22. AIR

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.

Fugitive dust from Project preparation and from wind erosion will cause minor short-term air quality impacts during the construction period. To reduce any adverse effects, cleared and disturbed areas will be periodically sprayed with water where appropriate after clearing. After completion of construction, all Project areas will be grassed, mulched, or paved depending on land use, thus containing fugitive dust. It is anticipated, however, that the exhaust from automobiles will be the principal post construction source of emission.

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.

This information will be provided after the transportation analysis has been reviewed and determined to be sufficient.

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.

TABLE 22-1
PHASE: _____(One table for each phase)
YEAR OF PHASE: ___ COMPLETION: _____

	PEAK HOUR TRAFFIC		MAXIMUM HOURLY SERVICE VOLUME (2)	
SOURCE TYPE(1)	PROJECTED	EXISTING	PROJECTED	EXISTING

(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.

This information will be provided after the transportation analysis has been reviewed and determined to be sufficient, and the Applicant has met with Department of Environmental Resources Management and FDER to determine which intersections and parking facilities are substantially impacted by Project traffic. FDER *guidelines* require that all LOS E and F intersection impacted by five percent or more of Project traffic, and surface parking areas accommodating 1,500 vehicle trips per hour, or parking garages accommodating 750 vehicles per hour be considered for air quality modeling.

D. If detailed modeling is required, estimate the worst case one-hour and eight-hour CO concentrations expected for each phase through buildout 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.

If applicable, this information will be provided after the transportation analysis has been reviewed and determined to be sufficient.

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.

If applicable, this information will be provided after the transportation analysis has been reviewed and determined to be sufficient.