

## In Transit Volume 11, No. 12



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### ***Reviews***

*Totally among the best publication I actually have actually go through. It can be filled with wisdom and knowledge Once you begin to read the book, it is extremely difficult to leave it before concluding.*  
*(Glen Ernser)*

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 50 pages. Original publisher: Washington, DC : U. S. Environmental Protection Agency, Development, Community, and Environment Division, 2001. OCLC Number: (OCoLC)49629944 Subject: Air quality - Measurement. Excerpt: . . . C M OMPARING ETHODOLOGIES 2 D F M ESCRIPTION OF THE OUR ETHODOLOGIES Each methodology has the same goal: Quantify the air quality ( emissions ) impacts of redeveloping brownfields and developing other infill properties. However, each methodology differs in assumptions, complexity, and relative ease of application. 2. 1 Starting assumptions for all methodologies All methodologies test the proposition that developing an infill location will result in less growth of auto emissions relative to not developing the infill location and instead locating the growth elsewhere in the region. Specifically, the proposition argues the following: 1. The metropolitan region will continue to grow. 2. Growth is projected to locate mainly at the metropolitan regions edge. 3. This growth pattern is largely responsible for producing the regions current transportation patterns. 4. The infill site is an opportunity to shift some of this growth toward the center of the metropolitan area, increasing regional convenience and accessibility, and reducing future growth in travel mileage via private vehicles. 5. Shifting growth to an infill location does in fact represent a shift in growth, not additional growth within the region. Transportation literature suggests travel emissions that would result from infill would be lower than emissions resulting from the same project built on a regions fringe. This is especially true in the following circumstances: 1. The proposed development would include higher densities, a mix of uses, and location near transit, and it would therefore generate fewer total vehicle trips than comparable amounts of development placed in locations that lack these features. 2. The proposed development..



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