

## § 14-16-3-14 AIR QUALITY IMPACT REGULATIONS.

Attainment and maintenance of National Ambient Air Quality Standards can be significantly influenced by area and site-specific land use decisions. To prevent deterioration of air quality, it is necessary to estimate the magnitude of impact that certain land uses may have and use this information in the decision process. Projects meeting threshold criteria will be reviewed for impact based on information provided in the required application. Those projects identified as having a potential for significant impact on air quality will be required to submit an impact assessment that includes specific information on the proposed site, traffic generation, and quantification of project generated emissions.

(A) Preliminary air quality impact analysis, the content, procedure, and methodology of which shall be specified by rule promulgated as provided in §§ 9-5-1-1 et seq., shall be submitted to the Environmental Health Director by applicants for the following actions:

(1) Any site development plan with the potential to generate more than 4,700 vehicle trip ends per day. Trip generation shall be calculated using the Institute of Transportation Engineers, *Trip Generation Handbook*, current edition, or local data if available;

(2) Any site development plan exceeding the threshold levels in division (D)(1) of this section;

(3) Any zone map amendment where the requested zoning will exceed the threshold levels of division (D)(2) of this section;

(4) Site development plans and/or zone map amendments located partially or wholly within a 1.25 kilometer radius (4,100 feet) of a neighborhood scale air monitor that has recorded a violation of the national ambient air quality standard for carbon monoxide within the last two years;

(5) Any sector development plan or sector development plan amendment.

(B) Based on the findings of the preliminary air quality analysis a determination will be made by the Environmental Health Director as to the need for a more detailed air quality impact study. Need for a detailed air quality impact assessment will be based on the potential for the proposed use to cause an exceedence of federal ambient air quality standards for carbon monoxide, contribute to an existing exceedence, or result in a significant increase in concentration of carbon monoxide in the project vicinity. An air quality impact study shall not be required if a traffic impact analysis is not being required by the city. When a detailed study is required, it is the applicant's responsibility to provide a complete air quality assessment.

(C) Required information, procedure and methodology for conducting air quality impact analyses shall be as promulgated by rule as provided in § 9-5-1-12(C).

(D) *Threshold Criteria.*

(1) Threshold Levels for Site Development Plan Approval.

***ITE Trip Generation Handbook***

***Land Use Category***

***Project Size***

**Industrial**

General light	1,200,000 sq. ft.
General heavy	2,400,000 sq. ft.
Industrial park	800,000 sq. ft.
Manufacturing	1,200,000 sq. ft.
Warehouse	1,200,000 sq. ft.

**Terminals**

Airports	1,400 acres
Commercial airports	610 acres
General aviation	2,000 acres

**Residential**

Single family detached	500 dwelling units
Apartments, general	790 dwelling units
Low-rise apartments	720 dwelling units
High-rise apartments	1,300 dwelling units
Condominiums	1,100 dwelling units
Mobile home parks	980 dwelling units
Retirement community	1,400 dwelling units

Planned unit development	610 dwelling units
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**Lodging**

Hotel	540 rooms
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Motel	460 rooms
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**Institutions**

Hospital	280,000 sq. ft.
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**Office**

Business park	380,000 sq. ft.
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General	520,000 sq. ft.
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Government	68,000 sq. ft.
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Civic Center	90,000 sq. ft.
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Office park	420,000 sq. ft.
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Research center	850,000 sq. ft.
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**Retail**

Shopping center	50,000 sq. ft.
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Discount	23,000 sq. ft.
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Quality sit-down restaurant	14,000 sq. ft.
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High turnover sit-down restaurant	23,000 sq. ft.
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Fast food restaurant	15,000 sq. ft.
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New car sales	99,000 sq. ft.
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Grocery store	37,000 sq. ft.
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Wholesale market	570,000 sq. ft.
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(F) Mitigative measures imposed on developments should be responsive to the situation; benefits shall be subjected to quantitative analysis. Measures to reduce trip generation, reduce trip length, and resolve traffic flow problems resulting from the proposed action should be given primary emphasis. If transportation demand strategies are not sufficient or feasible to adequately reduce emissions, other alternatives shall be considered, including but not limited to the project's size and character.

('74 Code, § 7-14-40N)