See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (6); POLICY (19)
GOAL (11); POLICIES (1),(2),(3),(4)
GOAL (22); POLICY (3)

A. Document the steps which will be taken to contain fugitive dust during site preparation and construction of the project. If site preparation includes demolition activities, provide a copy of any notice of demolition sent to the Florida Department of Environmental Regulation (FDER)as required by the National Emission Standards for Asbestos, 40 CFR Part 61, Subpart M.

B. Specify structural or operational measures that will be implemented by the development to minimize air quality impacts (e.g., road widening and other traffic flow improvements on existing roadways, etc.).Any roadway improvements identified here should be consistent with those utilized in Question 21, Transportation.

C. Complete Table 22-1 for all substantially impacted intersections within the study area, as defined in Map J, and all parking facilities associated with the project. Using the guidance supplied or approved by the Florida Department of Environmental Regulation, determine if detailed air quality modeling for carbon monoxide (CO)is to be completed for any of the facilities listed in the table.

(1) Specify source type as either intersection, surface parking area, or parking deck. For each intersection provide an approach volume for each link. For each parking facility provide the total (incoming and outgoing)volume.

(2) These should be compatible with maximum service volumes utilized in Question 21, Transportation.

D. If detailed modeling is required, estimate the worst case one-hour and eight-hour CO concentrations expected for each phase through build out for comparison with the state and federal ambient air quality standards. Utilize methodology supplied or approved by the Florida Department of Environmental Regulation for making such estimates. Submit all air quality modeling input and output data along with associated calculations to support the modeling and explain any deviations from guidance. Provide drawings of site geometry and coordinate information for each area modeled. Show the location of the sources and receptor sites. Modeling assumptions should

consider federal, state, and local government programmed link and intersection improvements with respect to project phasing. Any roadway improvements utilized in the model should be consistent with those used in Question 21, Transportation. Provide verification of any assumptions in the modeling which consider such programmed improvements. It is recommended that air quality analyses be completed concurrently and in conjunction with the traffic analyses for the project.

E. If initial detailed modeling shows projected exceedance(s) of ambient air quality standards, identify appropriate mitigation measures and provide assurances that appropriate mitigating measures will be employed so as to maintain compliance with air quality standards. Submit further modeling demonstrating the adequacy of such measures.

Consistent with the DRI procedures, the air impacts will be assessed after the finding of sufficiency by the SFRPC for the transportation responses to Question-21. Traffic data generated for Question 21 of The Commons DRI, which will then have been agreed upon will be utilized to perform the Air Quality modeling if required to address the requirements of the DRI Question 22. Air Quality modeling will be conducted to ensure that the traffic generated by the project will not exceed the National Ambient Air Quality Standards for carbon monoxide. The modeling study will be conducted in accordance with the Florida Department of Environmental Protection *Guidelines for Evaluating the Air Quality Impacts of Indirect Sources, 2002*; and the *Broward County Code of Ordinance, Chapter 27, Article IV "Air Pollution", Section 27-176 "General License and Permit Requirements",* Department of Planning and Environmental Protection (DPEP), April 2000. The site will also require a complex source study, which can be combined with the Indirect Sources study. The environmental components of the Interchange Modification Report may have overlapping air quality studies. Accordingly, a separate methodology review will be initiated with the reviewing agencies after the finding of traffic sufficiency and will address the best and most efficient approach to this analysis. The Air Quality modeling will be initiated as directed by those reviewing agencies, which generally occurs after Question 21 has been found sufficient by the SFRPC, or in conjunction with the IMR.