QUESTION 22 – AIR

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.

Consistent with DRI procedures and the pre-application methodology, the air impacts will be assessed after the finding of sufficiency by the SFRPC for the transportation responses to Question-21.

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.

Consistent with DRI procedures and the pre-application methodology, the air impacts will be assessed after the finding of sufficiency by the SFRPC for the transportation responses to Question-21.

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.

Consistent with DRI procedures and the pre-application methodology, the air impacts will be assessed after the finding of sufficiency by the SFRPC for the transportation responses to Question-21.

(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.

Consistent with DRI procedures and the pre-application methodology, the air impacts will be assessed after the finding of sufficiency by the SFRPC for the transportation responses to Question-21.

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.

Consistent with DRI procedures and the pre-application methodology, the air impacts will be assessed after the finding of sufficiency by the SFRPC for the transportation responses to Question-21.

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 DRI procedures and the pre-application methodology, the air impacts will be assessed after the finding of sufficiency by the SFRPC for the transportation responses to Question-21.