Because of the size of this project, we believe it may generate short term (construction) and perhaps long-term (operations) air quality impacts which may be in excess of the established District threshold for construction. An air quality analysis should be done on the project in order to determine if those impacts are significant. Grading, demolition (if any) and building construction inputs will be critical to an accurate analysis. Relative to the construction impacts, if those impacts are significant, the SMAQMD standard construction mitigation measures should be used. Those measures include both on-site strategies and the possibility of a mitigation fee. They can be found on our website.

#### **Long term operational impacts**

If the project is significant for operational impacts, we recommend the creation and implementation of an air quality mitigation plan which would seek to reduce emissions by 15%. We invite the opportunity to work with the proponent and The City to create a SMAQMD-acceptable air quality mitigation plan prior to the release of the draft EIR. This timing could assure the measures that are chosen for this plan are the most effective and allow the plan's measures to be included as mitigations in the draft EIR. I would be the point of contact for that effort.

#### **Greenhouse Gases/Climate Change**

As you know, on September 27, 2006, the State of California passed into law AB32, the Global Warming Solutions Act of 2006 which requires the State to reduce its carbon emissions by approximately 25% by the year 2020. In addition, the California Attorney General has raised the issue of global warming in many comment letters on projects throughout California. These precedent-setting letters point out that one of the most important environmental impacts of vehicle emissions is greenhouse gases (GHG) and the resulting climate change. In addition to transportation sources, greenhouse gases are also generated by a variety of sources such as electrical generation, water transport, waste transport, industry and agricultural activities.

On September 6, 2007, the Air District issued interim guidance to lead agencies on how to assist them in dealing with the issue of Greenhouse Gases and Climate Change in CEQA documents. The City of Sacramento received a copy of that letter. Basically, we recommend an inventory of the project's anticipated Greenhouse Gases, a discussion of the significance of those impacts and a discussion of and commitment to all feasible mitigation. Whatever mitigation is identified as feasible should be committed to in the DEIR's mitigation measures and should be echoed in the project's Mitigation Monitoring Report.

### **Toxic Air Contaminant impacts**

The project will be built next to a functioning rail line. There should be some discussion and analysis of the impact of the railway emissions on the future residents. To the extent feasible, mitigation from those emissions should be incorporated into the project.

### **Design & alternative analysis**

The project has recently been redesigned to be much less dense than prior versions of the project. The redesigned project has a density of 3 units per acre which is not very dense considering Curtis Park Village is an infill project, close to downtown Sacramento and two light rail stations. Unfortunately, the 334 multi-family units have been deleted and the amount of office has been significantly reduced. Instead, a hotel, dinner theater and spa have been added. While those amenities will be nice for the neighborhood and region, the principles of bringing density to urban areas near transit seems to be slighted.

The alternatives analysis of the DEIR should examine the higher density, mixed-use version of the project which was vetted to SACOG, the community and other agencies in the 2004-2005 time period. In particular, that earlier version of the project had 310-334 multi-family residential units, 50,000 sq ft of ground floor retail, 150,000 sq ft of retail and 225-250 single family residences. That kind of density and mixed use seems more in line with Blueprint principles.

### **SMAQMD Rules and regulations**

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. Please see the attached document describing SMAQMD Rules which may apply to this project.

Please send the environmental document, including the air quality analysis to me. If you have questions, please contact me at 874-4885 or [jborkenhagen@airquality.org](mailto:jborkenhagen@airquality.org)

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Sincerely,



Jeane Borkenhagen  
Associate Air Quality Planner Analyst

cc:    Larry Robinson            SMAQMD  
       Tom Buford                 City of Sacramento  
       Jennifer Hargrove        SACOG  
       Paul Marx                    RT

Enc:    SMAQMD Rules and Regulations

## **SMAQMD Rules & Regulations Statement** (revised 1/07)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 417: Wood Burning Appliances.** Effective October 26, 2007, this rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.