

3.3 Air Quality

This section describes the environmental and regulatory settings and draft significance criteria with respect to air quality.

3.3.1 Environmental Setting

This subsection describes the environmental setting for air resources. The proposed project would be located primarily in the San Diego Air Basin (SDAB). The SDAB covers roughly 4,200 square miles, lies in the southwest corner of California, and encompasses all of San Diego County and a portion of the Salton Sea Air Basin. The population and emissions are concentrated mainly in the western portion of the County (SDAPCD 2016). Even though most of the proposed project construction and operations would occur within the SDAB, prior to the proposed project construction, the applicants would transport the Line 3602 pipe from a local provider located in the South Coast Air Basin.

The topography of San Diego County is highly varied, comprising coastal plains and lagoons, flatlands and mesas, broad valleys, canyons, foothills, mountains, and deserts. Generally, building structures are on the flatlands, mesas, and valleys, while the canyons and foothills tend to be sparsely developed. The population and emissions are concentrated mainly in the western portion of the county. This unique topography and population density pattern drives the transport of air pollutants within the SDAB, which is classified as a transport recipient. Air pollutants such as ozone (O₃), nitrogen oxides (NO_x), and reactive organic gases (ROGs), are transported from the South Coast Air Basin to the north and, when the wind shifts direction, Tijuana, Mexico, to the south (SDAPCD 2018a).

3.3.1.1 Climate

Climate within the SDAB is classified as Mediterranean. It is dominated by the Pacific High pressure system that results in mild, dry summers and mild, wet winters. The area experiences an average of 201 days above 70 degrees Fahrenheit (°F) and 9 to 13 inches of rainfall annually (falling primarily in November through March) (SDAPCD 2018a).

El Niño and La Niña patterns have large effects on the annual rainfall received in the SDAB. El Niño is a warming of the surface waters of the eastern Pacific Ocean. It is a climate pattern that occurs across the tropical Pacific Ocean that is associated with drastic weather occurrences, including enhanced rainfall in Southern California. La Niña is a term for cooler than normal sea surface temperatures across the Eastern Pacific Ocean. San Diego receives less than normal rainfall during La Niña years (SDAPCD 2018a).

The Pacific High drives the prevailing winds in the SDAB. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is created over the coastal areas and increases the ozone levels. In the winter, the SDAB often experiences a shallow inversion layer, which tends to increase carbon monoxide (CO) and particulate matter concentration levels due to the increased use of residential wood burning. In the fall months, the SDAB is often impacted by Santa Ana winds. These winds are the result of a high pressure system over the Nevada-Utah region that overcomes the westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. The winds are powerful and incessant. They blow the air basin's pollutants out to sea. However, a weak Santa Ana wind can transport air pollution from the South Coast Air Basin and greatly increase the San Diego ozone concentrations (SDAPCD 2018a).

3.3.1.2 Ambient Air Quality

Ambient air quality within the SDAB is driven by the diverse topography, temperature, and wind patterns described in Section 3.3.1.1. The San Diego Air Pollution Control District (SDAPCD) collects ambient concentration data for a wide variety of pollutants. The most important of these, in the SDAB, are: O₃, fine particulate matter 2.5 micrometers or less in diameter (PM_{2.5}), particulate matter 10 micrometers or less in diameter (PM₁₀), and a number of toxic compounds (SDAPCD 2018a). Other pollutants measured include NO_x, CO, sulfur dioxide (SO₂), and lead (Pb). Table 3.3-1 summarizes the most common health and environmental effects for each of the air pollutants for which there is a national and/or California ambient air quality standard, as well as for toxic air pollutants.

Table 3.3-1 Criteria Air Pollutants and Their Common Health and Environmental Effects

Pollutant	Effects on Health and the Environment
Ozone (O ₃)	<ul style="list-style-type: none"> Respiratory symptoms Worsening of lung disease leading to premature death Damage to lung tissue Crop, forest, and ecosystem damage Damage to a variety of materials, including rubber, plastics, fabrics, paint, and metals
Particulate matter less than 2.5 microns in aerodynamic diameter (PM _{2.5})	<ul style="list-style-type: none"> Premature death Hospitalization for worsening of cardiovascular disease Hospitalization for respiratory disease Asthma-related emergency room visits Increased symptoms, increased inhaler usage
Particulate matter less than 10 microns in aerodynamic diameter (PM ₁₀)	<ul style="list-style-type: none"> Premature death and hospitalization, primarily for worsening of respiratory disease Reduced visibility and material soiling
Nitrogen Oxides (NO _x)	<ul style="list-style-type: none"> Lung irritation Enhanced allergic responses
Carbon Monoxide (CO)	<ul style="list-style-type: none"> Chest pain in patients with heart disease Headache Light-headedness Reduced mental alertness
Sulfur Oxides (SO _x)	<ul style="list-style-type: none"> Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits
Lead	<ul style="list-style-type: none"> Impaired mental functioning in children Learning disabilities in children Brain and kidney damage
Hydrogen Sulfide (H ₂ S)	<ul style="list-style-type: none"> Nuisance odor (rotten egg smell) At high concentrations: headache and breathing difficulties
Sulfate	<ul style="list-style-type: none"> Same as PM_{2.5}, particularly worsening of asthma and other lung diseases Reduces visibility
Vinyl Chloride	<ul style="list-style-type: none"> Central nervous system effects, such as dizziness, drowsiness, and headaches Long-term exposure: liver damage & liver cancer
Visibility Reducing Particles	<ul style="list-style-type: none"> Reduced airport safety, scenic enjoyment, road safety, and discourages tourism
Toxic Air Contaminants	<ul style="list-style-type: none"> Cancer Reproductive and developmental effects Neurological effects
About 200 chemicals have been listed as toxic air contaminants	

Source: CARB 2018a

Tables 3.3-2 through 3.3-8 summarize the ambient air quality conditions within the SDAB from 2013 to 2017.

Table 3.3-2 Number of Days Exceeding Federal and State 1-Hour Ozone Standards in San Diego County 2013–2017

SDAPCD Monitoring Station	Number of Days Exceeding Previous Federal 1-Hour Standard: Concentration > 12 ppm ^(a)					Number of Days Exceeding State 1-Hour Standard: Concentration ≥ 9.5 ppm				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Chula Vista	0	0	0	0	0	0	0	0	0	0
El Cajon	0	0	0	0	0	0	0	0	1	1
Kearny Villa Rd.	0	0	0	0	0	0	1	0	0	2
Del Mar ^(b)	0	0	0	0	0	0	1	1	0	0
Escondido ^(c)	0	0	0	-	-	0	1	0	-	-
Alpine	0	0	0	0	0	2	0	2	6	11
Downtown San Diego ^(d)	0	0	0	0	-	0	0	0	0	-
Camp Pendleton	0	0	0	0	0	0	1	0	0	0
Otay Mesa ^(e)	0	0	-	-	-	0	0	-	-	-
Donovan ^(f)	-	0	0	0	0	-	0	0	0	1
Basinwide (SDAB)	0	0	0	0	0	2	3	3	7	13

Source: SCAPCD 2018b

Notes:

(a) The federal 1-hour standard of 12 ppm was in effect from 1979 through June 15, 2005. Because this benchmark has been employed by the SDAPCD for a long period of time and is addressed in State Implementation Plans, the SDAPCD continues to reference the revoked standard for historical perspective.

(b) Monitoring ended March 2018.

(c) Monitoring temporarily suspended August 2015.

(d) Monitoring temporarily suspended October 2016.

(e) Monitoring discontinued in September 2014.

(f) Monitoring began in September 2014.

Key:

ppm = parts per million

SDAB = San Diego Air Basin

SDAPCD = San Diego Air Pollution Control District

Table 3.3-3 Number of Days Exceeding Federal and State 8-Hour Ozone Standards in San Diego County 2013–2017

SDAPCD Monitoring Station	Number of Days Exceeding 2008 Federal 8-Hour Standard: Concentration > 7.5 ppm					Number of Days Exceeding 2015 Federal 8-Hour Standard: Concentration > 7.0 ppm				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Chula Vista	0	0	0	0	0	0	1	0	0	1
El Cajon	1	0	0	1	5	3	2	0	4	9
Kearny Villa Rd.	0	1	0	0	4	1	4	0	3	6
Del Mar ^(a)	0	2	1	0	0	0	4	2	1	0
Escondido ^(b)	0	5	0	-	-	4	7	2	-	-
Alpine	6	10	11	13	26	24	28	30	29	48
Downtown San Diego ^(c)	0	0	0	0	-	0	1	0	0	-
Camp Pendleton	0	1	1	0	1	0	5	2	4	4

Table 3.3-3 Number of Days Exceeding Federal and State 8-Hour Ozone Standards in San Diego County 2013–2017

SDAPCD Monitoring Station	Number of Days Exceeding 2008 Federal 8-Hour Standard: Concentration > 7.5 ppm					Number of Days Exceeding 2015 Federal 8-Hour Standard: Concentration > 7.0 ppm				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Otay Mesa ^(d)	0	0	-	-	-	0	0	-	-	-
Donovan ^(e)	-	0	0	0	1	-	1	1	4	6
Basinwide (SDAB)	7	12	13	13	28	25	33	34	34	54

Source: SCAPCD 2018b

Notes:

- (a) Monitoring ended March 2018.
- (b) Monitoring temporarily suspended August 2015.
- (c) Monitoring temporarily suspended October 2016.
- (d) Monitoring discontinued in September 2014.
- (e) Monitoring began in September 2014.

Key:

ppm = parts per million

SDAB = San Diego Air Basin

SDAPCD = San Diego Air Pollution Control District

Table 3.3-4 Particulate Matter (PM_{2.5}) Annual Average and Maximum 24-Hour Concentrations in San Diego County 2013–2017

SDAPCD Monitoring Station	Annual Average Federal Standard: 12.0 µg/m ³ State Standard: 12 µg/m ³					Maximum 24-Hour Sample ^(a) Federal Standard: 35 µg/m ³				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Chula Vista	9.4	9.2	8.3	8.7	9.3	21.9	26.5	33.5	23.9	42.7
El Cajon	10.6	10.3	8.2	9.3	9.5	23.1	35.7	24.7	23.9	31.8
Kearny Villa Rd.	8.3	8.2	7.2	7.5	8.0	22.0	20.2	25.7	19.4	27.5
Escondido ^(b)	10.5	9.5	8.6	-	-	56.3	30.4	29.4	-	-
Downtown San Diego ^(c)	10.3	10.1	9.3	9.6	-	37.4	36.7	33.4	34.4	-

Source: SCAPCD 2018b

Notes:

- (a) Concentrations are averaged over a 24-hour period.
- (b) Monitoring temporarily suspended August 2015.
- (c) Monitoring temporarily suspended October 2016.

Key:

µg/m³ = micrograms per cubic meter

PM_{2.5} = Particulate matter 2.5 micrometers or less in diameter

SDAPCD = San Diego Air Pollution Control District

Table 3.3-5 Particulate Matter (PM₁₀) Annual Average and Maximum 24-Hour Concentrations in San Diego County 2013–2017

SDAPCD Monitoring Station	Annual Average Federal Standard: 50 µg/m ³ (a) State Standard: 20 micrograms/m ³					Maximum 24-Hour Sample ^(b) Federal Standard: 150 µg/m ³ State Standard: 50 µg/m ³				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Chula Vista	22.0	22.5	19.7	21.6	21.4	38	37	46	48	59
El Cajon	24.2	23.9	21.9	22.6	22.5	41	48	48	43	50
Kearny Villa Rd.	19.9	19.4	17.0	17.1	17.6	39	39	39	36	46
Escondido ^(c)	23.1	21.6	19.4	-	-	80	43	30	-	-
Downtown San Diego ^(d)	24.9	23.1	22.9	22.0	-	90	40	53	49	-
Donovan	25.2	30.1	34.8	31.4	26.3	65	59	136	79	66

Source: SCAPCD 2018b.

Notes:

(a) Federal annual standard revoked December 17, 2006 (data are shown for continuity with previous SDAPCD reports).

(b) Concentrations are averaged over a 24-hour period.

(c) Monitoring temporarily suspended August 2015.

(d) Monitoring temporarily suspended October 2016.

Key:

µg/m³ = micrograms per cubic meter

PM₁₀ = Particulate matter 10 micrometers or less in diameter

SDAPCD = San Diego Air Pollution Control District

Table 3.3-6 Carbon Monoxide Annual Average and Maximum 24-Hour Concentrations in San Diego County 2013–2017

SDAPCD Monitoring Station	Maximum 1-Hour Concentration (ppm) Federal Standard: 35 ppm State Standard: 20 ppm					Maximum 8-Hour Concentration (ppm) Federal Standard: 9 ppm State Standard: 9 ppm				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
El Cajon	1.9	2.0	1.4	1.7	1.5	1.2	1.8	1.1	1.3	1.4
Escondido ^(a)	3.2	3.8	3.1	-	-	2.6	3.1	2.0	-	-
Downtown San Diego ^(b)	3.0	2.7	2.6	2.2	-	2.1	1.9	1.9	1.7	-
Carmel Mt. Ranch ^(c)	-	-	2.4	2.0	2.0	-	-	1.4	1.2	1.5

Source: SCAPCD 2018b.

Notes:

(a) Monitoring ended August 2015.

(b) Monitoring temporarily suspended October 2016.

(c) Monitoring began April 2015.

Key:

ppm = parts per million

SDAPCD = San Diego Air Pollution Control District

Table 3.3-7 Nitrogen Dioxide Annual Average and Maximum 1-Hour Concentration in San Diego County 2013–2017

SDAPCD Monitoring Station	Annual Average (ppm) State Standard: 0.030 ppm Federal Standard: 0.053 ppm					Maximum 1-Hour Concentration (ppm) State Standard: 0.18 ppm Federal Standard: 0.100 ppm				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Chula Vista	0.010	0.010	0.010	0.009	0.009	0.057	0.055	0.049	0.054	0.057
El Cajon	0.012	0.013	0.010	0.009	0.010	0.051	0.057	0.059	0.057	0.045
Kearny Villa Rd.	0.010	0.009	0.009	0.009	0.009	0.067	0.051	0.051	0.053	0.054
Escondido ^(a)	0.012	0.011	0.010	-	-	0.061	0.063	0.048	-	-
Alpine	0.005	0.005	0.004	0.003	0.003	0.040	0.030	0.048	0.033	0.028
Downtown San Diego ^(b)	0.014	0.013	0.013	0.011	-	0.072	0.075	0.062	0.073	-
Camp Pendleton	0.007	0.007	0.006	0.006	0.006	0.081	0.060	0.060	0.072	0.063
Otay Mesa ^(c)	0.019	0.017	-	-	-	0.091	0.087	-	-	-
Donovan ^(d)	-	.010	.008	.007	.007	-	.064	.061	.067	.074
Carmel Mt. Ranch ^(e)	-	-	.016	.017	.016	-	-	.054	.062	.062

Source: SCAPCD 2018b.

Notes:

- (a) Monitoring temporarily suspended August 2015.
- (b) Monitoring ended March 2018.
- (c) Monitoring discontinued in September 2014.
- (d) Monitoring began in September 2014.
- (e) Monitoring began in March 2015.

Key:

ppm = parts per million

SDAPCD = San Diego Air Pollution Control District

Table 3.3-8 Sulfur Dioxide Annual Average and Maximum 24-Hour Concentrations in San Diego County 2013–2017

SDAPCD Monitoring Station	Annual Average (ppm) Federal Standard: 0.030 ppm					Maximum 24-Hour Concentration (ppm) State Standard: 0.04 ppm					Maximum 1-Hour Concentration (ppm) State Standard: 0.25 ppm Federal Standard: 0.75 ppm ^(a)				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
El Cajon	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.007	0.001	0.001	0.002	0.001

Source: SCAPCD 2018b.

Notes:

- (a) Federal 1-hour Standard is based on the 3-year average of the 99th percentile of 1-hour daily maximum concentrations.

Key:

ppm = parts per million

Attainment Status

“Attainment” status for a pollutant means that a particular air district meets the standard set by the U.S. Environmental Protection Agency (EPA) (federal) or California Environmental Protection Agency (state). Table 3.3-9 summarizes the SDAPCD’s federal and state designations for each of the criteria air pollutants.

Table 3.3-9 San Diego County Attainment Status

Criteria Pollutant	Federal Designation	State Designation
Ozone (8-Hour)	Nonattainment	Nonattainment
Ozone (1-Hour)	Attainment ^(a)	Nonattainment
Carbon Monoxide	Attainment	Attainment
PM ₁₀	Unclassifiable ^(b)	Nonattainment
PM _{2.5}	Attainment	Nonattainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility	No Federal Standard	Unclassified

Source: SDAPCD 2018c.

Notes:

(a) The federal 1-hour standard of 12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced by SDAPCD because it was employed for a long period and because this benchmark is addressed in State Implementation Plans.

(b) At the time of designation, if the available data do not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

Key:

PM₁₀ = Particulate matter 10 micrometers or less in diameter

PM_{2.5} = Particulate matter 2.5 micrometers or less in diameter

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3.3.1.3 Sensitive Receptors

For the purposes of air quality assessments, sensitive receptors are defined as children, elderly, asthmatics, and others whose are at a heightened risk of negative health outcomes due to exposure to air pollution. The locations where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board (CARB) may determine (CARB 2018b).

Sensitive receptor locations are identified in Section 3.11, Noise. Within 50 feet of the study area, 44 residences were identified in the city of Escondido, 31 in the city of Poway, 48 in the city of San Diego, and 11 in unincorporated San Diego County. Table 3.11-6 lists non-residential sensitive receptors within 500 feet of the study area. Figure 3.11-1 shows sensitive receptors near the proposed project.

3.3.2 Regulatory Setting

This subsection summarizes federal, state, and local laws; regulations; and standards that govern air quality.

3.3.2.1 Federal

Clean Air Act

The Clean Air Act of 1970 (CAA) (42 United States Code §§7401-7641) (last amended by the Clean Air Acts of 1990 [104 Stat. 2468, P.L. 101-549]), defines the EPA’s role in managing air quality in the United States. Under the CAA, the EPA regulates air pollution from stationary and mobile sources, establishes National Air Quality Standards (NAAQS), and revises the plans and regulations developed by state and local agencies to meet NAAQS. Through the CAA, the EPA also implements on-road and off-road engine

emission reduction programs that periodically phase in engine efficiency requirements and/or ancillary engine or exhaust equipment that results in cleaner emissions from on- and off-road equipment. The EPA also oversees the implementation of federal programs for permitting new and modified stationary sources and for controlling toxic air contaminants. States are required to submit a State Implementation Plan (SIP) to the EPA for areas in nonattainment for NAAQS. The SIP, which is reviewed and approved by the EPA, must demonstrate how state and local regulatory agencies will institute rules, regulations, and/or other programs to achieve attainment with NAAQS.

3.3.2.2 State

California Clean Air Act

The California Clean Air Act (CCAA) outlines a statewide air pollution control program in California. CARB is the primary administrator of the CCAA, while local air quality districts administer air rules and regulations at the regional level. CARB is responsible for establishing CAAQS, maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles, regulating emissions from consumer products, developing air emission inventories, collecting air quality and meteorological data, and preparing the SIP. CARB uses air quality management plans prepared by local air quality districts as the basis of SIP development. CARB has adopted regulations to reduce the emissions from diesel exhaust for on-road vehicles and off-road equipment.

Through the CCAA, CARB administers the Off-Road Mobile Sources Emission Reduction Program to reduce emissions from off-road equipment. The Off-Road Mobile Sources Emissions Reduction Program establishes tiered standards for compression-ignition engines used in off-road diesel equipment throughout California. CARB also implements control measures to reduce diesel particulate matter emissions, as well as NO_x from in-use (existing) off-road sources. Tier 1 standards went into effect in California in 1996, and they required unregulated construction equipment of model year 2000 and later to achieve NO_x, volatile organic compound (VOC), CO, and PM₁₀ exhaust standards. For later model years Tier 2 (2003 and later) and Tier 3 (2007 and later), the standards are increasingly stringent. Owners and operators of in-use (existing) off-road diesel equipment and vehicles are required to report and meet fleet emissions targets. CARB also administers the Portable Equipment Registration Program, a program that evaluates portable equipment and provides a registry for qualifying equipment to be exempt from obtaining separate air quality permits to operate within each individual air basin.

Sulfur Content in Fuel

Pursuant to Title 13, section 2281 of the California Code of Regulations (CCR), the sulfur content of vehicular diesel fuel sold or supplied in California must not exceed 15 parts per million by weight. As stipulated in 17 CCR 93114, non-vehicular diesel fuel is subject to the sulfur limits specified in Title 13, section 2281 of the CCR.

3.3.2.3 Regional and Local

San Diego Air Pollution Control District

Air quality management in San Diego County is a shared responsibility among several agencies pursuant to state and federal laws. Locally, the SDAPCD is entrusted with regulating stationary (fixed) sources of air pollution, including power plants, manufacturing and industrial facilities, stationary internal combustion engines, gas stations, landfills, and solvent cleaning and surface coating operations. However, approximately 67 percent of the air pollutants in the region are emitted by motor vehicles and other mobile sources (e.g., ships, trains, construction equipment, etc.). Emission standards for mobile sources are established by CARB and the EPA (SDAPCD 2016). SDAPCD rules and regulations applicable to the proposed project include the following:

Rule 50: Visible Emissions

This rule applies to the discharge of any air contaminant other than uncombined water vapor, and sets the following standards that are applicable to the proposed project:

- (1) A person shall not discharge into the atmosphere from any single source of emissions whatsoever any air contaminant for a period or periods aggregating more than three minutes in any period of 60 consecutive minutes which is darker in shade than that designated as Number 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 1 on the Ringelmann Chart.*
- (2) A person shall not discharge into the atmosphere from any asphalt plant drop zone any contaminant for a period or periods aggregating more than three minutes in any period of 60 consecutive minutes which is as dark or darker in shade than that designated as Number 2 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 2 on the Ringelmann Chart.*
- (3) A person shall not discharge into the atmosphere from any diesel pile driving hammer any contaminant for a period or periods aggregating more than four minutes during the driving of a single pile which is as dark or darker in shade than that designated as Number 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 1 on the Ringelmann Chart.*
- (4) A person shall not discharge into the atmosphere from any diesel pile driving hammer which uses kerosene fuel, smoke suppressing fuel additives, and synthetic lubricating oil any contaminant for a period or periods aggregating more than four minutes during the driving of a single pile which is as dark or darker in shade than that designated as Number 2 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 2 on the Ringelmann Chart.*
- (5) A person shall not discharge into the atmosphere from any asphalt paving equipment with an application temperature specification of 320°F or higher, or encompassing a temperature range including 320°F or higher, or pavement rehabilitation equipment, any emissions whatsoever of air contaminants for a period or periods aggregating more than three minutes in any period of 60 consecutive minutes which is darker in shade than that designated as Number 2 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 2 on the Ringelmann Chart. This provision does not apply to portable rubber modified spray applied asphalt cement equipment.*

Rule 51: Nuisance

This rule prohibits the discharge of air contaminants or other material from any sources that “cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.”

Rule 55: Fugitive Dust Control

This rule applies to any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas. The following standards apply to the proposed project:

- (1) ***Airborne Dust beyond the Property Line:*** No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60 minute period.
- (2) ***Track-Out/Carry-Out:*** Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:
 - (i) *be minimized by the use of any of the following or equally effective trackout/carry-out and erosion control measures that apply to the project or operation: track-out grates or gravel beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and*
 - (ii) *be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM10-efficient street sweepers certified to meet the most current South Coast Air Quality Management District Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.*

Rule 67.17: Storage of Materials Containing Volatile Organic Compounds

This rule applies to the storage, transfer, application, or other uses of materials that contain VOCs. The standards set by this rule are the following:

- (1) *All containers used to store, transfer, apply or otherwise employ materials containing VOC shall be closed when not in use.*
- (2) *All containers used to store or transfer wastes containing VOC shall be closed except when being accessed or when empty.*
- (3) *Containers specified above may be equipped with vents provided such vents are necessary to comply with applicable fire and safety codes.*
- (4) *All wastes containing VOC (including paper or cloth impregnated with VOC) shall be stored in closed containers.*

San Diego Regional Air Quality Strategy

In compliance with the CCAA, the SDAPCD prepared and submitted the 1991 Regional Air Quality Strategy (RAQS) to address San Diego County's nonattainment status for ozone. The RAQS addresses state ozone standards. It is periodically updated as new measures become technologically feasible, improve air quality, or protect public health. These measures reduce ozone-forming emissions from stationary sources, such as industrial operations and manufacturing facilities. The individual measures in the RAQS are then developed into proposed rules that are reviewed by the public and considered for adoption by the SDAPCD Board. Once adopted, the SDAPCD assists affected facilities to help understand and comply with new requirements that may affect their operations. The two pollutants addressed in the RAQS are VOCs and NO_x, which are precursors to the formation of ground-level ozone.

The latest revision of the RAQS was published in December 2016. This revision discusses recent and projected future emission reduction rates of ozone precursors countywide. Between 2007 and 2014, daily VOC emissions were reduced 3.9 percent annually, while NO_x emissions were reduced 7.0 percent annually. Further reductions are anticipated through 2035 given the local, state, and federal control measures already in place. Six VOC control measures have been adopted and implemented as rules since 2009, resulting in VOC emission reductions averaging 3.45 tons per day. Additionally, two NO_x control measures were adopted and implemented as rules during the same timeframe, resulting in NO_x emission reductions of up to 1.65 tons per day. New VOC and NO_x control measures will be further evaluated during the next three years for feasibility and rule adoption, if warranted. (SDAPCD 2016)

The San Diego Association of Governments (SANDAG), the regional transportation planning agency, continues to implement regional transportation control measures to reduce motor vehicle use, thereby reducing emissions and improving air quality. The measures expand access to 1) public transit, 2) vanpools, and 3) park-and-ride/bicycle facilities, as well as enhancements to the regional high-occupancy vehicle lane system.

3.3.3 Draft Significance Criteria

Had an impact analysis been completed for the proposed project, significance criteria would likely have been based on the checklist items in Appendix G of the CEQA Guidelines. An impact might have been considered significant if the project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- d) Expose sensitive receptors to substantial pollutant concentrations; or
- e) Create objectionable odors affecting a substantial number of people.

3.3.4 References

CARB (California Air Resources Board). 2018a. Common Air Pollutants. Accessed October 14, 2018.
<https://ww2.arb.ca.gov/resources/common-air-pollutants>

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https://www.sandiegocounty.gov/content/dam/sdc/apcd/monitoring/5-Year_Air_Quality.pdf

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