

4.9 AIR QUALITY

An air quality analysis and report was prepared by Giroux & Associates. The air quality technical report is located in Appendix C, and is summarized below.

Existing Conditions

A. Climate and Meteorology

Lemon Grove is located within the San Diego Air Basin (SDAB), which generally corresponds to the boundaries of San Diego County. Local climate is classified as mediterranean. This type of climate is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, daytime onshore breezes, and limited temperature change throughout the year. The average daily temperature is 62° Fahrenheit (F). Limited rainfall occurs in winter while summers are often completely dry. An average of 13 inches of rain fall each year from November to early April.

While these atmospheric conditions create a desirable living climate, they also facilitate poor air quality conditions. More specifically, the ability of the atmosphere to disperse the air pollutants is limited. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions. Through these reactions, smog is formed. Occasionally high smog levels in coastal communities occur when polluted air from the South Coast Air Basin (the greater Los Angeles and Orange County area) drifts seaward and southward at night, and then blows onshore the next day. Regardless of local air pollution control efforts in San Diego, such interbasin transport will cause occasionally unhealthy air.

B. Air Quality

Air Quality Standards

The federal government and the State of California have established air quality standards and emergency episode criteria for various pollutants. These standards are used to determine the attainment of federal air quality goals and plans. In general, the state standards are stricter than the federal standards. The current applicable state and federal standards are summarized in Table 4.9-1.

Air quality standards are set at concentrations which provide a sufficient margin of safety to protect the public health and welfare. Episode criteria define air pollution concentrations as the levels where short-term exposures may begin to affect the health of people particularly susceptible

TABLE 4.9-1
Federal and State Ambient Air Quality Standards

Air Pollutant	State Standards	Federal Standards	
	Concentration	Primary	Secondary
Ozone	0.10 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.	0.05 ppm, annual avg.	0.053 ppm, annual avg.
Sulfur Dioxide	0.05 ppm, 24-hr. avg. with ozone 0.10 ppm, 1-hr. avg. or TSP 100 ug/cu. m., 24- hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.53 ppm, 3-hr. avg.
Total Suspended Particulates (TSP)	N/A	75 ug/cu. m., annual geometric mean 260 ug/cu. m., 24-hr. avg.	60 ug/cu. m. annual geometric mean 150 ug/cu. m., 24-hr. avg.
PM-10	30 ug/cu. m., annual geometric mean 50 ug/cu. m., 24-hr. avg.	50 ug/cu. m., annual geometric mean 150 ug/cu. m., 24-hr. avg.	Same as primary standards Same as primary standards
Sulfates	25 ug/cu. m., 24-hr. avg.	N/A	N/A
Lead	1.5 ug/cu. m., 30-day avg.	1.5 ug/cu. m., calendar quarter	1.5 ug/cu. m., calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg.	N/A	N/A
Vinyl Chloride	0.10 ppm, 24-hr. avg.	N/A	N/A
Visibility Reducing Particles	In sufficient amounts to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation.	N/A	N/A

Source: San Diego Air Pollution Control District

Abbreviations: ppm: parts per million
ug/cu. m.: micrograms per cubic meter
hr: hour
avg: average

to air pollutants. People subject to respiratory distress, such as asthmatics, the elderly, children, the ill and those involved in strenuous work and exercise, are called "sensitive receptors". As pollutant concentrations increase, the health effects are progressively more severe and widespread. Recent research indicates that chronic exposure to ozone at levels that marginally meet the established standards may nevertheless have adverse health effects. As a result, marginally meeting the standards may be insufficient to protect public health. The standards are also set to avoid adverse impacts to plants and animals, including agriculture, and visibility.

Responsible Agencies

Federal authority for air quality management is governed by the Clean Air Act. The Clean Air Act is administered by the Environmental Protection Agency (EPA), which requires each state to prepare, submit for approval, and maintain a State Implementation Plan (SIP) among other requirements. The SIP must include plans and schedules for attaining the federal air quality standards.

State authority for air quality management is established in the California Clean Air Act (CCAA) of 1988 and other related legislation. The CCAA requires all areas of the state to achieve and maintain the California ambient air quality standards by the earliest date. The responsible state agency for administration of the CCAA is the Air Resources Board (ARB). The ARB is generally responsible for the establishment and direction of local air quality districts which implement the state air quality standards and the SIP. One responsibility retained by the state is the control of emissions from vehicle sources.

The San Diego Air Pollution Control District (SDAPCD) shares responsibility with ARB for ensuring that state and federal air quality standards are achieved and maintained in the SDAB. The APCD is also responsible for inspecting stationary sources and monitoring ambient air quality.

Local Air Quality

The SDAPCD monitors air quality at several stations distributed throughout the SDAB. The closest air quality monitoring station to Lemon Grove is located in El Cajon on Redwood Avenue. Due to similar locations and land use patterns, data from the El Cajon station is representative of the air quality conditions in Lemon Grove.

Table 4.9-2 summarizes the last six years of monitoring data from the El Cajon station. Healthful air quality is seen in almost every pollution category. The only national standard that was exceeded within the last six years was an occasional violation of the ozone standard. However, one violation per year is allowed under the federal guidelines. The more stringent state standards for ozone and particulates were also exceeded. No violations of clean air standards for carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead particulates (Pb) or suspended

TABLE 4.9-2
Air Quality Monitoring Summary
Number of Days Standards Were Exceeded and Maximum Concentrations
El Cajon Monitoring Station

Pollutant/Standard	1988	1989	1990	1991	1992	1993
<u>Ozone</u>						
1-Hour > 0.09 ppm	43	38	46	31	27	23
1-Hour > 0.12 ppm	8	5	8	4	4	2
1-Hour \geq 0.20 ppm	0	1	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.19	1.21	0.16	0.14	0.16	0.14
<u>Carbon Monoxide:</u>						
1-Hour > 20. ppm	0	0	0	0	0	0
8-Hour > 9. ppm	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	11.	11.	11.	8.	9.	7
Max. 8-Hour Conc. (ppm)	6.3	6.3	5.8	5.1	5.1	4.8
<u>Nitrogen Dioxide:</u>						
1-Hour > 0.25 ppm	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.16	0.18	0.15	0.12	0.11	0.10
<u>Sulfur Dioxide:</u>						
1-Hour > 0.25 ppm	0	0	0	0	0	0
24-Hour \geq 0.05 ppm	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.02	0.03	0.03	0.04	0.04	0.02
Max. 24-Hour Conc. (ppm)	.011	.011	.013	.011	0.014	0.007
<u>Total Particulates:^(a)</u>						
24-Hour \geq 100 $\mu\text{g}/\text{m}^3$	3/61	7/63	5/61	4/50	1/61	2/45
24-Hour > 260 $\mu\text{g}/\text{m}^3$	0/61	0/63	0/61	0/50	0/61	0/45
Max. Daily Conc. ($\mu\text{g}/\text{m}^3$)	137.	150.	143	118	100	111
<u>Particulate Lead:</u>						
1-Month \geq 1.5 $\mu\text{g}/\text{m}^3$	0/10	0/12	0/12	0/12	0/12	0/12
Max. 1-Month Conc. ($\mu\text{g}/\text{m}^3$)	0.09	0.06	0.04	0.04	0.03	0.02
<u>Particulate Sulfate:</u>						
24-Hour $\mu\text{g}/\text{m}^3$	0/58	0/63	0/61	0/60	0/59	0/31
Max. 1-Month Conc. ($\mu\text{g}/\text{m}^3$)	11.5	13.8	11.0	14.6	11.0	11.0
<u>Respirable Particulates:</u>						
24-Hour > 50 ($\mu\text{g}/\text{m}^3$)	15/58	20/63	7/59	14/60	6/58	8/59
24-Hour > 150 ($\mu\text{g}/\text{m}^3$)	0/58	0/63	0/59	0/60	0/58	0/59
Max. Daily Conc. ($\mu\text{g}/\text{m}^3$)	80.	90.	74.	73.	67.	80.

(a) Standard replaced by respirable particulate (PM-10) standard. These data are shown for informational purposes only.

Note: Entries expressed as ratios = samples exceeding standard/samples taken.

Source: San Diego Air Pollution Control District, 1995

sulfate particulates (SO₄) have been observed in the last six years of published air quality data. Most of these violations are due to transport out of the Los Angeles Basin into San Diego County.

In general, air quality has improved throughout the SDAB (including Lemon Grove). Within the entire SDAB, the federal ozone standard was exceeded on 14 days in 1993 according to SDAPCD monitoring data. On all but one of these days, the SDAPCD believes that transport of already polluted air was responsible for the violations. Due to exceeding the ozone standard, the basin is considered a "non-attainment" basin. Although complete attainment of the federal and state air quality standards is not expected in the next several years, the continued improvement trend in all air quality parameters is nevertheless very encouraging. The overall improvement trend indicates that healthful air quality will ultimately be achieved.

C. Existing Sources of Emissions

Air pollution sources can be categorized as mobile and point sources. Mobile sources (such as cars, planes, ships and heavy equipment) are primarily responsible for smog. Nitrogen oxides (NO_x) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. In San Diego County, 68 percent of the 310 tons per day of ROG emitted come from mobile sources. For NO_x, 88 percent of the 240 tons emitted daily are from mobile sources. Computer modeling of smog formation has shown that a reduction of around 25 percent each of ROG and NO_x would allow the SDAB to meet the federal ozone standard on days when there is no substantial transport of pollution from the South Coast Air Basin.

Because of the low intensity of industrial activity within Lemon Grove, there are no major point sources of emissions within the City. Minor sources include evaporative emissions from gas stations, dry cleaners, automotive repair and surface coatings from generally small operations. These sources are typically regulated by SDAPCD permit conditions requiring the use of best available control technology (BACT). Such emissions require complex photochemical transformations before they are converted to ozone and other unhealthy air contaminants.

Emissions are also generated by energy consumption. When natural gas is used for heating and cooking, or when petroleum products are combusted to generate electricity, air pollutants are produced as a byproduct. Construction activities also result in dust, other particulate matters and exhaust, all of which contribute to ambient smog levels.

D. Relevant Plans and Policies

The continued violations of national air quality standards in the SDAB, particularly those for ozone in inland foothill areas, require that a plan be developed to improve air quality. In San Diego County, this attainment planning process is embodied in a regional air quality management plan developed jointly by the APCD and the San Diego Association of Governments (SANDAG).

The CCAA required that a state clean air plan be developed to address meeting state standards as well as the often less stringent federal criteria. The Regional Air Quality Strategy (RAQS) was therefore developed and adopted in 1992. With full implementation of the RAQS, attainment of all national standards from pollution sources within the air basin is expected by the end of 1997.

Programs included in the RAQS include: 1) increasing the use of clean fuel motor vehicles in fleets; 2) specific control measures for stationary sources of air pollution (such as electrical power generation) and areawide sources (such as barbecue lighter fluid); and 3) transportation control measures (such as trip reduction programs and transportation system management). However, local measures will not prevent interbasin transport. Since the South Coast Air Basin is predicted to exceed the national ozone standard beyond the year 2000, the SDAB will also not experience completely healthful air for the next several decades.

A plan to meet the federal standard for ozone was developed in 1994 during the process of updating the 1992 RAQS. This local plan was combined with those from all other California non-attainment areas with serious ozone problems to create the State SIP. The SIP was adopted by the ARB after public hearings in November, 1994 and forwarded to the U.S. EPA for their approval.

During the planning process and smog formation modeling, it was discovered that the SDAB can meet the federal ozone standard by the year 1999 without the creation of any new control programs not already in progress. Airsheds demonstrating an ability to meet standards by 1999 (in the absence of transport from one basin to another) are classified as having a "serious" ozone problem instead of being classified as "severe". The SDAPCD requested that EPA reclassify the air basin from severe to serious. This request was granted in late 1994.

With this reclassification, all progress toward attainment of the federal standards, including offsetting the effects of growth, is expected to derive from existing local, state and federal rules and regulations. Controversial rules previously evaluated that were judged by some people as overly intrusive into personal lifestyles (mandatory trip reduction programs or minimum average vehicle occupancy goals) are not needed to achieve attainment. Any violations of ozone standards in the year 2000 or beyond are estimated to occur only on days when transport from the South Coast Air Basin creates substantially elevated baseline levels.

Local Air Quality Management

Local land use plans and policies can affect air quality. The distribution of different types of land uses (such as residential, commercial, office and public uses) affects the level of automobile use and therefore influences the generation of pollutants. The relationship of land uses to transit corridors also affects automobile use. Automobile trips can be reduced by mixing land uses and transit so that people have the option to walk or use transit to access shopping, schools and work

centers. Establishing land uses that generate jobs provides local employment opportunities so that residents can avoid commuting long distances. Emissions from congested traffic can be reduced by ensuring that local roadways have the capacity to adequately accommodate existing and projected traffic levels.

The predominant land use pattern in Lemon Grove consists of the commercial corridor focused around Broadway and a portion of Lemon Grove Avenue, and single-family residential development throughout the remainder of the City. Some industrial uses occur along Federal Boulevard and north of Broadway. Within the residential areas, churches, schools, parks and multi-family residential developments are sporadically distributed. The trolley runs from south to north through the center of the City. Residents located near the commercial/industrial areas and the trolley can walk to work and shops, or to access transit. Most of the residents in the City, however, rely on cars to travel to destinations. This land use pattern generates traffic volumes that contribute to regional air pollution.

Existing land use patterns in the City are more fully discussed in Section 4.1. Traffic and roadway conditions and the trolley corridor are discussed in Section 4.2.

Threshold of Significance

The project will normally have a significant impact on air quality if it will:

- Exceed any federal, state, or local ambient air quality standard;
- Exceed APCD air quality significance thresholds;
- Substantially contribute to an existing or projected air quality violation; or
- Conflict with the Regional Air Quality Strategy (RAQS) or SANDAG Growth Management Plan.

Impacts

Future development in Lemon Grove will contribute additional air pollutants into the SDAB. Air quality impacts from future development allowed by the proposed General Plan can be divided into two types: short-term and long-term. Short-term impacts are associated with construction activities, and long-term impacts are associated with the continued operation of developed land uses.

Short-Term Impacts

Short-term impacts are associated with the following construction activities: 1) construction equipment emissions; 2) dust from grading and earthmoving operations; and 3) emissions from workers' vehicles traveling to and from the construction sites. Construction-related air quality impacts will occur periodically throughout the implementation of the proposed General Plan.

These impacts will be primarily associated in-fill development and redevelopment activities which generate airborne dust, carbon monoxide and nitrogen dioxide. In addition, volatile organic compounds (VOCs) will be released during the use of architectural coatings, exterior paints and asphalt. Because the proposed General Plan identifies future land uses, and does not contain specific development proposals, construction-related emissions cannot be accurately quantified at this stage of the planning process.

Fugitive dust is typically related to mass grading activities. Because Lemon Grove is largely built-out, future infill development and redevelopment activity is not anticipated to involve large amounts of mass grading. Therefore, dust from individual construction events will not have a significant impact on regional air quality. These short-term effects will be considered more of a nuisance impact on adjacent receptors.

During redevelopment activity, demolition of older building structures could release dust into the air that are known to be toxic or carcinogenic. The primary source of concern is from asbestos containing materials (ACMs). In accordance with state and federal regulations, nearly all demolition activity is required to test for these hazardous materials. The presence of ACMs will require proper removal by licensed contractors and disposal in hazardous waste landfills.

The magnitude of exhaust emissions from construction vehicles would be dependent upon the scope and size of a project. Within Lemon Grove, future in-fill and redevelopment projects are not anticipated to be large enough to have a significant short-term impact on regional air quality.

Long-Term Impacts

Implementation of the proposed General Plan will result in the development of additional residential and non-residential uses and the construction and/or improvement of transportation arterials and infrastructure. Buildout of the proposed General Plan will add a maximum of 1,220 dwelling units to the City for a total of 10,036 dwelling units, and will add a maximum of 875,900 square feet of development for a total of 8,729,400 square feet of development.

Long-term air quality impacts are expected to result from three principal sources associated with the implementation of the proposed General Plan: 1) emissions from vehicles traveling to and from planned development sites; 2) onsite emissions resulting from the use of natural gas for space heating, cooking, and water heating; and 3) emissions from the combustion of fossil fuels at power plants to produce the electricity used at planned development sites.

As discussed in Section 4.2, traffic in the Plan area will increase as the result of the implementation of the proposed General Plan. Traffic will be generated by the additional residential units as well as commercial, industrial and office uses constructed through buildout under the proposed General Plan. These additional vehicle trips will result in increased emissions affecting air quality. Individual development projects in the Plan area will increase the use of

natural gas and electrical power. The increased use of electrical power will increase emissions generated by power plants and indirectly impact air quality. Expanded use of natural gas will also increase combustion emissions.

Potential long-term air-quality impacts were estimated based on existing land uses and planned land uses identified in the proposed General Plan. Estimated emissions from mobile sources were calculated using a California emissions model called EMFAC7F1.1. This model accounts for the projected increase in the use of clean air and energy conservation technology. Table 4.9-3 summarizes the existing and projected contributions to the local and regional air pollutant emissions from existing land uses and planned land uses identified in the proposed General Plan. The emission estimates in Table 4.9-3 indicate that future emissions will be lower than those existing today. This is due to the rate of continued vehicular emissions improvements which are projected to far exceed the rate of Lemon Grove traffic growth under the proposed General Plan. These estimates also utilize trip length data obtained from the 1992 RAQS and assumes implementation of the RAQS Transportation Control Measures. The lower ROG and NO_x emissions at buildout indicate that the rate of growth due to the proposed General Plan will not interfere with attainment and maintenance of the ozone standard.

**TABLE 4.9-3
Lemon Grove Vehicular Trip Production Emissions**

Pollutant	1995	2015	Difference
CO	21.08	6.46	-69%
ROG	2.25	0.46	-80%
NO _x	2.57	1.25	-51%
PM-10	0.13	0.08	-42%

Although basin-wide emission levels are projected to decline, implementation of the proposed General Plan, in conjunction with other growth in the air basin, will have a cumulative impact on air quality. Lemon Grove is located in an air basin that does not meet federal and state air quality standards. Until these standards are met, the air quality impact associated with increased development allowed by the proposed General Plan will be significant. See also the discussion of cumulative impacts in Section 5.0 of this EIR.

With respect to local air quality, the increase of traffic on Lemon Grove roadways is not anticipated to result in significant impacts. Carbon monoxide "hot spots" are created along roadways when CO emissions exceed ambient health standards. These microscale impacts are a function of increases in congestion since emissions per unit of travel distance increase substantially at very low travel speeds. For example, under a worst-case scenario, the California standard for CO would be exceeded when a congested ten-lane roadway operates with five mph

traffic speeds. However, there are no planned ten-lane roadways in Lemon Grove and the City's roadways are not anticipated to operate so poorly as to create a travel speed that would equal the California CO standard.

Conformance with Regional Air Quality Programs

The proposed General Plan is consistent with the RAQS and associated transportation control measures. The General Plan Implementation Manual contains a series of strategies and measures designed to achieve the objectives of RAQS. These measures are consistent with transportation control measures, contained in the San Diego Air Quality Plan, that reduce vehicle trips, use, miles travelled, idling, and traffic congestion. Specifically, the proposed General Plan includes clean air strategies that encourage higher land use intensities around mass transit corridors, efficient traffic flow, increased bicycle and pedestrian activities, use of park-and-ride facilities, improved employment opportunities, minimization of development impacts and asbestos hazards, APCD regulation, and protection of sensitive resources. More importantly, the General Plan Implementation Manual encourages participation in the planning process for the RAQS and the Regional Growth Management Strategy.

C. STAs and Other Development Areas

Downtown Village (STA I)

While the increased intensity resulting from proposed mixed-use development in STA I will increase air emissions, the proximity of the development to the trolley station will implement some of the primary RAQS tactics aimed at reducing air emissions by encouraging people to rely on mass transit rather than the automobile.

Massachusetts Station (STA II)

While the increased intensity resulting from proposed mixed-use development in STA II will increase air emissions, the proximity of the development to the trolley station will implement some of the primary RAQS tactics aimed at reducing air emissions by encouraging people to rely on mass transit rather than the automobile.

Regional Commercial (STA III)

STA III is planned for retail commercial use. Potential air quality impacts will result from any proportionate increase in vehicle trips due to new commercial development.

West Central Residential (STA IV)

STA IV is planned for single-family development. There will be a proportionate increase in emissions from the increased population and vehicle trips generated in this area of the City.

Federal Boulevard Automobile Sales District (STA V)

STA V is planned to remain automotive-oriented retail commercial use. No increase in intensity of development is proposed for this STA. Therefore, no increase in emissions is anticipated from implementation of the proposed General Plan in this STA.

Skyline Commercial Center (STA VI)

STA VI is planned for commercial uses. There will be a proportionate increase in emissions from the increased vehicle trips generated by the proposed uses in this area of the City.

Troy Street/SR-125 Planning Area (STA VII)

STA VII is designated primarily for the SR-125 right-of-way. Single-family residential use exists in this area, some of which may be eliminated by the construction of SR-125 facilities. Overall, there will be a proportionate decrease in air quality impacts because of the roadway improvements.

Other Development/Land Use Changes

Multiple-Family Residential Development. Implementation of the proposed General Plan will increase the multi-family residential population by 1,930. As discussed in the Plan-wide discussion, increased population translates into increased energy consumption and automobile trips, and an associated increase in air emissions.

Industrial and Commercial Areas. Industrial and commercial uses will increase automobile trips and energy consumption resulting in a proportionate increase in air emissions.

Skyline Neighborhood Commercial Area. This area will convert existing commercial uses to single-family, which will increase the residential population in this area. The increase in vehicle trips will result in a proportionate increase in vehicular emissions.

Civic Center Concept Area. The majority of the Civic Center Concept Area would be devoted to retail commercial and public facilities. A small area would be designated for mixed-use development. The mixed-use proposal is a land use pattern that decreases reliance on automobile use. Therefore, establishment of the Civic Center Concept Area will help to reduce air quality impacts.

Mitigation Measures

In addition to the mitigation measures included in Section 4.2, the following mitigation measures will serve to control air quality impacts related to buildout of Lemon Grove. The mitigation measures correspond to applicable programs of the General Plan Implementation Manual, as noted.

A. Plan-wide

Mitigation Measure 4.9-1: The City shall strive toward a development pattern that allows people to use transit, walk or bicycle to activity centers, such as the Downtown Village, Civic Center, shopping areas, schools, parks and employment areas. The City shall implement the Community Development and Mobility Element policies for improved local and regional air quality in addition to renewing community livability. (General Plan Implementation Manual, Conservation and Recreation Program #22).

Mitigation Measure 4.9-2: The City shall improve local roads according to the Circulation Plan as needed to maintain efficient traffic flow. (General Plan Implementation Manual, Conservation and Recreation Program #23).

Mitigation Measure 4.9-3: The City shall implement the Bicycle Facilities Sub-Element of the Mobility Element to help improve regional air quality in addition to improving bicycle safety. (General Plan Implementation Manual, Conservation and Recreation Program #24).

Mitigation Measure 4.9-4: Through the City's economic development program, the City shall encourage local establishment of new businesses offering high-quality jobs to allow residents to work locally and avoid excessive commutes. (General Plan Implementation Manual, Conservation and Recreation Program #25).

Mitigation Measure 4.9-5: The City shall encourage increased use of the park-and-ride lot at the SR-94 freeway and Lemon Grove Avenue by periodically advertising them in the City newsletter. (General Plan Implementation Manual, Conservation and Recreation Program #26).

Mitigation Measure 4.9-6: The City shall review development proposals for potential air quality impacts - both construction and operation impacts - pursuant to the California Environmental Quality Act and the Regional Air Quality Strategy, and evaluate compliance with regional clean air planning objectives. The City shall require the use of available technology and land use and transportation planning techniques, as appropriate, including:

- Dust and vehicle emission control during construction;
- Incorporation of transit stops;

- Pedestrian and bicycle access and facilities, and linkage to other activity and transit centers;
- Traffic flow improvements; and/or
- Energy efficient equipment, site design and construction. (General Plan Implementation Manual, Conservation and Recreation Program #27).

Mitigation Measure 4.9-7: The City shall follow due diligence to identify asbestos and require conformance with all applicable regulations for removal and containment of asbestos. (General Plan Implementation Manual, Conservation and Recreation Program #28).

Mitigation Measure 4.9-8: The City shall ensure that all commercial and industrial operations in the City obtain all appropriate permits from the San Diego Air Pollution Control District. The City shall require documentation of necessary permits prior to issuing business permits. (General Plan Implementation Manual, Conservation and Recreation Program #29).

Mitigation Measure 4.9-9: The City shall consider the effects of emissions from nearby transportation corridors when considering development proposals for residential and mixed-use development. In cases where future residents will be impacted by elevated emission levels, the City shall require design and engineering measures to avoid the potential impacts. (General Plan Implementation Manual, Conservation and Recreation Program #30).

Mitigation Measure 4.9-10: The City shall participate in regional air quality planning and implement regional plans such as the Regional Air Quality Strategy and the Regional Growth Management Strategy in Lemon Grove. To ensure that new regional programs can be feasibly implemented and enforced by the local cities, the City shall participate in regional air quality planning processes. (General Plan Implementation Manual, Conservation and Recreation Program #31).

Mitigation Measure 4.9-11: The City shall undertake an aggressive program to encourage Lemon Grove commuters to utilize alternative transportation modes. The City shall publicize transit services including the location of transit centers and park-and-ride lots in the City newsletter and through major employers in the City. The City shall provide transit information at Lemon Grove City Hall for the purpose of displaying and distribution of transit maps and schedules, bike route maps and carpooling promotional materials. (General Plan Implementation Manual, Mobility Program #22).

Mitigation Measure 4.9-12: The City shall continue to support and participate in regional transportation planning programs through SANDAG committee representation and planning coordination with adjacent jurisdictions. (General Plan Implementation Manual, Mobility Program #31).

B. STAs and Other Development Areas

Mitigation Measures 4.9-1 through 4.9-12 include all of the STAs and other development areas. In addition to several mitigation measures included in Section 4.2, these mitigation measures will reduce potential air quality impacts within the STAs and other development areas. No other mitigation measures are required for these specific areas of the City.

Level of Significance After Mitigation

Implementation of the mitigation measures identified above will reduce the air quality impacts associated with the buildout of Lemon Grove but not to below a level of significance. The cumulative air quality impacts will remain significant and unmitigated.