



Valley Air News

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Air District adopts ground-breaking Indirect Source rules

Developers in the San Joaquin Valley will begin reducing air-pollution emissions created by new projects under a rule adopted in December by the District's governing board.

Rule 9510, Indirect Source Review, requires developers of larger residential, commercial and industrial projects to reduce smog-forming and particulate emissions from their projects' baselines. The rule will reduce nitrogen oxides and particulates throughout the Valley by more than ten tons per day by 2010.

New developments increase air pollution by prompting more vehicle trips and pollution-causing activities such as landscape maintenance, fuel combustion and use of consumer products, as well as creating emissions during construction.

The Indirect Source Review rule takes effect March 1, 2006, and requires developers to reduce nitrogen oxides by 33 percent and particulates by 50 percent of a project's operational baseline. If projected emissions still exceed the minimum baseline reductions, a



project's developer will mitigate the difference by paying an off-site fee to the Air District, which would then reduce emissions by funding clean-air projects.

For a typical residential development of 120 single-family dwellings on 24 acres, the off-site fees would be significantly reduced with even modest on-site mitigation measures.

For example: the developer's off-site fee would be about \$780 per home if no on-site mitigation measures at all were employed. However, the fee would be reduced to about \$454 per home with on-site mitigation,

such as having a density of five dwellings per acre; not installing woodstoves; increasing energy efficiency by ten percent; installing sidewalks on both sides of street; and other measures.

The off-site fees would be further reduced with even greater density (six or seven dwellings per acre), increasing the presence of local retail or building a mixed-use development.

The off-site mitigation fees would help fund projects such as: upgrading dirty engines to cleaner models; paving unpaved roads; helping purchase low-emission vehicles for public and non-profit fleets; public transportation subsidies; a planned vehicle-scraping program; and other air-improvement projects.

"With the amount of expected growth in the Valley, every emission reduction from this rule is important," said Seyed Sadredin, deputy director of the Air District.

Despite years of improved air quality in the San Joaquin Valley, the air basin still fails to meet state and federal health-based standards. Therefore, the Air District is required by federal law to adopt the most stringent control measures available to reduce emissions.

