

APPENDIX A



**INITIAL STUDY
for the
Proposed Demolition of the Riverside Free Methodist Church at
8341 Diana Avenue in the
City of Riverside**

Prepared for:

**City of Riverside Community Development Department
Planning Division**

Prepared by:

**LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507**

DECEMBER 2014

INTRODUCTION

California Environmental Quality Act Compliance

This document serves as the Initial Study for the proposed project and Environmental Impact Report (EIR) in the City of Riverside (City), California. The City, through its Community Development Department, Planning Division (Department), is the lead agency responsible for the review and approval of the proposed project.

This Initial Study has been prepared by LSA on behalf of the Department and is in conformance with Sections 15063 and 15064 of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et. seq). The purpose of the Initial Study Checklist/Environmental Evaluation is to identify any potentially significant impacts associated with the proposed project and to document the forthcoming intended analysis in an EIR.

ENVIRONMENTAL CHECKLIST

1. **Case Number:** **P13-0685 (Certificate of Appropriateness) and P13-0852 (Environmental Impact Report)**

2. **Project Title:** Riverside Free Methodist Church Demolition Project

3. **Lead Agency:** City of Riverside
 Community Development Department
 Planning Division
 3900 Main Street, 3rd Floor
 Riverside, CA 92522

4. **Contact Person:** Teri Delcamp
 Phone Number: 951-826-2117

5. **Project Location:** 8431 Diana Avenue, Riverside, CA 92504

6. **Project Applicant/Project Sponsor's Name and Address:**
 Steve Smith, Director, Facilities & Planning Services
 California Baptist University (CBU)
 8432 Magnolia Avenue, Riverside, CA 92504

7. **General Plan Designation:** California Baptist University Specific Plan

8. **Zoning:** California Baptist University Specific Plan - Mixed Use/Urban

9. **Description of Project:**

The proposed project is the demolition by California Baptist University (CBU) of the existing Riverside Free Methodist Church complex located at 8431 Diana Avenue in the City of Riverside in western Riverside County. Figure 1 depicts the project vicinity and regional location. The proposed project site consists of 3.14 acres and is developed as a church facility with a 3,942 square foot sanctuary and 2,340 square foot fellowship hall constructed in 1963-64 and a 3,360 square foot education building constructed in 1979. The current structures on-site can be viewed in Figure 2. The site contains improvements consisting of a paved parking lot, concrete walkways, ornamental landscaping a tot lot, and undeveloped area. The project site is further identified by Assessor Parcel Number 231-070-007 and USGS Map, Riverside Quad, T3S, R5W, portions of Sections 5 and 8 of SBBM.

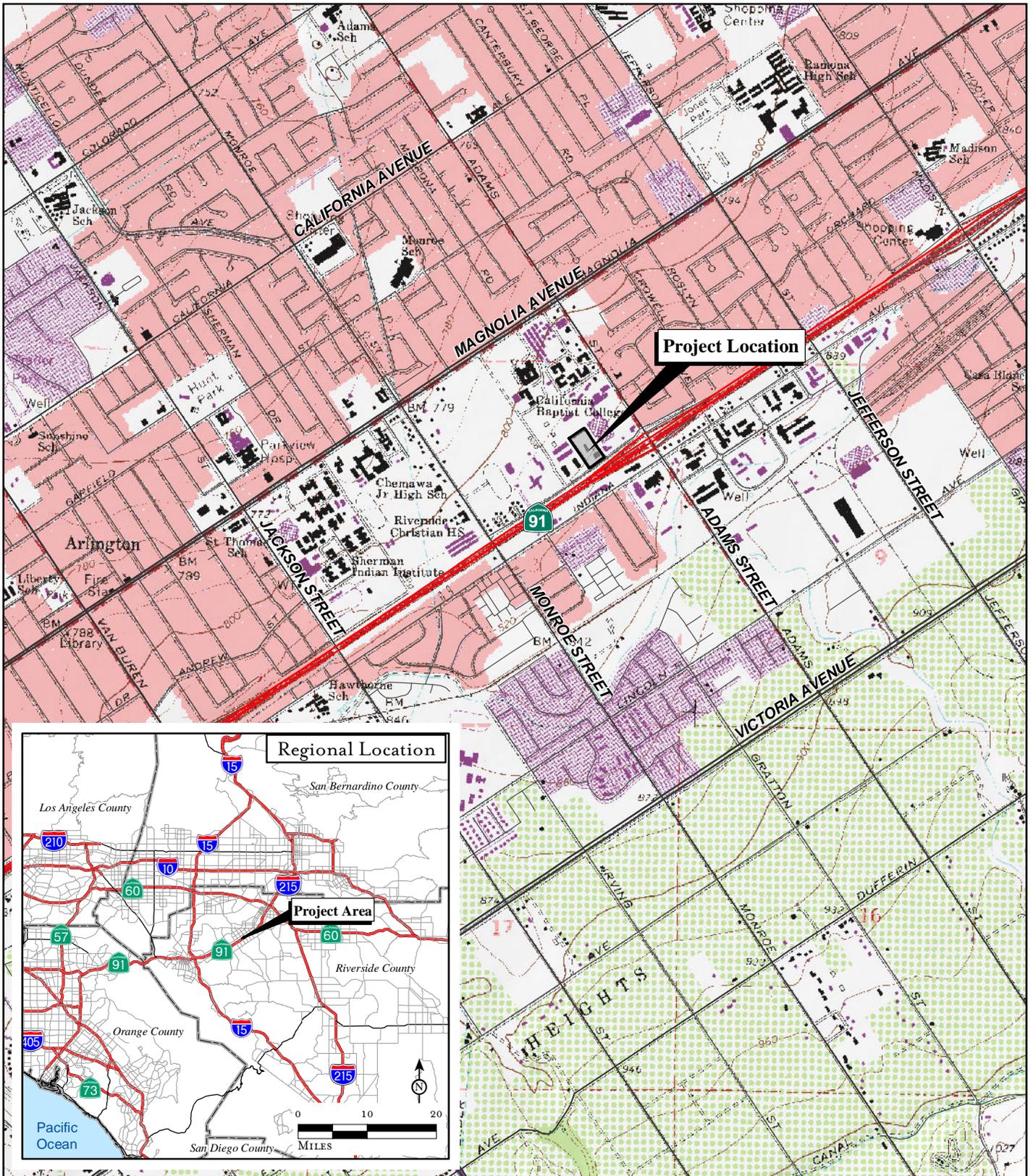


FIGURE 1

LSA

Riverside Free Methodist Church Demolition Project

Regional and Project Location

SOURCE: USGS 7.5' Quad: Riverside West (1980), CA; Riverside County, 2014

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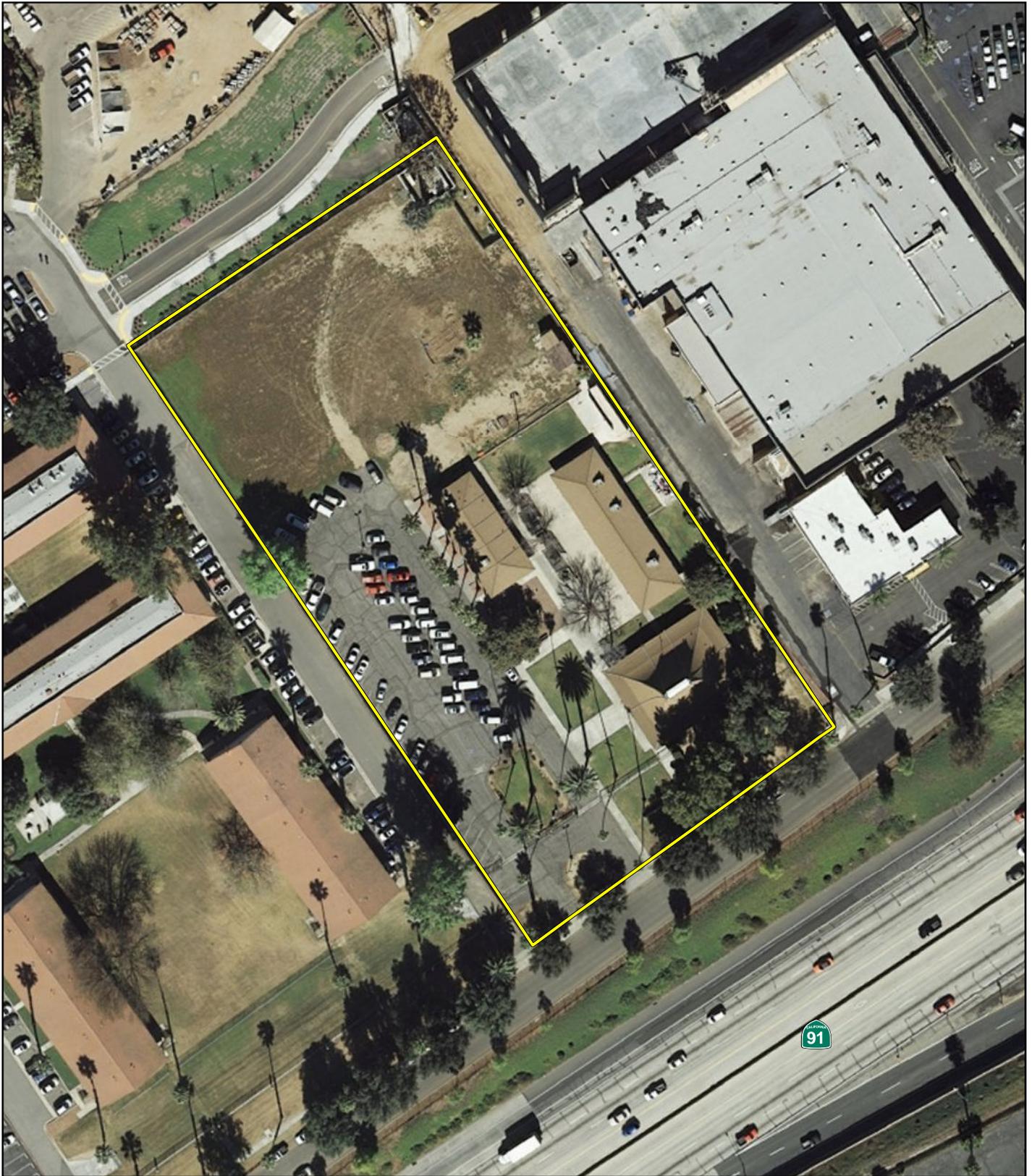
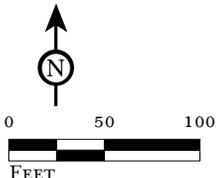


FIGURE 2

LSA



 Project Location

*Riverside Free Methodist
Church Demolition Project*

Project Site

SOURCE: ESRI World Imagery, 2012; Riverside County, 2014
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The proposed project site lies within the California Baptist University Specific Plan (CBUSP) and is designated as Mixed Use/Urban under the CBUSP as shown in Figure 3. The Purpose and Intent of the Specific Plan is as follows:

- Guide and accommodate the anticipated future growth of the CBU Campus;
- Enhance and support the CBU Community, including academics, student organizations, and athletics;
- Establish and maintain an appropriate and viable mix of land uses;
- Encourage sustainable development;
- Enhance and increase mobility on and off campus;
- Provide pedestrian amenities and consistent design quality;
- Focus on safety and security through environmental design;
- Preserve and maintain significant cultural resources;
- Strengthen campus identity through intelligent design and high quality development and aesthetics;
- Foster economic development; and
- Streamline the project entitlement process.

In 2013, the City of Riverside adopted a Mitigated Negative Declaration, (MND), in conjunction with the CBUSP. The MND evaluated potential impacts with the CBUSP project area that included aesthetics, biological resources, greenhouse gas emissions, air quality, land use planning, population and housing, transportation, cultural resources, hazards and hazardous materials, utility services, public services, geology and soils, hydrology, noise, and recreation. The technical, economic, and environmental characteristics evaluated in the MND remain relevant to the proposed project with the exception of an impact upon a cultural resource.

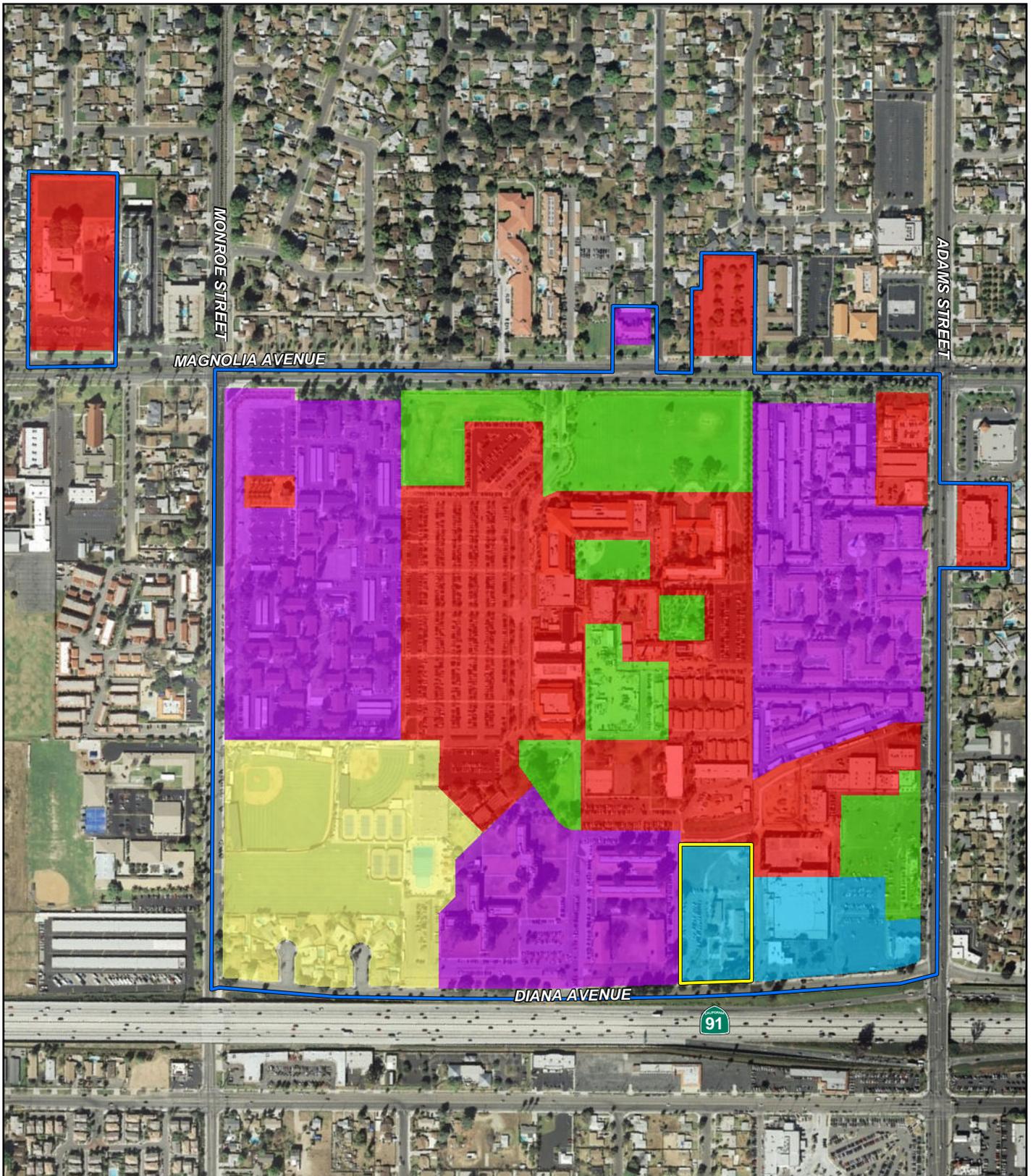
The church facility was evaluated for historical significance in a Cultural Resources survey completed with the CBUSP. The church facility site was found to be eligible for designation as a City Landmark under criteria of Title 20 of the Riverside Municipal Code. Although the church facility is included in the CBUSP, the demolition of the church facility was not analyzed in the MND since CBU did not own the property at the time the MND was adopted. CBU subsequently acquired the property. The proposed project does not identify a replacement use at this time. Any future use shall be consistent with the uses allowed in the CBUSP.

The proposed project will consist of site clearing, building removal, and rough grading and will take approximately two to three months. The proposed project is anticipated to occur in the latter half of 2015. The church facility has been served by an on-site septic system. This system will be removed under the proposed project, and any future development will be connected to the City’s sewer system.

A Certificate of Appropriateness in accordance with Title 20 of the Riverside Municipal Code is required in order to implement the proposed project, and is the entitlement that is subject to the California Environmental Quality Act.

10. Surrounding land uses and setting: Briefly describe the project’s surroundings:

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Riverside Free Methodist Church	CBU Specific Plan	Mixed Use/Urban
North	CBU Facilities Planning	CBU Specific Plan	Mixed Use/Academic
East	Commercial retail buildings	CBU Specific Plan	Mixed Use/Urban
South	State Route 91	N/A	N/A
West	CBU on-campus apartments	CBU Specific Plan	Mixed Use/Residential and Mixed Use/Academic



LSA



- Project Location
- CBU Specific Plan Boundary
- Specific Plan Zoning**
- Mixed Use/Academic (CBUSP-MU/A)
- Mixed Use/Residential (CBUSP-MU/R)
- Mixed Use/Urban (CBUSP-MU/U)
- Athletics (CBUSP-A)
- Open Space (CBUSP-OS)

FIGURE 3

*Riverside Free Methodist
Church Demolition Project*

California Baptist University
Specific Plan Zoning

SOURCE: ESRI World Imagery, 2012; Riverside County, 2014

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11. Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreement.):

- a. Regional Water Quality Control Board

12. Other Environmental Reviews Incorporated by Reference in this Review:

- a. General Plan 2025
- b. GP 2025 FPEIR
- c. California Baptist University Specific Plan Mitigated Negative Declaration

13. Acronyms

AICUZ -	Air Installation Compatible Use Zone Study
AQMP -	Air Quality Management Plan
AUSD -	Alvord Unified School District
CEQA -	California Environmental Quality Act
CMP -	Congestion Management Plan
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FPEIR -	GP 2025 Final Programmatic Environmental Impact Report
GIS -	Geographic Information System
GhG -	Green House Gas
GP 2025 -	General Plan 2025
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
MARB/MIP -	March Air Reserve Base/March Inland Port
MJPA-JLUS -	March Joint Powers Authority - Joint Land Use Study
MSHCP -	Multiple-Species Habitat Conservation Plan
MVUSD -	Moreno Valley Unified School District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works, Riverside
RCALUC -	Riverside County Airport Land Use Commission
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RMC -	Riverside Municipal Code
RPD -	Riverside Police Department
RPU -	Riverside Public Utilities
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
RUSD -	Riverside Unified School District
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCH -	State Clearinghouse
SKR-HCP -	Stephens' Kangaroo Rat - Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
USGS -	United States Geologic Survey
WMWD -	Western Municipal Water District
WQMP -	Water Quality Management Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Service | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the City of Riverside, it is recommended that:

The City of Riverside finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

The City of Riverside finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

The City of Riverside finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

The City of Riverside finds that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

The City of Riverside finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____

Date _____

Printed Name & Title _____

For City of Riverside



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Environmental Initial Study

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. **Earlier Analysis Used.** Identify and state where they are available for review.
 - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1a. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, and Table 5.1-B – Scenic Parkways)</i></p> <p>No Impact. The most prominent scenic vistas that can be seen from the Western Riverside are the San Gabriel Mountains and Mount Rubidoux. Due to the topography, landscaping and surrounding buildings, these scenic vistas cannot be seen from the project site. In addition, the proposed project consists of demolition of existing buildings within an urbanized area completely surrounded by existing development on a college campus. There are no nearby scenic vistas. Therefore, the project will have no impact directly, indirectly or cumulatively to scenic vistas. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1b. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City’s Urban Forest Tree Policy Manual, and Title 20 – Cultural Resources)</i></p> <p>Less Than Significant Impact. There are no scenic highways within the City that could be potentially impacted. In addition, the proposed project is not located along or within view of a scenic boulevard, parkway or special boulevard as designated by the City’s General Plan 2025. The nearest special boulevard to the proposed project is Magnolia Avenue which is located approximately 0.5 mile northwest of the project site. Existing buildings immediately northwest of the project site block views of the site from Magnolia Avenue. In addition, the project site contains an existing building that is proposed to be demolished and all future uses of the site have been analyzed in the CBUSP MND. Therefore the proposed demolition will not have an effect on any scenic resources within a scenic roadway. As well, there are no rock outcroppings within view of this proposed project so no impacts to these resources will occur. The cultural relevance of the existing building is discussed in response 5 a. of this initial study. Demolition of existing buildings on the project site will not significantly impact scenic resources. Therefore, any potential adverse direct, indirect or cumulative impacts from this project will be less than significant impacts. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1c. Response: <i>(Source: General Plan 2025, General Plan 2025 FPEIR, Zoning Code, Citywide Design and Sign Guidelines, and CBU Specific Plan)</i></p> <p>Less than Significant Impact. To substantially degrade the existing visual character or quality of a site requires that a project develop an area in such a way that the long term quality of the site would be degraded. The proposed project consists of the demolition of existing buildings to prepare the site for future uses that have previously been analyzed in the CBUSP MND. Therefore, because the project does not include any long term changes to the site that have not been analyzed in the CBUSP MND, the project will not directly, indirectly or cumulatively degrade the existing visual character of the area and a less than significant impact would occur. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>1d. Response: <i>(Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines, and CBU Specific</i>				
<p>No Impact. The project would not result in a new source of substantial light or glare which would adversely affect day or nighttime views as the project consists of the demolition of existing buildings which would occur only during daylight hours. No new lighting is proposed or required for the project and no exterior building materials are proposed that would contribute to daytime glare impacts. As such the project will have no impact directly, indirectly or cumulatively which would adversely affect day or nighttime views due to glare and lighting. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
2. AGRICULTURE AND FOREST RESOURCES:				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2a. Response: (Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability & General Plan 2025 FPEIR – Appendix I – Designated Farmland Table)</p>				
<p>No Impact. The Project is located within an urbanized area. A review of Figure OS-2 – Agricultural Suitability of the General Plan 2025 reveals that the project site is not designated as, and is not adjacent to or in proximity to any land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project will have no impact directly, indirectly or cumulatively to Farmland.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2b. Response: (Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)</p>				
<p>No Impact. A review of Figure 5.2-2 – Williamson Act Preserves of the General Plan 2025 FPEIR reveals that the project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. Moreover, the project site is not zoned for agricultural use and is not next to land zoned for agricultural use; therefore, the project will have no impact directly, indirectly or cumulatively to agricultural zoning or Williamson Act contract lands.</p>				
<p>c. Conflict with existing zoning for, or cause rezoning of,</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
<p>2c. Response:</p> <p>No Impact. The project site and the entire City of Riverside has no forest land nor does it have any timberland. Therefore, no impacts to forest land or timberland will occur from this project directly, indirectly or cumulatively.</p>				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2d. Response:</p> <p>No Impact. The project site and the entire City of Riverside has no forest land nor does it have any timberland, therefore no impacts to forest land or timberland will occur from this project directly, indirectly or cumulatively.</p>				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2e. Response: (Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR – Appendix I – Designated Farmland Table, Title 19 – Article V – Chapter 19.100 – Residential Zones – RC Zone and RA-5 Zone)</p> <p>No Impact. The project is located in an urbanized area of the City. The property is developed and currently contains a church facility and two associated buildings. The exterior area of the property is primarily covered with paved walkways and ornamental landscaping. Additionally, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. The project will not result in the conversion of designated farmland to non-agricultural uses. There are no agricultural resources or operations, including farmlands within proximity of the subject site. The City of Riverside has no forest land or timberland. Therefore, no impacts will occur from this project directly, indirectly or cumulatively to conversion of Farmland to non-agricultural use or to the loss of forest land and timberland.</p>				
<p>3. AIR QUALITY.</p>				
<p>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3a. Response: (Source: South Coast Air Quality Management District’s 2007 Air Quality Management Plan (AQMP))</p> <p>Potentially Significant Impact. The City of Riverside is located in the South Coast Air Basin which, according to the 1997 Air Quality Management Plan has the worst air quality in the nation. The proposed project could have a potentially significant impact by conflicting with applicable air quality plans. A technical air quality study is being prepared to address the project’s effects on air quality during the demolition of the on-site buildings. Therefore, an EIR will be required to address any Air Quality impacts such as conflicts with any applicable air quality plans and to identify any required mitigation measures.</p>				
b. Violate any air quality standard or contribute substantially	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
to an existing or projected air quality violation?				
<p>3b. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 AQMP)</p> <p>Potentially Significant Impact. The project could contribute substantially to an existing or project air quality violation. The EIR will be required to address any Air Quality impacts such as violations of any air quality standards or contributions to existing or project air quality violations and to identify any required mitigation measures.</p>				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3c. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan)</p> <p>Potentially Significant Impact. The project consists of the demolition of three existing buildings but not the replacement of those buildings at this time. The demolition could cause short-term cumulative net increases in pollutants. The EIR will be required to address any Air Quality impacts such as cumulatively considerable net increases of any criteria pollutant and to identify required mitigation measures.</p>				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3d. Response: (Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2007 Air Quality Management Plan)</p> <p>Potentially Significant Impact. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The nearest sensitive receptors are medium density residential homes approximately 0.2 mile west of the project site. The project site is also in the vicinity of three schools. The nearest school to the project site is Riverside Christian High School approximately 0.4 mile west of the project site. Other nearby schools include: Chemawa Middle School approximately 0.5 mile northwest of the project site and Sherman Indian High School approximately 0.6 mile west of the project site. In addition, CBU public/institutional facilities land uses are located immediately adjacent to the west and north of the project site. Therefore, the project has the potential to significantly impact sensitive receptors. An EIR will be required to address any Air Quality impacts and identify and required mitigation measures.</p>				
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3e. Response:</p> <p>Less Than Significant. During demolition, diesel-powered vehicles and equipment in use on the site would create odors. However, these odors are temporary and not likely to be noticeable beyond the project boundaries. Therefore, odors from the proposed project would have a less than significant impact. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4a. Response: Potentially Significant Impact. A Biological Resource Assessment is being prepared for the proposed site. Potential impacts to biological resources will be fully analyzed in the required EIR and mitigation measures will be identified, where required.				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4b. Response: Potentially Significant Impact. A Biological Resource Assessment is being prepared for the proposed site. Potential impacts to biological resources will be fully analyzed in the required EIR and mitigation measures will be identified, where required.				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4c. Response: Potentially Significant Impact. The project site does not include any wetlands. However, a Biological Resource Assessment is being prepared for the proposed site. Potential impacts to biological resources will be fully analyzed in the required EIR and mitigation measures will be identified, where required.				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4d. Response: Potentially Significant Impact. A Biological Resource Assessment is being prepared for the proposed site. Potential impacts to biological resources will be fully analyzed in the required EIR and mitigation measures will be identified, where required.				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4e. Response:				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Potentially Significant Impact. A Biological Resource Assessment is being prepared for the proposed site. Potential impacts to biological resources will be fully analyzed in the required EIR and mitigation measures will be identified, where required.				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4f. Response: Potentially Significant Impact. A Biological Resource Assessment is being prepared for the proposed site. Potential impacts to biological resources will be fully analyzed in the required EIR and mitigation measures will be identified, where required.				
5. CULTURAL RESOURCES.				
Would the project: a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?				
5a. Response: <i>(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potentially Significant Impact. Based on the previously adopted Mitigated Negative Declaration for the California Baptist University Specific Plan, the existing church facility was determined to be an eligible historical resource. In accordance with CEQA, demolition of an eligible historical resource is presumed to be a potentially significant impact.. A Cultural Resources Study is being completed for the project site to evaluate potentially significant impacts associated with the project.. The historical significance of the existing buildings and potential impacts will be fully analyzed in the EIR and mitigation measures will be identified, where required.				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5b. Response: <i>(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study)</i> Potentially Significant Impact. According to the Riverside General Plan EIR Figure 5.5-1, the project site is in an area of unknown archaeological sensitivity. Therefore, demolition may have significant impacts to archeological resources. This topic will be analyzed in the required EIR and mitigation measures, where required, will be identified.				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5c. Response: <i>(Source: General Plan 2025 Policy HP-1.3)</i> Less than Significant Impact. The project site has been previously developed and is unlikely to contain any paleontological resources. In addition, the project consists of demolition of existing church buildings. Demolition does not involve a large amount of earthmoving. Therefore, impacts to unique paleontological resources are less than significant and no mitigation is required. Further discussion of this topic is not required in the EIR.				
d. Disturb any human remains, including those interred	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
outside of formal cemeteries?				
5d. Response: (Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)				
<p>Less than Significant. Due to the project site being previously developed the likelihood of encountering human remains is minimal. In addition, the California Health and Safety Code states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition.¹ Disposition of the human remains should occur in the manner provided in §5097.98 of the Public Resources Code. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. As adherence to State regulations is required for all development, no mitigation is required in the unlikely event that human remains were discovered on the site. Therefore, impacts associated with the discovery of human remains would be less than significant. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
6. GEOLOGY AND SOILS.				
<p>Would the project:</p> <p>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6i. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR Appendix E – Geotechnical Report)				
<p>Less than Significant Impact. Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The project site does not contain any known fault lines and the potential for fault rupture is low. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>ii. Strong seismic ground shaking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6ii. Response: (Source: General Plan 2025 FPEIR Appendix E – Geotechnical Report)				
<p>No Impact. The San Jacinto Fault Zone is located northeast of the City, and the Elsinore Fault Zone, located south of the City, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Because the proposed project only includes demolition of existing buildings direct, indirect, and cumulative impacts associated with strong seismic ground shaking will have a less than significant impact. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>iii. Seismic-related ground failure, including liquefaction?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6iii. Response: (Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Appendix E – Geotechnical Report)				
<p>Less Than Significant Impact. The project site is located in an area with low to moderate liquefaction potential, per the</p>				

¹ Division 7, *Dead Bodies*; Chapter 2, *General Provisions*, § 7050.5, California Health and Safety Code.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>GP 2025 Liquefaction Zones Map – Figure PS-2. The project site is also not located in an area of high shrink-swell potential, per the GP 2025 Soils with High Shrink Swell Potential Map – Figure PS-3. The project only includes the demolition of the existing buildings. All environmental impacts of future land uses have been previously discussed in the CBUSP MND. Compliance with the demolition permit requirements will ensure that direct, indirect, and cumulative impacts related to seismic-related ground failure, including liquefaction would be less than significant. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>iv. Landslides?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6iv. Response: <i>(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, Title 18 – Subdivision Code, and Title 17 – Grading Code)</i></p> <p>Less than Significant Impact. The project site and its surroundings have generally flat topography and are not located in an area prone to landslides, per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. Therefore, there will be a less than significant impact related to landslides directly, indirectly and cumulatively. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>b. Result in substantial soil erosion or the loss of topsoil?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6b. Response: <i>(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, and Title 17 – Grading Code)</i></p> <p>Less Than Significant Impact. Erosion and loss of topsoil could occur as a result of the project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project site includes approximately 3.14 acres and therefore, must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, the project must comply with the Grading Code (Title 17) which requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements, and Title 17 will ensure that soil erosion or loss of topsoil will be less than significant impact directly, indirectly and cumulatively. No additional mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6c. Response: <i>(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix E – Geotechnical Report)</i></p> <p>Less Than Significant Impact. The project site is relatively level and includes the existing Riverside Free Methodist Church buildings. The project is only the demolition of the three existing church buildings. The project site is not subject to high risk of landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts related to geologic conditions are reduced to less than significant impact levels directly, indirectly and cumulatively. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6d. Response: <i>(Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
No Impact. The project is located on a site that does not have expansive soils and therefore there will be no impact directly, indirectly or cumulatively. No mitigation is required and further discussion of this topic is not required in the EIR.				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6e. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, and Table 5.6-B – Soil Types)</p> <p>No Impact. There is an existing septic tank system on the project site that was being used by the church. During demolition of the church buildings, the existing septic tanks will be removed and disposed of in accordance to local and State laws and regulations. All future uses on the project site will be connected to the City’s sewer system. Therefore, the project will have no impact on the use of septic or alternate waste disposal systems. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
7. GREENHOUSE GAS EMISSIONS.				
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>7a. Response:</p> <p>Potentially Significant Impact. The proposed project could have a short-term increase in greenhouse gas emissions based on the proposed demolition. A Greenhouse Gas Assessment is being prepared for the project. Greenhouse gas emissions will be further discussed in the EIR and mitigation measures will be identified, where required to reduce impacts.</p>				
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>7b. Response:</p> <p>Potentially Significant Impact. The proposed project could have a short-term increase in greenhouse gas emissions causing a conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of greenhouse gases. A Greenhouse Gas Assessment is being prepared for the project. Conflicts with applicable greenhouse gas emission plans, policies, and regulations, will be discussed in the EIR and required mitigation measures will be identified.</p>				
8. HAZARDS & HAZARDOUS MATERIALS.				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>8a. Response:</p> <p>Potentially Significant Impact. A Phase I Environmental Site Assessment (ESA) has been completed for the project site. This assessment will be used to fully analyze any hazards or hazardous waste impacts in the EIR. The EIR will also identify mitigation measures to reduce significant impacts where identified.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>8b. Response:</p> <p>Potentially Significant Impact. A Phase I Environmental Site Assessment (ESA) has been completed for the project site. This assessment will be used to fully analyze any hazards or hazardous waste impacts in the EIR. The EIR will also identify mitigation measures to reduce significant impacts where identified.</p>				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>8c. Response: (<i>Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code</i>)</p> <p>Potentially Significant Impact. The nearest school to the project site is Riverside Christian High School approximately 0.4 mile west of the project site. Other nearby schools include: Chemawa Middle School approximately 0.5 mile northwest of the project site and Sherman Indian High School approximately 0.6 mile west of the project site. The project site is also bordered by and within the boundary of CBU public/institutional facility land uses to the north and west. A Phase I Environmental Site Assessment has been prepared for the project site and will be used to fully analyze any hazards or hazardous waste impacts to existing or proposed schools in the EIR and identify any required mitigation measures.</p>				
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>8d. Response: (<i>Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites</i>)</p> <p>Potentially Significant Impact. The project site contains three existing church buildings that may contain asbestos. Asbestos is a hazardous material that must be disposed of in a certain manner to keep it from getting into the environment. A Phase I Environmental Site Assessment has been prepared for this project site and will be used to fully analyze any hazards or hazardous waste impacts related to the site being included on a list of hazardous materials sites in the EIR and identify any required mitigation measures.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8e. Response: (<i>Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999).</i>)</p> <p>Less than Significant Impact. The project site is located in Zone E of the Riverside Municipal Airport Land Use Plan. Zone E of the Riverside Municipal Airport Land Use Plan has the least amount of restrictions on proposed land uses. General restrictions in Zone E include airspace review for objects greater than 100 feet tall, discouragement of major</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
spectator oriented sports stadiums, amphitheaters, and concert halls, and hazards to flight such as tall objects, electronic forms of interference, and land uses that will may attract birds. The proposed project is the demolition of existing buildings. Therefore, the project does not include any features that are considered a hazard to flight or are not allowed in Zone E. Impacts are less than significant and no mitigation is required. Further discussion of this topic is not required in the EIR.				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP) No Impact. The project site is not located in a private airstrip. Therefore, the project would have no impact related to the safety of people near private airstrips. No mitigation is required.				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8g. Response: Less than Significant Impact. Demolition activities may temporarily restrict vehicular traffic. As part of the demolition permit the City will require that the developer submit a Traffic Management Plan (TMP) that will provide appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to these measures would reduce potential impacts related to this issue to a less than significant level, and no mitigation is required. No further discussion of this topic is required in the EIR.				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
8h. Response: (Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside’s EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan) No Impact. The project site is not in or near a fire hazard zone. Therefore, the project would have no impact related to wildland fires and no mitigation is required. Further discussion of this topic is not required in the EIR.				
9. HYDROLOGY AND WATER QUALITY.				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9a. Response: (Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water) Less Than Significant Impact. The project is located on a 3.14-acre property within the Santa Ana River Watershed. The project site is currently developed with mostly impervious structures and some landscaped areas. The project consists of the demolition of the three existing buildings and will involve site clearing, demolition, and rough grading. The site clearing and grading phases will disturb vegetation and surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the site’s bare soil would be subject to additional wind and water erosion. Since the project involves over an acre of ground disturbance, the project is subject to NPDES requirements and must implement a Storm Water Pollution Prevention Plan (SWPPP). Implementation of site-specific BMPs as established by the SWPPP will				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>ensure all impacts related to erosion and sedimentation from ground disturbance are less than significant. Furthermore, no new runoff will be generated from the project because it does not involve an increase in impervious surfaces. Urban runoff is currently and will continue to be conveyed by local drainage facilities developed throughout the City to regional drainage facilities, and then ultimately to the receiving waters. To address potential water contaminants, the project is required to comply with applicable Federal, State, and local water quality regulations. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will not result in a net increase of surface water runoff, the proposed project as designed is anticipated to result in a less than significant impact directly, indirectly or cumulatively to any water quality standards or waste discharge.</p>				
<p>b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9b. Response: <i>(Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU Map of Water Supply Basins, RPU Urban Water Management Plan)</i></p> <p>No Impact. The proposed project is located along the border of the Riverside South and Arlington Water Supply Basins. The proposed project only involves the demolition of three buildings on the project site and does not involve any use of groundwater supplies. The project is required comply with all NPDES requirements, which will ensure the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there will be no impact to groundwater supplies and recharge either directly, indirectly or cumulatively.</p>				
<p>c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9c. Response:</p> <p>Less Than Significant Impact. The project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) for the prevention of runoff during demolition activities. No existing streams, rivers, or other drainage features exist on the site. Further, drainage patterns on the site would not be altered substantially since the site is already flat and has been previously graded. Therefore, the project will have a less than significant impact directly, indirectly or cumulatively to existing drainage patterns.</p>				
<p>d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9d. Response:</p> <p>No Impact. The project will not directly or indirectly result in any activity that would alter the existing drainage pattern of the site, alter the course of a stream or river, or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site because the project is limited to the demolition of existing structures. The project is not located within a floodplain. Demolition activities will not increase impervious surfaces at the site, and runoff volumes as a result of the project will be unchanged. Therefore no flooding on or off-site as a result of the project will occur and there will be no</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
impact directly, indirectly or cumulatively that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9e-f. Response:</p> <p>Less Than Significant Impact. The project is over one acre in size and is required to have coverage under the State’s General Permit for Construction Activities (SWPPP). As stated in the Permit, during and after construction, best management practices (BMPs) will be implemented to reduce/eliminate adverse water quality impacts resulting from development. Since the project is limited to site preparation, demolition, and grading at the site, all impacts related to runoff will be addressed by the SWPPP. As any sources of stormwater pollution will mitigated through adherence to NPDES permit requirements, the project will not create or contribute runoff water exceeding capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. For these reasons, there will be a less than significant impact directly, indirectly or cumulatively from stormwater exceeding the capacity of existing or planned stormwater drainage systems, substantial additional sources of polluted runoff, or other sources of water quality degradation</p>				
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9g. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Map Number 06065C0720G)</p> <p>No Impact. The project does not involve the construction of housing. There will be no impact caused by this project directly, indirectly or cumulatively as it will not place housing within a 100-year flood hazard area.</p>				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9h. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Number 06065C0720G)</p> <p>No Impact. The project site is not located within or near a 100-year flood hazard area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas and the National Flood Insurance Rate Map (Map Number 06065C0720G Effective Date August 28, 2008). Furthermore, the project does not involve the construction of any structures. Therefore, the project will not place a structure within a 100-year flood hazard area that would impede or redirect flood flows and no impact will occur directly, indirectly or cumulatively.</p>				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9i. Response: (Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas, and FEMA Flood Hazard Number 06065C0720G)</p> <p>No impacts. The project site is located within a dam inundation area as depicted on General Plan 2025 Program FPEIR Figure 5.8-2 – Flood Hazard Areas. The project is located within the Woodcrest Dam inundation area that may be affected in the event of a dam failure. In the event of a dam failure, first flow waters are expected to reach the site in 42 minutes.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>However, the project is limited only to demolition activities on the site; no structures or habitable dwellings are proposed as part of the project. Therefore, the project will not result in the exposure of structures or people to a significant risk of loss, injury, or death from flooding caused by levee or dam failure and therefore no impact directly, indirectly, or cumulatively will occur.</p>				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9j. Response: (Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality)</p> <p>No Impact. Tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis will occur directly, indirectly or cumulatively. The proposed project site and its surroundings have generally flat topography and is within an urbanized area not within proximity to Lake Mathews, Lake Evans, the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain Area or any of the 9 arroyos which transverse the City and its sphere of influence. Therefore, no impact potential for seiche or mudflow exists either directly, indirectly or cumulatively.</p>				
<p>10. LAND USE AND PLANNING:</p> <p>Would the project:</p>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10a. Response: (Source: General Plan 2025 Land Use and Urban Design Element, , City of Riverside GIS/CADME map layers)</p> <p>No Impact. The project site is located within the CBUSP. The existing zoning for the site is Mixed Use/Urban. The area west of the project site is zoned Mixed Use/Residential and Mixed Use/Academic, zoning to the east is Mixed Use/Urban, and to the north Mixed Use/Academic. The 91 freeway is located south of the site. The project is the demolition of the existing buildings to prepare the site for future uses that were analyzed in the CBUSP MND. The project is currently served by fully improved public streets and other infrastructure and does not involve the subdivision of land or the creation of streets that could alter the existing surrounding pattern of development or an established community. Therefore, no impact directly, indirectly or cumulatively to an established community will occur. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10b. Response: (Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, CBU Specific Plan, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)</p> <p>No Impact. The project is the demolition of existing church buildings located within the CBUSP. The CBUSP has been analyzed for its consistency with the City’s General Plan, and the future land use consistency impacts have been previously discussed in the CBUSP MND. The project site is not located within other plan areas and the project is not a project of Statewide, Regional or Areawide Significance. For these reasons, this project will have no impact on an applicable land use plan, policy or regulation directly, indirectly or cumulatively. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10c. Response: (Source: Regional Conservation Authority, http://www.wrc-</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p align="center"><i>rca.org/webimages/mshcpsize.pdf)General Plan 2025 – Figure OS-7 – MSHCP Core and Linkage</i></p>				
<p>No Impact. The project site is located in the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). However, according to the General Plan 2025 Open Space Element Figure OS-7, the project site is not located in any MSHCP habitat core or habitat linkage area. In addition, the project site is located in a fully developed urban area and includes the demolition of existing church buildings. All future development of the site has been previously analyzed in the CBUSP MND. For these reasons the project will have no impact on any applicable habitat conservation plan or natural community conservations plans. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>11. MINERAL RESOURCES. Would the project:</p>				
<p>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11a. Response: <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p>				
<p>No Impact. State-classified MRZ-2 and MRZ-4 Mineral Resource Zones are shown in Figure 5.10-1, Mineral Resources of the GP 2025 FPEIR. The proposed project is located in MRZ-4, which indicates that there is insufficient data to know whether mineral resources can be found onsite. The project site is currently developed with three buildings and surrounding landscaping. The demolition project will not create ground disturbance beyond which the property has already been exposed to. Therefore, the project will have no impact on regionally or statewide significant mineral resources directly, indirectly, or cumulatively.</p>				
<p>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11b. Response: <i>(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)</i></p>				
<p>No Impact. The GP 2025 FPEIR determined that there are no specific areas with the City of Sphere Area which have locally-important mineral resource recovery sites and that the implementation of the General Plan 2025 would not significantly preclude the ability to extract state-designated resources. The proposed project is consistent with the General Plan 2025. Therefore, the project will have no impact on locally significant mineral resources directly, indirectly, or cumulatively.</p>				
<p>12. NOISE. Would the project result in:</p>				
<p>a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>12a. Response: <i>(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code).</i></p>				
<p>Potentially Significant Impact. A Noise Study is being prepared for the proposed project and will be used to fully analyze potentially significant noise impacts that may occur during demolition of the on-site buildings in the EIR. Required mitigation measures to reduce significant noise impacts will be identified in the EIR.</p>				
<p>b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>12b. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report)</p> <p>Potentially Significant Impact. A Noise Study will be prepared for the proposed project and used to fully analyze any potentially significant noise impacts that would generate excessive groundborne vibrations in the EIR. Required mitigation measures to reduce significant vibration noise impacts will be identified in the EIR.</p>				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12c. Response: (Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code).</p> <p>Less than Significant Impact. The project site is approximately 90 feet north the 91 Freeway and 0.3 miles north of the metrolink railroad. According to the General Plan Noise Element the project site is within or near the noise contours of the freeway, the railroad, and the Riverside Municipal Airport. However, these are all existing conditions of the site. The proposed project would increase the ambient noise levels in the project vicinity for a short time during demolition of the existing church buildings. After demolition ambient noise levels would return to existing levels. Therefore, the project would have a less than significant impact related to permanent increases in ambient noise levels. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>12d. Response: (Source: FPEIR Table 5.11-J – Construction Equipment Noise Levels, Appendix G – Noise Existing Conditions Report)</p> <p>Potentially Significant Impact. A Noise Study will be prepared for the proposed project. The Environmental Impact Report (EIR) will fully analyze any potentially significant noise impacts related to the project substantially increasing the ambient noise levels in the project vicinity and will identify any required mitigation measures.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>12e. Response: (Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours).</p> <p>Less than Significant Impact. The project site is located in the Riverside Municipal Airport Land Use Plan. However, the project site is outside the Riverside Airport Noise contour. In addition, the only on-site receptors that would be impacted by potential airport noises are construction workers that are not considered sensitive receptors. For these reasons, the project would have a less than significant impact related to airport noise. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
area to excessive noise levels?				
12f. Response: (Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas.				
<p>No Impact. The project site is not within the vicinity of a private airstrip. Therefore, the project would have no impact related to private airstrips. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
13. POPULATION AND HOUSING.				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13a. Response: (Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program and SCAG’s RCP and RTP)</p>				
<p>No Impact. The project is in an urbanized area and does not propose new homes or businesses that would directly induce substantial population growth, and does not involve the addition of new roads or infrastructure that would indirectly induce substantial population growth because the project consists of the demolition of three existing church buildings. Therefore, this project will have no impact on population growth either directly or indirectly. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13b. Response: (Source: CADME Land Use 2003 Layer, Google imaging etc.)</p>				
<p>No Impact. The project will not displace existing housing, necessitating the construction of replacement housing elsewhere because the project site is proposed on a previously improved site that has no existing housing located on it that will be removed or affected by the proposed project. The project site does contain three church buildings including a worship center, classrooms, and fellowship hall. The project proposes to demolish these three buildings. However, there will be no impact on existing housing either directly, indirectly or cumulatively. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>13c. Response: (Source: CADME Land Use 2003 Layer, Google imaging etc.)</p>				
<p>No Impact. The project will not displace any people, necessitating the construction of replacement housing elsewhere because the project site is proposed on a previously improved site that has no existing housing or residents that will be removed or affected by the proposed project. The former Riverside Free Methodist Church (now known as the California Avenue Christian Fellowship) congregation has relocated to California Avenue within the City of Riverside. Therefore, the project will have no impact on people, necessitating the need for replacement housing either directly, indirectly or cumulatively. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES.				
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14a. Response: (Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)</p> <p>No Impact. The project is in an urbanized area and only consists of the demolition of existing structures at the project site. Adequate fire facilities and services are provided by Station 10 located at 2590 Jefferson Street to serve this project. This project will not result in the intensification of land use and there will be no impact directly, indirectly or cumulatively created by the construction of new or expansion of existing fire service facilities caused by the increase in the demand for fire facilities or services.</p>				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14b. Response: (Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)</p> <p>No Impact. The project is in an urbanized area and only consists of the demolition of existing structures. Adequate police facilities and services are provided by Neighborhood Policing Center (Lincoln Station) located 8181 Lincoln Avenue to serve this project. Therefore, this project will not result in the intensification of land use and there will be no impact directly, indirectly or cumulatively created by the construction of new or expansion of existing police protection facilities caused by the increase in the demand for police facilities or services.</p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14c. Response: (Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries)</p> <p>No Impact. The project is non-residential use that will not involve the addition of any housing units that would increase numbers of school age children. Therefore, there will be no impact directly, indirectly or cumulatively created by the construction of new or expansion of existing school facilities caused by the increase in the demand for school facilities or services.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14d. Response: (Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)</p> <p>No Impact. The project is a non-residential use that will not involve the addition of any housing units that would increase the population. Therefore, there will be no impact directly, indirectly or cumulatively created by the construction of new or expansion of existing park facilities caused by the increase in the demand for park facilities or services.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14e. Response: (Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H –</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Riverside Public Library Service Standards)</i>				
<p>No Impact. The project only consists of the demolition of existing structures at the proposed site. The services of other public facilities, such as libraries and communities centers, would not be affected by demolition activities. Therefore, this project will not result in the intensification of land use and there will be no impact directly, indirectly or cumulatively created by the construction of new or expansion of existing other public facilities caused by the increase in the demand for public facilities or services.</p>				
15. RECREATION.				
<p>a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15a. Response: <i>(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)</i></p> <p>No Impact. The CBUSP MND analyzed the Mixed Use/Urban land uses that may be built on the demolition site in the future. The proposed project is the demolition of existing church buildings. The proposed project does not include any uses that would increase the existing neighborhood and regional parks and therefore this project will have no impact directly, indirectly or cumulatively on existing neighborhood and regional parks. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15b. Response:</p> <p>No Impact. The project is the demolition of the existing church buildings and will not include new recreational facilities or require the construction or expansion of recreational facilities; therefore, there will be no impact directly, indirectly or cumulatively. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
16. TRANSPORTATION/TRAFFIC.				
<p>Would the project result in:</p>				
<p>a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>16a. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP)</i></p>				
<p>Potentially Significant Impact. A project specific Traffic Impact Analysis is being prepared for the proposed project to address construction traffic during demolition. Traffic impacts related to applicable plans, ordinances, or policies will be fully analyzed in the EIR and required mitigation measures will be identified.</p>				
<p>b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>16b. Response: <i>(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG’s RTP)</i></p> <p>Potentially Significant Impact. A project specific Traffic Impact Analysis is being prepared for the proposed project to address construction traffic during demolition. Traffic impacts related to applicable congestion management programs will be fully analyzed in the EIR and required mitigation measures will be identified.</p>				
<p>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16c. Response: <i>(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas)</i></p> <p>No Impact. The project site is located in the Riverside Municipal Airport land use plan. However, the project is the demolition of an existing building that is not located on airport property. Therefore, the project will have no impact on air traffic patterns. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16d. Response: <i>(Source: Project Site Plans)</i></p> <p>No Impact. The proposed project does not include any new roadways. The project includes only the demolition of existing church buildings. Therefore, the project will have no impact that will substantially increase hazards due to a design feature or incompatible use. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>e. Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16e. Response: <i>(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code)</i></p> <p>Less than Significant Impact. Demolition activities may temporarily restrict vehicular traffic. As part of the demolition permit the City will require that the developer submit a Traffic Management Plan (TMP) that will provide appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to these measures would reduce potential impacts related to this issue to a less than significant level, and no mitigation is required.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
No further discussion of this topic is required in the EIR.				
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16f. Response: <i>(Source: FPEIR, General Plan 2025 Land Use and Urban Design, Circulation and Community Mobility and Education Elements, Bicycle Master Plan, School Safety Program – Walk Safe! – Drive Safe!)</i></p> <p>No Impact. The proposed project does not include any new roads, buildings, or need for mass transit, bicycle, or pedestrian facilities. Therefore, the project would have no impact on any adopted policies, plans, or programs related to public transit, bicycle, or pedestrian facilities. No mitigation is required and further discussion of this topic is not required in the EIR.</p>				
<p>17. UTILITIES AND SYSTEM SERVICES.</p> <p>Would the project:</p>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17a. Response: <i>(Source: General Plan 2025 Figure PF-2 – Sewer Facilities Map, FPEIR Figure 5.16-5 – Sewer Service Areas, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.8-1 – Watersheds, Wastewater Integrated Master Plan and Certified EIR)</i></p> <p>No Impact. The project is within the boundaries of the Santa Ana Regional Water Quality Control Board. Wastewater in the surrounding area is transported to the Riverside Regional Water Quality Treatment Plant. Currently, the church facility at the project site is served by an on-site septic system. The proposed project will remove the septic system. The project also consists of demolition, site clearing, and rough grading of the site. Since the project does not include any connection to wastewater utilities, it will have no effect on demand of wastewater treatment. Therefore, the project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB), and there will be no impact directly, indirectly or cumulatively to wastewater treatment.</p>				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17b. Response: <i>(Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)</i></p> <p>No Impact. The project will not result in the construction of new or expanded water or wastewater treatment facilities. The project is consistent with the Typical Growth Scenario of the General Plan 2025 where future water and wastewater generation was determined to be adequate (see Tables 5.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I, 5.16-J and 5.16-K of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the construction of new water or wastewater treatment facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>17c. Response: (Source: FPEIR Figure 5.16-2 - Drainage Facilities)</p> <p>No Impact. The project is located on a previously developed/improved site within an urbanized area where no increase in impervious surfaces will occur that would require or result in the construction of new storm water drainage facilities or expansion of existing facilities. Therefore, the project will have no impact resulting in the construction of new storm water drainage facilities or the expansion of existing facilities directly, indirectly or cumulatively.</p>				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17d. Response: (Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Table 5.16-E – RPU Projected Domestic Water Supply (AC-FT/YR, Table 5.16-F – Projected Water Demand, Table 5.16-G – General Plan Projected Water Demand for RPU including Water Reliability for 2025)</p> <p>No Impact. The project will not create any demand for water. The project only consists of demolition, site clearing, and rough grading, with no connection to domestic water supply. The project is consistent with the General Plan 2025 Typical Growth Scenario where future water supplies were determined to be adequate (see Tables t.16-E, 5.16-F, 5.16-G, 5.16-H, 5.16-I and 5.16-J of the General Plan 2025 Final PEIR). Therefore, the project will have no impact resulting in the insufficient water supplies either directly, indirectly or cumulatively.</p>				
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17e. Response: (Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, and Wastewater Integrated Master Plan and Certified EIR)</p> <p>No Impact. The project only consists of demolition activities. No connection to or use of wastewater treatment facilities will occur as part of the project. Since the project will not generate wastewater, there will be no impact to wastewater treatment directly, indirectly or cumulatively.</p>				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17f. Response: (Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area, CalEEMod Appendix A)</p> <p>Less than Significant Impact. The project includes the demolition of three existing buildings on-site, covering an area of 9642 square feet. Debris from the project will be transported to the Badlands Landfill, located east of the City of Moreno Valley. Badlands Landfill has a current remaining capacity of 8.3 million tons, and maximum daily load of 4,000 tons per day, and an average daily load of 2,195 tons per day. Based on the building area, approximately 443.5 tons of debris will be generated by demolition activities². Per the California Green Building Code, a minimum of 50 percent of these debris shall be diverted. Therefore, no more than a total of approximately 221.75 tons, or an average of 44.35 per day, shall be sent to the Badlands Landfill. Based on the capacity and daily load of the landfill, it has sufficient permitted capacity to accommodate the project’s solid waste disposal needs. Therefore, impacts to landfill capacity directly, indirectly or cumulatively will be less than significant.</p>				
g. Comply with federal, state, and local statutes and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

² Based on CalEEMod estimates provided in CalEEMod Appendix A (<http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf?sfvrsn=2>)

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
regulations related to solid waste?				
17g. Response: (Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)				
<p>No Impact. The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving a 60% diversion rate, well above State requirements. In addition, the California Green Building Code requires all developments to divert 50% of non-hazardous construction and demolition debris for all projects and 100% of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed project must comply with the City's waste disposal requirements as well as the California Green Building. For these reasons, the project would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, no impacts related to solid waste statutes will occur directly, indirectly or cumulatively.</p>				
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
<p>a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18a. Response:</p> <p>Potentially Significant Impact. The proposed project's impacts to biological resources and historical resources will be analyzed in the required EIR. Therefore, impacts to biological resources and historical resources could be potentially significant. Any required mitigation measures will be included in the EIR.</p>				
<p>b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18b. Response:</p> <p>Potentially Significant Impact. The proposed project's potential cumulative impacts to Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Waste, Noise, and Traffic will be analyzed in EIR and any mitigation measures related to cumulative impacts will be identified in the EIR. All other cumulative topics have been fully analyzed in this Initial Study and have been determined to be less than significant.</p>				
<p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18c. Response:</p> <p>Potentially Significant Impact. Impacts related to air pollution and greenhouse gas emissions, noise, and hazards and hazardous waste that could potentially effect human beings directly or indirectly will be analyzed in the EIR. Therefore, these impacts are potentially significant and mitigation measures will be identified in the EIR, where required. However, it should be noted that effects on human beings related to flooding or flood zones have been addressed in this Initial Study in responses 9g, 9h, 9i. In addition, potential effects on humans from seismic related hazards have been addressed in responses 6a and 6c. These topics have been determined to be less than significant and no further discussion will be</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
included in the EIR.				

Note: Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; Sundstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal.App.3d 1337 (1990).



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Notice of Preparation

TO: See attached list

FROM LEAD AGENCY:

Teri Delcamp, Senior Planner
City of Riverside
Community Development Dept.
Planning Division
3900 Main Street, 3rd floor
Riverside, CA 92522

DATE: December 2, 2014

SUBJECT: Notice of Preparation of a Draft Environmental Report (EIR) for the Proposed Demolition of the Riverside Free Methodist Church

The City of Riverside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed demolition of the Riverside Free Methodist Church located at 8431 Diana Avenue (Project). The City needs to know the views of you or your agency or organization as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed Project. If applicable, your agency will need to use the EIR prepared by our Agency when considering your permit or other approval for the Project.

The project description, project setting/location, and the potential environmental effects are contained in the attached materials. A copy of the initial Study, regional and local vicinity maps, topographic map and other related plans are attached.

Due to time limits mandated by State law, your response must be sent at the earliest possible date **but no later than 30 days** after receipt of this notice.

Please send your response to Teri Delcamp, at the address shown above. We will need the name and contact person in your agency. If you have any questions, please contact Teri Delcamp at 951-826-2117 or via e-mail at Delcamp,tdelcamp@riversideca.gov.

PROJECT TITLE: Riverside Free Methodist Church Demolition Project – Planning Cases P13-0685 (Certificate of Appropriateness) and P13-0852 (Environmental Impact Report)

PROJECT APPLICANT: Steve Smith, California Baptist University

PROJECT DESCRIPTION: The proposed project is the demolition by California Baptist University (CBU) of the existing Riverside Free Methodist Church complex located at 8431 Diana Avenue in the City of Riverside in western Riverside County (see attached Figure 1, Regional Location and Project Vicinity). The proposed project site consists of 3.14 acres and is developed as a church facility with a 3,942 square foot sanctuary and 2,340 square foot fellowship hall constructed in 1963-64 and a 3,360 square foot education building constructed in 1979. The site contains improvements consisting of a paved parking lot, concrete walkways, ornamental landscaping, a tot lot, and an undeveloped area. The project site is further identified by Assessor Parcel Number 231-070-007 and USGS Map, Riverside Quad, T3S, R5W, portions of Sections 5 and 8 of SBBM. Please refer to attached Figure 2, showing the location of the site on an aerial view of the project vicinity.

The proposed project site lies within the California Baptist University Specific Plan, (CBUSP) and is designated as Mixed Use/Urban under the CBUSP. In 2013, the City of Riverside adopted a Mitigated Negative Declaration (MND) in conjunction with the CBUSP. The MND evaluated potential impacts within the CBUSP project area that included aesthetics, biological resources, greenhouse gas emissions, air quality, land use planning, population and housing, transportation, cultural resources, hazards and hazardous materials, utility services, public services, geology and soils, hydrology, noise, and recreation. The technical, economic, and environmental characteristics evaluated in the MND remain relevant to the proposed project with the exception of an impact upon a cultural resource.

The church facility was evaluated for historical significance in a Cultural Resources survey completed with the CBUSP. The church facility site was found to be eligible for designation as a City Landmark under criteria of Title 20 of the Riverside Municipal Code. Although the church facility is included in the CBUSP, the demolition of the church facility was not analyzed in the MND since CBU did not own the property at the time the MND was adopted. CBU subsequently acquired the property. The proposed project does not identify a replacement use at this time. Any future use shall be consistent with the uses allowed in the CBUSP.

The proposed project will consist of site clearing, building removal, and rough grading and will take approximately two to three months. The proposed project is anticipated to occur in the latter half of 2015. The church facility has been served by an on-site septic system. This system will be removed under the proposed project, and any future development will be connected to the City’s sewer system.

A Certificate of Appropriateness in accordance with Title 20 of the Riverside Municipal Code is required in order to implement the proposed project, and is the entitlement for which the EIR will be prepared. Public hearings on the Certificate of Appropriateness and the Environmental Impact Report will be scheduled in the future with the Cultural Heritage Board, Planning Commission and City Council.

PROJECT SETTING/LOCATION

The proposed project site consists of 3.14 acres and is developed as a church facility with a 3,942 square foot sanctuary and 2,340 square foot fellowship hall constructed in 1963-64 and a 3,360 square foot education building constructed in 1979. The site contains improvements consisting of a paved parking lot, concrete walkways, ornamental landscaping a tot lot, and an undeveloped area.

The project is located in a highly developed, urban area. Surrounding land uses and roadways are shown in the following table.

	Existing Land Use	General Designation	Plan	Zoning Designation
Project Site	Riverside Free Methodist Church	CBU Specific Plan		Mixed Use/Urban
North	CBU Facilities Planning	CBU Specific Plan		Mixed Use/Academic
East	Commercial retail buildings	CBU Specific Plan		Mixed Use/Urban
South	State Route 91	N/A		N/A
West	CBU on-campus apartments	CBU Specific Plan		Mixed Use/Residential

POTENTIAL ENVIRONMENTAL ISSUES OF CONCERN

For the proposed project, issues of concern include potentially significant impacts to air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, transportation/traffic and mandatory findings of significance. These issues will be addressed in the forthcoming Draft EIR. See the attached Initial Study.

SIGNATURE: Teri Delcamp
TITLE: Teri Delcamp, Historic Preservation Senior Planner
TELEPHONE: 951-826-2117
DATE: 12-2-2014

ATTACHMENTS:

1. Figure 1: Regional Location and Project Vicinity
2. Figure 2: Aerial View of Project Site and Vicinity

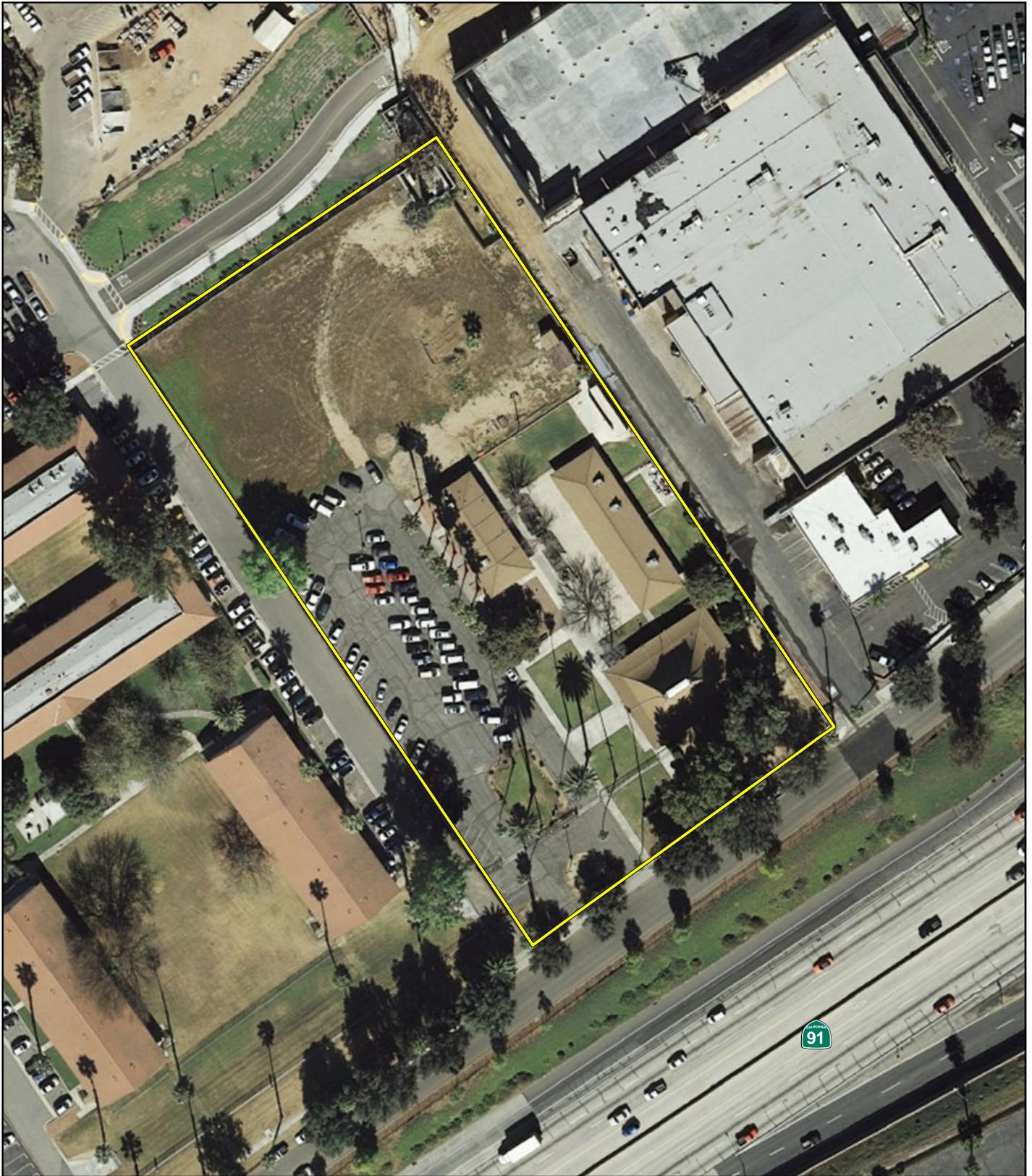
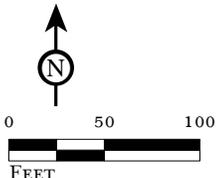


FIGURE 2

LSA



 Project Location

Riverside Free Methodist Church Demolition Project

Project Site

SOURCE: ESRI World Imagery, 2012; Riverside County, 2014
I:\CTR1401\Reports\General\fig2_ProjectSite.mxd (11/25/2014)

Paul Hamilton, Building Division
City of Riverside, CDD
3900 Main Street, 3rd Floor
Riverside, CA 92522

Margaret Albanese Attn: Fire Prevention
City of Riverside, Fire Department
3900 Main Street, 3rd Floor
Riverside, CA 92522

Rob VanZanten
City of Riverside, Public Works
3900 Main Street, 4th Floor
Riverside, CA 92522

Matt Bates, Water Engineer
City of Riverside, Public Utilities
Mission Square Building
3750 University Avenue, 4th Flr
Riverside, CA 92501

Electrical Engineering
City of Riverside, Public Utilities.
Mission Square Building
3750 University Avenue, 4th Flr
Riverside, CA 92501

Toni Redman
City of Riverside, Public Utilities
Mission Square Building
3750 University Avenue, 4th Flr
Riverside, CA 92501

Summer Delgado, Electric Eng., Sys. Planning
City of Riverside, Public Utilities
Mission Square Building
3750 University Avenue, 4th Flr
Riverside, CA 92501

Scott Walter Wheaton, Project Manager
The Gas Company
4495 Howard Avenue
Riverside, CA 92507

AT&T California
Susan Blackburn, AT&T Substructure Desk
1265 Van Buren Blvd., Rm 180
Anaheim, CA 92807

AT&T
SAG (Street Address Guide)
4331 Communications Dr., Rm 2-W-074
Dallas, TX 75211

Orin Williams
Director of Maintenance & Operations
Riverside Unified School Dist
3070 Washington Street
Riverside, CA 92504

Riverside Unified School District
Director of Planning
3070 Washington Street
Riverside, CA 92504

Randy McDaniel, Project Manager
City of Riverside, Park and Recreation
6927 Magnolia Avenue, 2nd Floor
Riverside, CA 92506

Robert Filiar
City of Riverside, Public Works Corp. Yard
8095 Lincoln Avenue
Riverside, CA 92504

David Welch, Real Property Services,
City of Riverside, Development Department
3900 Main Street, 5th Floor
Riverside, CA 92522

Northwest Mosquito & Vector Control Dist
1966 Compton Av
Corona, CA 92881

Charter Communications
7337 Central Avenue
Riverside, CA 92504

Ms. Rebecca De Leon
Environmental Planning Team
The Metropolitan Water District of So. CA
700 N. Alameda Street, US3-230
Los Angeles, CA 90012

Southern California Edison Company
Karen Cadavona
Third Party Environmental Review
2244 Walnut Grove Avenue
Rosemead, CA 91770
Karen.cadavona@sce.com

[Western Riverside County Regional
Conservation Authority \(RCA\)](#)
3403 10th Street, Ste. 320
P.O. Box 1667
Riverside, CA 92502-1667

Cindy Roth
Greater Riverside Chambers of Commerce
3985 University Avenue
Riverside, CA 92501

John Guerin
County of Riverside ALUC
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Steve Lech, President
Riverside Historical Society
P.O. Box 246
Riverside, CA 92502

Center on Deafness-Inland Empire
3576 Arlington Ave., Ste 211
Riverside, CA 92506

Western Riverside County Regional
Conservation Authority
Riverside Centre Building
3403 10th Street, Ste. 320
Riverside, CA 92501

Dr. M.C. Hall Coordinator
Eastern Information Center
Attn: Rachel Jacobus
c/o Dept of Anthropology
University of California Riverside
Riverside, CA 92521-0418

Ray Hicks, Region Manager
Local Public Affairs
Southern California Edison
26100 Menifee Rd
Menifee, CA 92585

Chris Cannon, Director of Environmental Mgmt
City of Los Angeles Harbor Department
P.O. Box 151
425 S. Palos Verdes Street
San Pedro, CA 90731-0151

Department of Toxic Substances Control
Rafiq Ahmed
5796 Corporate Avenue
Cypress, CA 90630

Carol McDoniel
Old Riverside Foundation
P.O. Box 601
Riverside, CA 92502

Rosalyn Squires
The Gas Company
9400 Oakdale Ave ML 9314
Chatsworth, CA 91313

Kevin Kuennen
Project Manager – Gas Transmission
The Gas Company
251 E. First Street
Beaumont, CA 92223

Steve Smith
South Coast Air Quality
Management District
21865 Copley Drive
Diamond Bar, CA 91765

Ray Hussey

From: Guerin, John <JGUERIN@rctlma.org>
Sent: Wednesday, December 31, 2014 5:00 PM
To: Delcamp, Teri
Cc: Cooper, Ed; Santos, Barbara
Subject: City Planning Case Nos. P13-0685 and P13-0852 - NOP of Draft EIR - Demolition of Riverside Free Methodist Church facilities located at 8431 Diana Avenue

Thank you for sending the Riverside County Airport Land Use Commission (ALUC) a CD copy of the Notice of Preparation and Initial Study for the project identified above, involving the demolition of buildings located at 8431 Diana Avenue in the City of Riverside, on the grounds of the California Baptist University campus. As the initial study acknowledges, the site is within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area. However, demolition of buildings does not result in an increase in population intensity, increase the number of people subject to aircraft noise, or result in a hazard to flight. Therefore, we agree with the statement in the Initial Study that the project will have a less-than-significant impact on airports and aviation, and that this issue need not be addressed in the Environmental Impact Report.

John Guerin, Principal Planner
Riverside County Airport Land Use Commission Staff
4080 Lemon Street, 14th Floor
Riverside CA 92501
(951) 955-0982

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING

464 WEST 4th STREET, 6th Floor MS 725

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-6890

TTY (909) 383-6300



*Serious drought
Help save water!*

December 22, 2014

Teri Delcamp
City of Riverside
Historic Preservation Senior Planner
3900 Main Street, 3rd Floor
Riverside, CA 92522

Riverside Free Methodist Church Demolition Project - Riv-91-15.623

Ms. Delcamp,

We have completed our review for the above mentioned proposed project for the demolition by California Baptist University of the existing Riverside Free Methodist Church complex located at 8431 Diana Avenue.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. Under the California Environmental Quality Act (CEQA), we are required to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Riverside due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

It appears that this project will have no lasting effects on the State Highway System (SHS) and therefore we have no further comments at this time. However, should the proposed project be modified in any way we ask that you please forward copies of revised plans as necessary to Caltrans so that we may reevaluate potential impacts to the SHS.

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

Sincerely,

A handwritten signature in black ink that reads "Mark Roberts".

Mark Roberts
Office Chief
Intergovernmental Review, Community and Regional Planning



December 5, 2014

Teri Delcamp
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

RE: SCH# 2014121011 Riverside Free Methodist Church Demolition Project, Riverside County.

Dear Ms. Delcamp,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in blue ink that reads "Gayle Totton".

Gayle Totton
Associate Government Program Analyst

CC: State Clearinghouse

**Native American Tribal Government Consultation List
Riverside County
December 5, 2014**

Cabazon Band of Mission Indians
Doug Welmas, Chairperson
84-245 Indio Springs Parkway Cahuilla
Indio , CA 92203
(760) 342-2593
(760) 347-7880 Fax

Augustine Band of Cahuilla Mission Indians
Mary Ann Green, Chairperson
P.O. Box 846 Cahuilla
Coachella , CA 92236
(760) 398-4722
(760) 369-7161 Fax

Los Coyotes Band of Mission Indians
Shane Chapparosa, Chairman
P.O. Box 189 Cahuilla
Warner Springs , CA 92086
(760) 782-0711
(760) 782-2701 Fax

Morongongo Band of Mission Indians
Denisa Torres, Cultural Resources Manager
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
dtorres@morongo-nsn.gov
(951) 572-6004 Fax

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Torres-Martinez Desert Cahuilla Indians
Matthew Krystal, Cultural Resources Manager
P.O. Box 1160 Cahuilla
Thermal , CA 92274
mkkrystal@tmdci-nsn.gov
(760) 397-0300
(760) 409-2987 Cell

Torres-Martinez Desert Cahuilla Indians
Mary Resvaloso, Chairperson
P.O. Box 1160 Cahuilla
Thermal , CA 92274
mresvaloso@torresmartinez.org
(760) 397-0300
(760) 397-8146 Fax

Cabazon Band of Mission Indians
Judy Stapp, Director of Cultural Affairs
84-245 Indio Springs Parkway Cahuilla
Indio , CA 92203
jstapp@cabazonindians-nsn.gov
(760) 342-2593
(760) 347-7880 Fax

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 391820 Cahuilla
Anza , CA 92539
(951) 659-2700
(951) 659-2228 Fax

Los Coyotes Band of Cahuilla and Cupeno Indians
Tribal Administrator
P.O. Box 189 Cahuilla
Warner Springs , CA 92086
(760) 782-0711
(760) 782-2701 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3 and 65362.4, et seq.



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

December 10, 2014

Teri Delcamp, Historic Preservation Senior Planner
City of Riverside
3900 Main St., 3rd Floor
Riverside, CA 92522

**Notice of Preparation of a CEQA Document for the
Riverside Free Methodist Church Demolition Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at jbaker@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Baker

Jillian Baker, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

December 2, 2014

To: Reviewing Agencies
Re: Riverside Free Methodist Church Demolition Project
SCH# 2014121011

Attached for your review and comment is the Notice of Preparation (NOP) for the Riverside Free Methodist Church Demolition Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Teri Delcamp
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014121011
Project Title Riverside Free Methodist Church Demolition Project
Lead Agency Riverside, City of

Type NOP Notice of Preparation

Description The proposed project is the demolition by California Baptist University of the existing Riverside Free Methodist Church complex located at 8431 Diana Avenue in the City of Riverside. The proposed project site consists of 3.14 acres and is developed as a church facility with a sanctuary and fellowship hall built in 1963-64 and an education building built in 1979. Although the church facility is included in the CBU Specific Plan, the demolition of the church facility was not analyzed in the CBUSP MND since CBU did not own the property at the time the MND was adopted. A Certificate of Appropriateness in accordance with Title 20 of the Riverside Municipal Code is required in order to implement the proposed project, and is the entitlement that is subject to the CEQA.

Lead Agency Contact

Name Teri Delcamp
Agency City of Riverside
Phone 951 826 2117 **Fax**
email
Address 3900 Main Street, 3rd Floor
City Riverside **State** CA **Zip** 92522

Project Location

County Riverside
City Riverside
Region
Cross Streets 8431 Diana Avenue
Lat / Long 33° 55' 37" N / 117° 25' 21" W
Parcel No. 231-070-007
Township 3S **Range** 5W **Section** 5/8 **Base** SBB&M

Proximity to:

Highways Hwy 91
Airports Riverside Municipal
Railways BNSF
Waterways
Schools CBU; Riv. Christian HS; Chemawa MS; Sherman Indian HS
Land Use Existing land use = church;
Z: California Baptist University Specific Plan - Mixed Use/Urban
GP: CBUSP

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Noise; Toxic/Hazardous; Traffic/Circulation; Other Issues

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 6; Native American Heritage Commission; Caltrans, District 8; Air Resources Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

Date Received 12/02/2014 **Start of Review** 12/02/2014 **End of Review** 12/31/2014

Notice of Completion & Environmental Document Transmittal

2014121011

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Riverside Free Methodist Church Demolition Project

Lead Agency: City of Riverside Contact Person: Teri Delcamp
Mailing Address: 3900 Main Street, 3rd Floor Phone: 951-826-2117
City: Riverside Zip: 92522 County: Riverside

Project Location: County: Riverside City/Nearest Community: Riverside

Cross Streets: 8431 Diana Avenue Zip Code: 92504

Longitude/Latitude (degrees, minutes and seconds): 33 055 '37 " N / 117 025 '21 " W Total Acres: 3.14

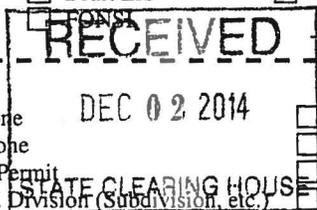
Assessor's Parcel No.: 231-070-007 Section: 5/8 Twp.: 3S Range: 5W Base: SBBM

Within 2 Miles: State Hwy #: 91 Waterways:

Airports: Riverside Municipal Airport Railways: BNSF Schools: CBU; Riv. Christian HS; Chemawa MS; Sherman Indian HS

Document Type:

- CEQA: [X] NOP [] Draft EIR [] Early Cons [] Supplement/Subsequent EIR [] Neg Dec [] Mit Neg Dec [] Other:
NEPA: [] NOI [] EA [] Draft EIS [] Other:
Joint Document [] Final Document [] Other: []



Local Action Type:

- [] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [] Other: Certificate of Appropriateness

Development Type:

- [] Residential: Units _____ Acres _____
[] Office: Sq.ft. _____ Acres _____ Employees _____
[] Commercial: Sq.ft. _____ Acres _____ Employees _____
[] Industrial: Sq.ft. _____ Acres _____ Employees _____
[] Educational: _____
[] Recreational: _____
[] Water Facilities: Type _____ MGD _____
[] Transportation: Type _____
[] Mining: Mineral _____
[] Power: Type _____ MW _____
[] Waste Treatment: Type _____ MGD _____
[] Hazardous Waste: Type _____
[] Other: Demolition [X]

Project Issues Discussed in Document:

- [] Aesthetic/Visual [] Fiscal [] Recreation/Parks [] Vegetation
[] Agricultural Land [] Flood Plain/Flooding [] Schools/Universities [] Water Quality
[X] Air Quality [] Forest Land/Fire Hazard [] Septic Systems [] Water Supply/Groundwater
[X] Archeological/Historical [] Geologic/Seismic [] Sewer Capacity [] Wetland/Riparian
[X] Biological Resources [] Minerals [] Soil Erosion/Compaction/Grading [] Growth Inducement
[] Coastal Zone [X] Noise [] Solid Waste [] Land Use
[] Drainage/Absorption [] Population/Housing Balance [X] Toxic/Hazardous [] Cumulative Effects
[] Economic/Jobs [] Public Services/Facilities [X] Traffic/Circulation [X] Other: GHG Emissions

Present Land Use/Zoning/General Plan Designation:

Existing land use = church; zoning = California Baptist University Specific Plan (CBU SP) - Mixed Use/Urban; General Plan = CBU SP

Project Description: (please use a separate page if necessary)

The proposed project is the demolition by California Baptist University (CBU) of the existing Riverside Free Methodist Church complex located at 8431 Diana Avenue in the City of Riverside. The proposed project site consists of 3.14 acres and is developed as a church facility with a sanctuary and fellowship hall built in 1963-64 and an education building built in 1979. Although the church facility is included in the CBU Specific Plan (CBUSP), the demolition of the church facility was not analyzed in the CBUSP MND since CBU did not own the property at the time the MND was adopted. A Certificate of Appropriateness in accordance with Title 20 of the Riverside Municipal Code is required in order to implement the proposed project, and is the entitlement that is subject to the California Environmental Quality Act.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

County: Riverside

SCH#

2014121011

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
Nicole Wong
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Lisa Johansen
- Dept. of Conservation
Elizabeth Carpenter
- California Energy Commission
Eric Knight
- Cal Fire
Dan Foster
- Central Valley Flood Protection Board
James Herota
- Office of Historic Preservation
Ron Parsons
- Dept of Parks & Recreation
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Resources Agency
Nadell Gayou

- Fish & Wildlife Region 1E
Laurie Harnsberger
- Fish & Wildlife Region 2
Jeff Drongesen
- Fish & Wildlife Region 3
Charles Armor
- Fish & Wildlife Region 4
Julie Vance
- Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program
- Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M
Heidi Sickler
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M
George Isaac
Marine Region

Other Departments

- Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture
- Depart. of General Services
Public School Construction
- Dept. of General Services
Anna Garbeff
Environmental Services Section
- Delta Stewardship Council
Kevan Samsam
- Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

- Delta Protection Commission
Michael Machado

Fish and Game

- Depart. of Fish & Wildlife
Scott Flint
Environmental Services Division
- Fish & Wildlife Region 1
Donald Koch

- OES (Office of Emergency Services)
Dennis Castrillo
- Native American Heritage Comm.
Debbie Treadway
- Public Utilities Commission
Leo Wong
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

- Caltrans - Division of Aeronautics
Philip Crimmins
- Caltrans - Planning
HQ LD-IGR
Terri Pencovic
- California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North
- Caltrans, District 4
Erik Alm
- Caltrans, District 5
Larry Newland
- Caltrans, District 6
Michael Navarro
- Caltrans, District 7
Dianna Watson

- Caltrans, District 8
Mark Roberts
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board

- All Other Projects
Cathi Slaminski
- Transportation Projects
Nesamani Kalandiyur
- Industrial/Energy Projects
Mike Tollstrup
- State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
- State Water Resources Control Board
Jeffery Werth
Division of Drinking Water
- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center
- Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other _____

- _____

- _____
Conservancy

From: Squires, Rosalyn [<mailto:RSquires@semprautilities.com>]
Sent: Friday, February 06, 2015 2:37 PM
To: Delcamp, Teri
Subject: FW:

February 6, 2015

Riverside Free Methodist Church
Attn: Teri Delcamp, Historic Preservation Senior Planner

Email: Tdelcamp@riversideca.gov

**Subject: 8431 Diana Avenue - Riverside Free Methodist
Church Demolition Project
Document Control File: 121-15NC095**

Southern California Gas Company Transmission Department does not operate facilities within your proposed improvement. However, our Northwest Distribution Region may have some distribution facilities within your construction area.

To assure no conflict with the local distribution's pipeline system, please contact them at **(909) 335- 7507**.

Sincerely,

Rosalyn Squires
Transmission Pipeline Planning Assistant
(818) 701-4546

Rosalyn Squires
Transmission Pipeline Planning Assistant
(818) 701-4546

APPENDIX B

AIR QUALITY ANALYSIS

**RIVERSIDE FREE METHODIST CHURCH DEMOLITION PROJECT
CITY OF RIVERSIDE
RIVERSIDE COUNTY, CALIFORNIA**

LSA

March 2015

AIR QUALITY ANALYSIS

**RIVERSIDE FREE METHODIST CHURCH DEMOLITION PROJECT
CITY OF RIVERSIDE
RIVERSIDE COUNTY, CALIFORNIA**

Submitted to:

City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, California 92522

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

Project No. CTR1401

LSA

March 2015

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APPENDIX

A: CALEEMOD MODEL PRINTOUTS

EXECUTIVE SUMMARY

LSA Associates, Inc. (LSA) was retained by the City of Riverside to prepare an air quality study for a proposed church demolition project (project) located in the City of Riverside (City), in Riverside County (County), California.

The air quality study provides a discussion of the proposed project, the physical setting of the project area, and the regulatory framework for air quality. The report provides data on existing air quality and evaluates potential air quality impacts associated with the proposed project. Modeled air quality levels are based on default trip generation for the proposed uses included in the project.

Regional emissions during project construction/demolition, calculated with the CalEEMod (Version 2013.2.2) model, would not exceed criteria pollutant thresholds established by the South Coast Air Quality Management District (SCAQMD). Compliance with SCAQMD Rules and Regulations during construction will reduce construction-related air quality impacts from fugitive dust emissions and construction equipment emissions. Standard dust suppression measures have been identified for short-term construction to meet the SCAQMD emissions thresholds. The proposed project would not exceed the localized significance thresholds (LSTs) for construction.

Historical air quality data show that existing carbon monoxide (CO) levels for the project area and the general vicinity do not exceed either State or Federal ambient air quality standards (AAQS). The CO concentrations in the project area are much lower than the Federal and State CO standards. The proposed project would not result in any significant increase in CO concentrations at intersections in the project vicinity. Therefore, project-related traffic would not significantly affect local CO levels and the CO concentrations would be below the State and Federal standards. No significant impact on local CO levels would occur.

The proposed project is located in Riverside County, which is not among the counties that are found to have serpentine and ultramafic rock in their soils. In addition, no serpentine or ultramafic rock has been found in the project vicinity in the past 10 years. Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small and less than significant.

The potential of the project to affect global climate change (GCC) is also addressed. Short-term construction and long-term operational emissions of the principal greenhouse gases (GHGs), including carbon dioxide (CO₂) and methane (CH₄), are quantified, and their significance relative to the California Air Resources Board (ARB) Scoping Plan is discussed. The proposed project will not exceed any proposed GHG emissions thresholds or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

The proposed uses are consistent with General Plan of the City, which is consistent with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) Guidelines and the SCAQMD Air Quality Management Plan (AQMP). Therefore, the proposed project is consistent with the General Plans and the regional AQMP.

The evaluation was prepared in conformance with appropriate standards, utilizing procedures and methodologies in the *SCAQMD California Environmental Quality Act (CEQA) Air Quality Handbook* (SCAQMD 1993) and associated updates. Air quality data posted on the California Air Resources Board (ARB) and United States Environmental Protection Agency (EPA) websites are included to document the local air quality environment.

PROJECT DESCRIPTION

This air quality impact analysis has been prepared to evaluate the potential air quality impacts and mitigation measures associated with the proposed church demolition project (project) in the City of Riverside, (City) Riverside County (County), California. This report provides a project-specific air quality impact analysis by examining the impacts of the proposed action on adjacent sensitive uses, and evaluating the mitigation measures required as part of the project. Guidelines identified by the South Coast Air Quality Management District (SCAQMD) in its California Environmental Quality Act (CEQA) *Air Quality Handbook* (SCAQMD, April 1993) and associated updates will be followed in this air quality impact analysis.

The proposed project is the demolition by California Baptist University (CBU) of the existing Riverside Free Methodist Church complex located at 8431 Diana Avenue in the City of Riverside, in western Riverside County, California. Figure 1 depicts the project vicinity and regional location.

The proposed project site consists of 3.14 acres (ac) and is developed as a church facility with a 3,942-square foot (sf) sanctuary and 2,340 sf fellowship hall constructed in 1963–64 and a 3,360 sf education building constructed in 1979. The site contains improvements consisting of a paved parking lot, concrete walkways, ornamental landscaping, a tot lot, and undeveloped area. The project site is further identified by Assessor's Parcel Number (APN) 231-070-007 and United States Geological Survey (USGS) Map, *Riverside, California* quadrangle, Township 3 South, Range 5 West, portions of Sections 5 and 8 of San Bernardino Baseline and Meridian (SBBM). Figure 2 illustrates the structures currently on site.

SURROUNDING LAND USES IN THE PROJECT VICINITY

A mix of land uses surrounds the project site. The areas adjacent to the project site include the following uses:

- North: CBU Facilities Planning.
- East: Commercial retail buildings.
- South: State Route 91 (SR-91).
- West: CBU on-campus apartments.

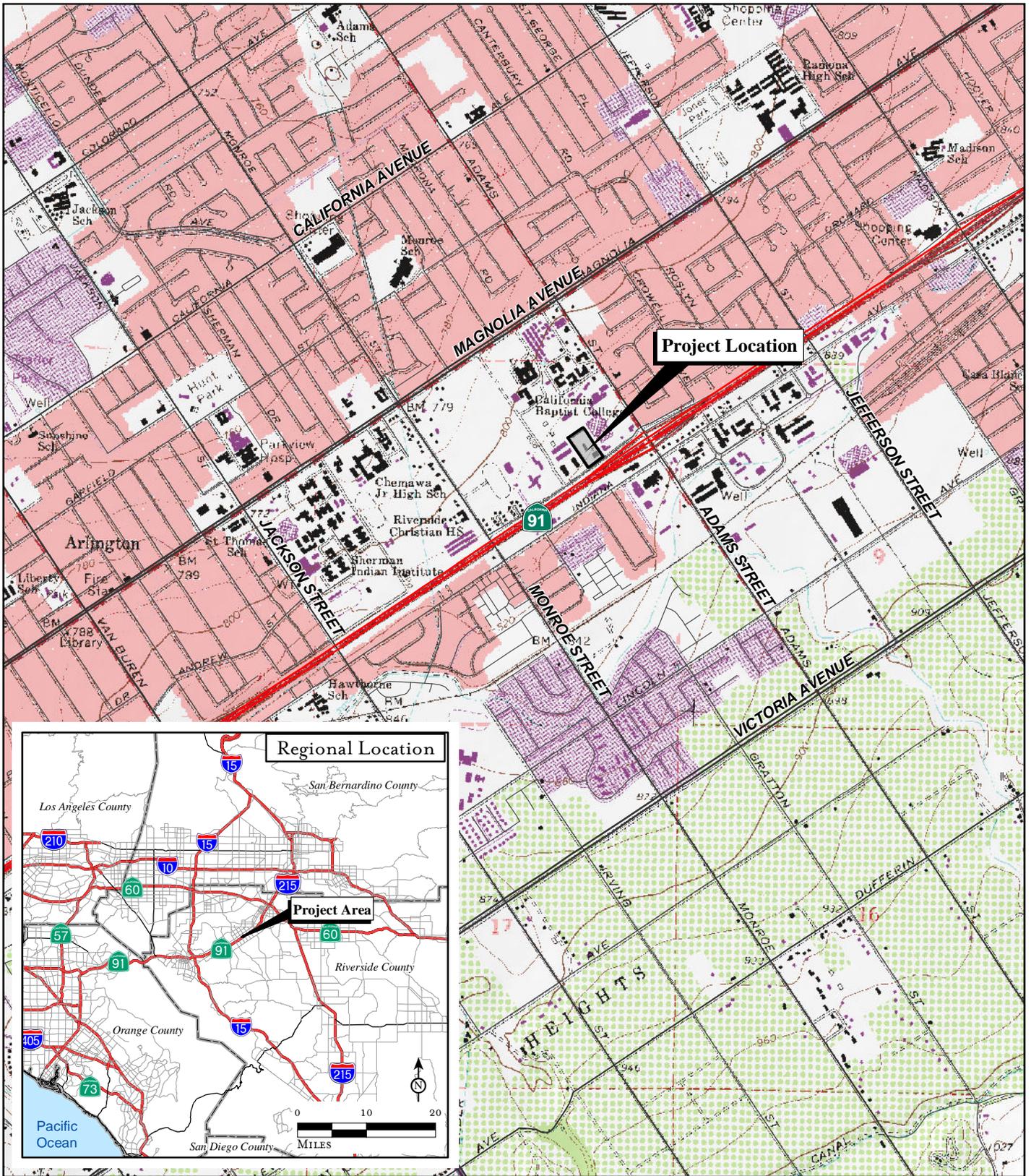
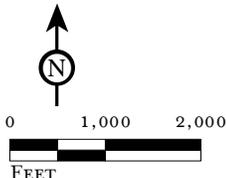


FIGURE 1

LSA

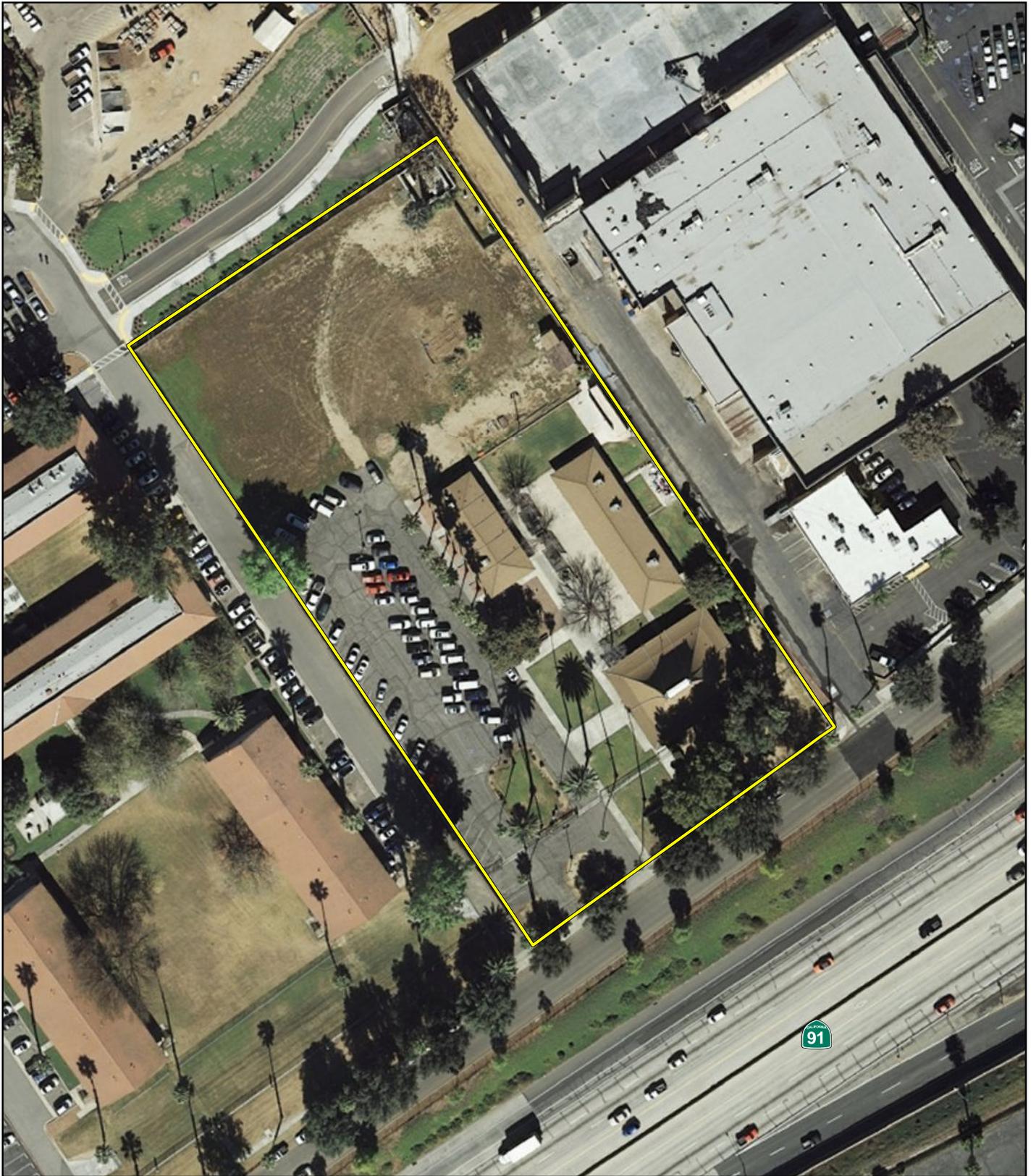


SOURCE: USGS 7.5' Quad: Riverside West (1980), CA; Riverside County, 2014

I:\CTR1401\Reports\General\fig1_RegLoc.mxd (11/25/2014)

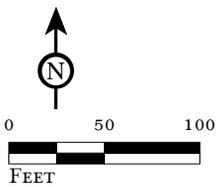
Riverside Free Methodist Church Demolition Project

Regional and Project Location



LSA

FIGURE 2



 Project Location

*Riverside Free Methodist
Church Demolition Project*

Project Site

SOURCE: ESRI World Imagery, 2012; Riverside County, 2014

I:\CTR1401\Reports\General\fig2_ProjectSite.mxd (11/25/2014)

SETTING

REGIONAL AIR QUALITY

The project site is located in the nondesert portion of Riverside County, California, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the SCAQMD. The air quality assessment for the proposed project includes estimating emissions associated with short-term construction and long-term operation of the proposed project.

A number of air quality modeling tools are available to assess the air quality impacts of projects. In addition, certain air districts, such as the SCAQMD, have created guidelines and requirements to conduct air quality analyses. The SCAQMD's current guidelines, included in its *CEQA Air Quality Handbook* (April 1993) and associated updates, were adhered to in the assessment of air quality impacts for the proposed project.

Both the State of California (State) and the Federal government have established health-based AAQS for seven air pollutants. As detailed in Table A, these pollutants include ozone (O₃), CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter less than 10 microns in size (PM₁₀), particulate matter less than 2.5 microns in size (PM_{2.5}), and lead. In addition, the State has set standards for sulfates, hydrogen sulfide (H₂S), vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O₃, CO, NO₂, SO₂, and PM₁₀. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial stage control actions are to begin. An alert will be declared when any one of the pollutant alert levels is reached at any monitoring site and meteorological conditions is such that the pollutant concentrations can be expected to remain at these levels for 12 or more hours or to increase; or, in the case of oxidants, if the situation is likely to recur within the next 24 hours unless control actions are taken.

Pollutant alert levels:

- **O₃**: 392 micrograms per cubic meter (µg/m³) (0.20 parts per million [ppm]), 1-hour average
- **CO**: 17 milligrams per cubic meter (mg/m³) (15 ppm), 8-hour average
- **NO₂**: 1,130 µg/m³ (0.6 ppm), 1-hour average; 282 µg/m³ (0.15 ppm), 24-hour average
- **SO₂**: 800 µg/m³ (0.3 ppm), 24-hour average
- **Particulates measured as PM₁₀**: 350 µg/m³, 24-hour average

Table A: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		Federal Standards ²			
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷	
Ozone (O ₃)	1-Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry	
	8-Hour	0.070 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)			
Respirable Particulate Matter (PM ₁₀) ⁸	24-Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m ³		--			
Fine Particulate Matter (PM _{2.5}) ⁸	24-Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³			15 µg/m ³
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)	
	1-Hour	20 ppm (23 mg/m ³)		35 ppm(40 mg/m ³)			
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		--			--
Nitrogen Dioxide (NO ₂) ⁹	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence	
	1-Hour	0.18 ppm (339 µg/m ³)		100 ppb (188 µg/m ³)			
Sulfur Dioxide (SO ₂) ¹⁰	Annual Arithmetic Mean	--	Ultraviolet Fluorescence	0.030 ppm (for certain areas) ⁹	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)	
	24-Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ⁹			
	3-Hour	--		--			0.5 ppm (1300 µg/m ³)
	1-Hour	0.25 ppm (655 µg/m ³)		75 ppb (196 µg/m ³)			--
Lead ^{11,12}	30-Day Average	1.5 µg/m ³	Atomic Absorption	--	Same as Primary Standard	High-Volume Sampler and Atomic Absorption	
	Calendar Quarter	--		1.5 µg/m ³			
	Rolling 3-Month Average ¹¹	--		0.15 µg/m ³			
Visibility- Reducing Particles ¹³	8-Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards			
Sulfates	24-Hour	25 µg/m ³	Ion Chromatography				
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence				
Vinyl Chloride ¹¹	24-Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography				

Source: ARB (June 4, 2013).

Footnotes:

¹ California standards for O₃; CO (except Lake Tahoe); SO₂ (1- and 24-hour); NO₂; suspended particulate matter - PM₁₀, PM_{2.5} and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

² National standards (other than O₃, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O₃ standard is attained when the fourth-highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations,

averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current Federal policies.

- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this Table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7 Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.
- 8 On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 9 To attain the 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 10 On June 2, 2010, the new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 11 The ARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 12 The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.
- 13 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basins, respectively.

°C = degrees Celsius

ARB = California Air Resources Board

EPA = United States Environmental Protection Agency

µg/m³ = micrograms per cubic meter

mg/m³ = milligrams per cubic meter

ppm = parts per million

ppb = parts per billion

Table B summarizes the primary health effects and sources of common air pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these health effects will not occur unless the standards are exceeded by a large margin or for a prolonged period of time. State AAQS are more stringent than Federal AAQS. Among the pollutants, O₃ and particulate matter (PM_{2.5} and PM₁₀) are considered regional pollutants, while the others have more localized effects.

Table B: Summary of Health Effects of the Major Criteria Air Pollutants

Pollutant	Health Effects	Examples of Sources
Particulate matter (PM ₁₀ : less than or equal to 10 microns)	<ul style="list-style-type: none"> • Increased respiratory disease • Lung damage • Premature death 	<ul style="list-style-type: none"> • Cars and trucks, especially diesels • Fireplaces, wood stoves • Windblown dust from roadways, agriculture, and construction
Ozone (O ₃)	<ul style="list-style-type: none"> • Breathing difficulties • Lung damage 	<ul style="list-style-type: none"> • Formed by chemical reactions of air pollutants in the presence of sunlight; common sources are motor vehicles, industries, and consumer products
Carbon monoxide (CO)	<ul style="list-style-type: none"> • Chest pain in heart patients • Headaches, nausea • Reduced mental alertness • Death at very high levels 	<ul style="list-style-type: none"> • Any source that burns fuel, such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Nitrogen dioxide (NO ₂)	<ul style="list-style-type: none"> • Lung damage 	<ul style="list-style-type: none"> • See carbon monoxide sources
Toxic air contaminants	<ul style="list-style-type: none"> • Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders 	<ul style="list-style-type: none"> • Cars and trucks, especially diesels • Industrial sources such as chrome-platers • Neighborhood businesses such as dry cleaners and service stations • Building materials and products

Source: ARB (2010).

The California Clean Air Act (CCAA) provides SCAQMD and other air districts with the authority to manage transportation activities at indirect sources. Indirect sources of pollution are generated when minor sources collectively emit a substantial amount of pollution. Examples of this would be the motor vehicles at an intersection, a mall, and on highways. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the ARB.

Climate/Meteorology

Air quality in the planning area is not only affected by various emission sources (mobile, industry, etc.), but also by atmospheric conditions such as wind speed, wind direction, temperature, rainfall, etc. The combination of topography, low mixing height, abundant sunshine, and emissions from the second largest urban area in the United States gives the Basin the worst air pollution problem in the nation.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological

station closest to the site is the Riverside Citrus Experiment Station.¹ The monthly average maximum temperature recorded at this station from July 1948 to September 2009 ranged from 66.6°F in January to 94.4°F in August, with an annual average maximum of 79.0°F. The monthly average minimum temperature recorded at this station ranged from 41.3°F in December to 61.3°F in August, with an annual average minimum of 50.5°F. January and December are typically the coldest months, and August is typically the warmest month in this area of the Basin.

The majority of annual rainfall in the Basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the Basin and along the coastal side of the mountains. The Riverside Citrus Experiment Station also monitored precipitation. Average monthly rainfall during the period from July 1948 to September 2009 varied from 2.16 inches in February to 0.32 inch or less from May to October, with an annual total of 9.86 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid-afternoon to late afternoon on hot summer days, when the smog appears to clear up suddenly. Winter inversions frequently break by midmorning.

Winds in the vicinity of the project area blow predominantly from the south-southwest, with relatively low velocities. Wind speeds in the project area average about 5 miles per hour (mph). Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion limit the vertical dispersion of air pollutants throughout the Basin. Strong, dry, north or northeasterly winds, known as Santa Ana winds, occur during the fall and winter months, dispersing air contaminants. The Santa Ana conditions tend to last for several days at a time.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are the lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly on shore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problems are CO and nitrogen oxides (NO_x) because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog.

Description of Global Climate Change and Its Sources

GCC is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The term "global climate change" is often used interchangeably with the term "global

¹ Western Regional Climate Center, www.wrcc.dri.edu.

warming,” but “global climate change” is preferred to “global warming” because it helps convey that there are other changes in addition to rising temperatures.

Climate change refers to any change in measures of weather (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from natural factors, such as changes in the sun’s intensity; natural processes within the climate system (e.g., changes in ocean circulation) or human activities, such as the burning of fossil fuels, land clearing, or agriculture. The primary observed effect of GCC has been a rise in the average global tropospheric¹ temperature of 0.36°F per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling shows that further warming may occur, which may induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns, or more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones. Specific effects in California might include a decline in the Sierra Nevada snowpack, erosion of California’s coastline, and seawater intrusion in the San Joaquin Delta.

Global surface temperatures have risen by $1.33^{\circ}\text{F} \pm 0.32^{\circ}\text{F}$ over the last 100 years (1906 to 2005). The rate of warming over the last 50 years is almost double that over the last 100 years.² The latest projections, based on state-of-the-art climate models, indicate that temperatures in California are expected to rise 3–10.5°F by the end of the century.³ The prevailing scientific opinion on climate change is that “most of the warming observed over the last 60 years is attributable to human activities.”⁴ Increased amounts of CO₂ and other GHGs are the primary causes of the human-induced component of warming. The observed warming effect associated with the presence of GHGs in the atmosphere (from either natural or human sources) is often referred to as the greenhouse effect.⁵

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced GCC are:⁶

- CO₂
- CH₄

¹ The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.

² Intergovernmental Panel on Climate Change (IPCC), 2013. *Climate Change 2013: The Physical Science Basis*.

³ California Climate Change Portal website, www.climatechange.ca.gov, accessed December 2014.

⁴ IPCC, *Climate Change 2013: The Physical Science Basis*, <http://www.ipcc.ch>.

⁵ The temperature on Earth is regulated by a system commonly known as the “greenhouse effect.” Just as the glass in a greenhouse lets heat from sunlight in and reduces the amount of heat that escapes, GHGs like CO₂, CH₄, and nitrous oxide (N₂O) in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, the *naturally occurring* greenhouse effect is necessary to keep our planet at a comfortable temperature.

⁶ The GHGs listed are consistent with the definition in AB 32 (Government Code 38505), as discussed later in this section.

- Nitrous Oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF₆)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which some scientist believe can cause global warming. While GHGs produced by human activities include naturally occurring GHGs such as CO₂, CH₄, and N₂O, some gases, like HFCs, PFCs, and SF₆, are completely new to the atmosphere. Certain other gases, such as water vapor, are short-lived in the atmosphere as compared to these GHGs that remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this air quality study, the term “GHGs” will refer collectively to the six gases identified in the bulleted list provided above.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time that the gas remains in the atmosphere (“atmospheric lifetime”). GWP of each gas is measured relative to CO₂, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of metric tons (MT)¹ of “CO₂ equivalents” (CO₂e). For example, SF₆ is 22,800 times more potent at contributing to global warming than CO₂. Table C identifies the GWP for each type of GHG analyzed in this report.

The following discussion summarizes the characteristics of the six primary GHGs.

Carbon Dioxide. In the atmosphere, carbon generally exists in its oxidized form, as CO₂. Natural sources of CO₂ include the respiration (breathing) of humans, animals, and plants; volcanic outgassing; decomposition of organic matter; and evaporation from the oceans. Human-caused sources of CO₂ include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. The Earth maintains a natural carbon balance, and when concentrations of CO₂ are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO₂ to the atmosphere. Natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of human-made CO₂, and consequently the gas is building up in the atmosphere.

¹ A metric ton is equivalent to approximately 1.1 tons.

Table C: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-year Time Horizon)
Carbon Dioxide (CO ₂)	50–200	1
Methane (CH ₄)	12	25
Nitrous Oxide (NO _x)	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC: Tetrafluoromethane (CF ₄)	50,000	7,390
PFC: Hexafluoromethane (C ₂ F ₆)	10,000	12,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800

Source: IPCC (2007). *Climate Change 2007: The Physical Science Basis*. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

HFC = hydrofluorocarbons

IPCC = Intergovernmental Panel on Climate Change

PFC = perfluorocarbons

The concentration of CO₂ in the atmosphere has risen approximately 30 percent since the late 1800s.¹

The transportation sector remains the largest source of GHG emissions in 2012 with 36 percent of California’s GHG emission inventory. The largest emissions category within the transportation sector is on-road, which consists of passenger vehicles (cars, motorcycles, and light-duty trucks) and heavy duty trucks and buses. Emissions from on-road constitute over 92 percent of the transportation sector total. Industry and electricity generation were California’s second- and third-largest categories of GHG emissions, respectively.

Methane. CH₄ is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of CH₄ include fires, geologic processes, and bacteria that produce CH₄ in a variety of settings (most notably, wetlands).² Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (burning of coal, oil, and natural gas, etc.). As with CO₂, the major removal process of atmospheric CH₄—a chemical breakdown in the atmosphere—cannot keep pace with source emissions, and CH₄ concentrations in the atmosphere are increasing.

Nitrous Oxide. N₂O is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. N₂O is also a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion sources emit N₂O. The quantity of N₂O emitted varies according to the type of fuel, technology, and pollution control device used, as well as

¹ California Environmental Protection Agency (CalEPA). 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*. March.

² *Methane and Nitrous Oxide Emissions from Natural Sources*, EPA, April 2010.

maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N₂O emissions in California. N₂O emissions accounted for nearly 7 percent of human-made GHG emissions (CO₂e) in California in 2002.

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride. HFCs are primarily used as substitutes for O₃-depleting substances regulated under the Montreal Protocol.¹ PFCs and SF₆ are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in California; however, the rapid growth in the semiconductor industry, which is active in California, has led to greater use of PFCs. However, there are no known project-related emissions of these three GHGs, therefore, these substances are not discussed further in this analysis.

Emissions Sources and Inventories

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, national, California, and local GHG emission inventories. However, because GHGs persist for a long time in the atmosphere (see Table C), accumulate over time, and are generally well mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

Global Emissions. Worldwide emissions of GHGs in 2004 totaled 27 billion MT of CO₂e per year (CO₂e/yr).² Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change (UNFCCC).

United States Emissions. In 2008, the United States emitted approximately 7.0 billion MT of CO₂e, or approximately 25 tons per year (tpy) per person. Of the six major sectors nationwide—electric power industry, transportation, industry, agriculture, commercial, and residential—the electric power industry and transportation sectors combined account for approximately 62 percent of the GHG emissions; the majority of the electric power industry and all of the transportation emissions are generated from direct fossil fuel combustion. Between 1990 and 2006, total United States GHG emissions rose approximately 14.7 percent.³

¹ The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for O₃ depletion.

² Combined total of Annex I and Non-Annex I Country CO₂e emissions. UNFCCC, 2007. *Greenhouse Gas Inventory Data*. Information available at http://unfccc.int/ghg_data/ghg_data_unfccc/time_series_annex_i/items/3814.php and http://maindb.unfccc.int/library/view_pdf.pl?url=http://unfccc.int/resource/docs/2005/sbi/eng/18a02.pdf.

³ EPA. 2010. The 2010 U.S. Greenhouse Gas Inventory Report. <http://www.epa.gov/climatechange/emissions/usinventoryreport.html> (accessed September 2010).

State of California Emissions. According to ARB emission inventory estimates, California emitted approximately 474 million metric tons of CO₂e (MMTCO₂e) emissions in 2008.¹ This large number is due primarily to the sheer size of California compared to other states. By contrast, California has the fourth-lowest per-capita CO₂ emission rate from fossil fuel combustion in the country due to the success of its energy efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of growth by more than half of what it would have been otherwise.²

The California Environmental Protection Agency (CalEPA) Climate Action Team (CAT)³ stated in its March 2006 report that the composition of gross climate change pollutant emissions in California in 2002 (expressed in terms of CO₂e) was as follows:

- CO₂ accounted for 83.3 percent
- CH₄ accounted for 6.4 percent
- N₂O accounted for 6.8 percent
- HFCs, PFC, and SF₆ accounted for 3.5 percent⁴

The ARB estimates that transportation was the source of approximately 38 percent of the State's GHG emissions in 2011, followed by electricity generation (both in-State and out-of-State) at 19 percent and industrial sources at 21 percent. The remaining sources of GHG emissions were residential and commercial activities at 10 percent, agriculture at 7 percent, high-GWP gases at 3 percent, and recycling and waste at 2 percent.⁵

The ARB is responsible for developing the California Greenhouse Gas Emission Inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities within the State of California and supports the AB 32 Climate Change Program. The ARB's current GHG emission inventory covers the years 1990–2004 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, agricultural lands). The emission inventory estimates are based on the actual amount of all fuels combusted in the State, which accounts for over 85 percent of the GHG emissions within California.

The ARB staff has projected statewide unregulated GHG emissions for 2020, which represent the emissions that would be expected to occur in the absence of any GHG reduction actions, at 596 MMTCO₂e. GHG emissions from the transportation and electricity sectors as a whole are expected to increase but remain at approximately 36 percent and 22 percent of total CO₂e emissions, respectively. The industrial sector consists of large stationary sources of GHG emissions, and the percentage of the total 2020 emissions is projected to be 18 percent of total CO₂e emissions. The remaining sources of

¹ ARB, Greenhouse Gas Inventory Data – 1990 to 2004. <http://www.arb.ca.gov/cc/inventory/data/data.htm> (accessed September 2010).

² California Energy Commission (CEC), 2007. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 – Final Staff Report, publication # CEC-600-2006-013-sf, Sacramento, CA, December 22, 2006; and January 23, 2007, update to that report.

³ CAT is a consortium of representatives from State agencies who have been charged with coordinating and implementing GHG emission reduction programs that fall outside of ARB's jurisdiction.

⁴ CalEPA. 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*. March.

⁵ ARB, 2013. <http://www.arb.ca.gov/cc/inventory/data/data.htm> (October 2013).

GHG emissions in 2020 are high-GWP gases at 7 percent, residential and commercial activities at 9 percent, agriculture at 6 percent, and recycling and waste at 2 percent.¹

Air Pollution Constituents and Attainment Status

The ARB coordinates and oversees both State and Federal air pollution control programs in California. The ARB oversees activities of local air quality management agencies and maintains air quality monitoring stations throughout the State in conjunction with the EPA and local air districts. The ARB has divided the State into 15 air basins based on meteorological and topographical factors of air pollution. Data collected at these stations are used by the ARB and EPA to classify air basins as attainment, nonattainment, nonattainment-transitional, or unclassified, based on air quality data for the most recent 3 calendar years compared with the AAQS. Attainment areas may be the following:

- Attainment/Unclassified (“Unclassifiable” in some lists), which have never violated the air quality standard of interest or don’t have enough monitoring data to establish attainment or nonattainment status; or
- Attainment-Maintenance (NAAQS only), which violated a NAAQS that is currently in use (was Nonattainment) in or after 1990, but now attains the standard and is officially redesignated to Attainment by U.S. EPA with a Maintenance SIP; or
- Attainment (usually only for CAAQS, but sometimes for NAAQS), which have adequate monitoring data to show attainment, have never been nonattainment, or, for NAAQS, have completed the official Maintenance period.

Nonattainment areas are imposed with additional restrictions as required by the EPA. The air quality data are also used to monitor progress in attaining air quality standards. Table D lists the attainment status for the criteria pollutants in the Basin.

Ozone. O₃ (smog) is formed by photochemical reactions between oxides of nitrogen and reactive organic gases (ROGs) rather than being directly emitted. O₃ is a pungent, colorless gas typical of Southern California smog. Elevated O₃ concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, the elderly, and young children. O₃ levels peak during summer and early fall. The entire Basin is designated as a nonattainment area for the State 1-hour and 8-hour O₃ standards. The EPA has officially designated the status for most of the Basin regarding the 8-hour O₃ standard as “Extreme Nonattainment,” which means the Basin has until 2024 to attain the Federal 8-hour O₃ standard.

Carbon Monoxide. CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. The entire Basin is in attainment for the State standards for CO. The Basin is designated as an “Attainment/Maintenance” area under the Federal CO standards.

¹ ARB, 2013. <http://www.arb.ca.gov/cc/inventory/data/data.htm> (October 2013).

Nitrogen Oxides. NO₂, a reddish brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to as nitrogen oxides, or NO_x. NO_x is a primary component of the photochemical smog reaction. It also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition (i.e., acid rain). NO₂ decreases lung function and may reduce resistance to infection. The entire Basin is designated as nonattainment for the State NO₂ standard and as an “Attainment/Maintenance” area under the Federal NO₂ standard.

Table D: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O ₃ 1-hour	Nonattainment	N/A
O ₃ 8-hour	Nonattainment	Extreme Nonattainment
PM ₁₀	Nonattainment	Attainment/Maintenance
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO ₂	Nonattainment	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Attainment ¹	Attainment ¹
All others	Attainment/Unclassified	Attainment/Unclassified

Source: California Air Resources Board (2013) (<http://www.arb.ca.gov/desig/desig.htm>).

¹ Except in Los Angeles County.

CO = carbon monoxide

N/A = not applicable

NO₂ = nitrogen dioxide

O₃ = ozone

PM₁₀ = particulate matter less than 10 microns in diameter

PM_{2.5} = particulate matter less than 2.5 microns in diameter

SO₂ = sulfur dioxide

Sulfur Dioxide. SO₂ is a colorless irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO₂ levels. SO₂ irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight. The entire Basin is in attainment with both Federal and State SO₂ standards.

Lead. Lead is found in old paints and coatings, plumbing, and a variety of other materials. Once in the blood stream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead. The Los Angeles County portion of the Basin was re-designated as nonattainment for the State and Federal standards for lead in 2010.

Particulate Matter. Particulate matter (PM) is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (PM₁₀) derive from a variety of sources, including windblown dust and grinding operations. Fuel combustion and resultant exhaust from power plants and diesel buses and trucks are primarily responsible for fine particle (PM_{2.5}) levels. Fine particles can also be formed in the atmosphere through chemical reactions. PM₁₀ can accumulate in the respiratory system and aggravate health problems such as asthma. The EPA’s scientific review concluded that

PM_{2.5}, which penetrate deeply into the lungs, are more likely than coarse particles to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by the current PM₁₀ standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. The Basin is designated nonattainment for the Federal and State PM_{2.5} standards and State PM₁₀ standard, and attainment/maintenance for the Federal PM₁₀ standard.

Reactive Organic Compounds. Reactive organic compounds (ROCs; also known as ROGs and volatile organic compounds [VOCs]) are formed from the combustion of fuels and the evaporation of organic solvents. ROCs are not defined as criteria pollutants, but are a prime component of the photochemical smog reaction. Consequently, ROC accumulates in the atmosphere more quickly during the winter when sunlight is limited and photochemical reactions are slower. There are no attainment designations for ROC.

Sulfates. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO₂ during the combustion process and subsequently is converted to sulfate compounds in the atmosphere. The conversion of SO₂ to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The entire Basin is in attainment for the State standard for sulfates.

Hydrogen Sulfide. H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. In 1984, an ARB committee concluded that the ambient standard for H₂S is adequate to protect public health and to significantly reduce odor annoyance. The entire Basin is unclassified for the State standard for H₂S.

Visibility-Reducing Particles. Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze. The entire Basin is unclassified for the State standard for visibility-reducing particles.

LOCAL AIR QUALITY

The SCAQMD, together with the ARB, maintains ambient air quality monitoring stations in the Basin. The air quality monitoring station closest to the site is the Riverside-Rubidoux Station, which monitors

all criteria air pollutant data. The air quality trends from this station are used to represent the ambient air quality in the project area. The pollutants monitored are CO, O₃, PM₁₀, PM_{2.5}, NO₂, and SO₂.¹ The ambient air quality data in Table E show that NO₂, SO₂, and CO levels are below the applicable State and Federal standards.

The State 1-hour O₃ standard was exceeded 13 to 52 times per year in the past 3 years. The Federal 8-hour O₃ standard was exceeded 26 to 47 days per year in the past 3 years, and the State 8-hour O₃ standard was exceeded 38 to 92 times per year in the past 3 years. The State 24-hour PM₁₀ standard was exceeded 10 to 97 days per year in the past 3 years, and the Federal 24-hour standard was not exceeded. The Federal 24-hour PM_{2.5} standard was exceeded 5 to 7 days per year in the past 3 years. The State annual average PM_{2.5} standards were exceeded in each of the last 3 years and the Federal annual average PM_{2.5} standards have not been exceeded in the past 3 years.

REGULATORY SETTINGS

Federal Regulations/Standards

Pursuant to the Federal Clean Air Act (CAA) of 1970, the EPA established national ambient air quality standards (NAAQS). The NAAQS were established for six major pollutants, termed “criteria” pollutants. Criteria pollutants are defined as those pollutants for which the Federal and State governments have established AAQS, or criteria, for outdoor concentrations in order to protect public health.

Data collected at permanent monitoring stations are used by the EPA to classify regions as “attainment” or “nonattainment,” depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas are imposed with additional restrictions as required by the EPA. The EPA has designated the SCAG as the Metropolitan Planning Organization (MPO) responsible for ensuring compliance with the requirements of the CAA for the Basin.

The EPA established new national air quality standards for ground-level O₃ and PM_{2.5} in 1997. On May 14, 1999, the Court of Appeals for the District of Columbia Circuit issued a decision ruling that the CAA, as applied in setting the new public health standards for O₃ and particulate matter, was unconstitutional as an improper delegation of legislative authority to the EPA. On February 27, 2001, the United States Supreme Court upheld the way the government sets air quality standards under the CAA. The court unanimously rejected industry arguments that the EPA must consider financial cost, as well as health benefits, in writing standards. The justices also rejected arguments that the EPA took too much lawmaking power from Congress when it set tougher standards for O₃ and soot in 1997.

¹ Air quality data, 2011–2013; Environmental Protection Agency (www.epa.gov/air/data/index.html) and California Air Resources Board (www.arb.ca.gov/adam/welcome.html) websites.

Table E: Ambient Air Quality Monitored in the Project Vicinity at the Riverside-Rubidoux Station

Pollutant	Standard	2011	2012	2013
Carbon Monoxide (CO)				
Maximum 1-hr concentration (ppm)		4.4	2.0	2.0
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hr concentration (ppm)		1.35	1.59	ND
Number of days exceeded:	State: ≥ 9.0 ppm	0	0	0
	Federal: ≥ 9 ppm	0	0	0
Ozone (O₃)				
Maximum 1-hr concentration (ppm)		0.128	0.126	0.123
Number of days exceeded:	State: > 0.09 ppm	52	27	13
	Federal: > 0.075 ppm	67 ¹	47	26
Maximum 8-hr concentration (ppm)		0.115	0.102	0.103
Number of days exceeded:	State: > 0.07 ppm	92	70	38
	Federal: > 0.075 ppm	67 ¹	47	26
Coarse Particulates (PM₁₀)				
Maximum 24-hr concentration (µg/m ³)		82.7	67.0	135.0
Number of days exceeded:	State: > 50 µg/m ³	10	97	86
	Federal: > 150 µg/m ³	0	0	0
Annual arithmetic average concentration (µg/m ³)		32.5	33.4	34.6
Exceeded for the year:	State: > 20 µg/m ³	Yes	Yes	Yes
Fine Particulates (PM_{2.5})				
Maximum 24-hr concentration (µg/m ³)		60.8	38.1	60.3
Number of days exceeded:	Federal: > 35 µg/m ³	5 ²	7	6
	State: > 12 µg/m ³	Yes	Yes	Yes
Annual arithmetic average concentration (µg/m ³)		13.5	13.6	14.8
Exceeded for the year:	State: > 12 µg/m ³	Yes	Yes	Yes
	Federal: > 15 µg/m ³	No	No	No
Nitrogen Dioxide (NO₂)				
Maximum 1-hr concentration (ppm)		0.063	0.062	0.060
Number of days exceeded:	State: > 0.18 ppm	0	0	0
	Federal: > 0.053 ppm	ND	ND	ND
Annual arithmetic average concentration (ppm)		ND ³	ND	ND
Exceeded for the year:	State: > 0.030 ppm	ND	ND	ND
	Federal: > 0.053 ppm	ND	ND	ND
Sulfur Dioxide (SO₂)				
Maximum 24-hr concentration (ppm)		0.001	0.001	0.001
Number of days exceeded:	State: > 0.04 ppm	0	0	ND
	Federal: > 0.14 ppm	0	0	ND
Annual arithmetic average concentration (ppm)		0.001	ND	ND
Exceeded for the year:	Federal: > 0.030 ppm	No	ND	ND

Sources: Environmental Protection Agency (www.epa.gov/air/data/index.html) and California Air Resources Board (www.arb.ca.gov/adam/welcome.html) websites. (Note that full 2012 data are not yet available.)

¹ The exceedances of the Federal 8-hr O₃ standard are based on the old 0.08 ppm standard.

In April 2008, the EPA revised the standard to 0.075 ppm.

² The exceedances of the Federal 24-hour PM_{2.5} standard are based on the old 65 µg/m³ standard. In 2006, the EPA revised the standard to 35 µg/m³.

³ No data available.

EPA = United States Environmental Protection Agency

hr = hour

µg/m³ = micrograms per cubic meter

PM₁₀ = particulate matter less than 10 microns in diameter

PM_{2.5} = particulate matter less than 2.5 microns in diameter

ppm = parts per million

Nevertheless, the court threw out the EPA's policy for implementing new O₃ rules, saying that the agency ignored a section of the law that restricts its authority to enforce such rules.

In April 2003, the EPA was cleared by the White House Office of Management and Budget (OMB) to implement the 8-hour ground-level O₃ standard. The EPA issued the proposed rule implementing the 8-hour O₃ standard in April 2003. The EPA completed final 8-hour nonattainment status on April 15, 2004. The EPA revoked the 1-hour O₃ standard on June 15, 2005, and lowered the 8-hour O₃ standard from 0.08 ppm to 0.075 ppm on April 1, 2008.

The EPA issued the final PM_{2.5} implementation rule in fall 2004. The EPA lowered the 24-hour PM_{2.5} standard from 65 to 35 µg/m³ and revoked the annual PM₁₀ standard on December 17, 2006. The EPA issued final designations for the 2006 24-hour PM_{2.5} standard on December 12, 2008.

The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the EPA has the authority to regulate CO₂ emissions under the CAA. While there currently are no adopted Federal regulations for the control or reduction of GHG emissions, the EPA commenced several actions in 2009 that are required to implement a regulatory approach to GCC.

On September 30, 2009, the EPA announced a proposal that focuses on large facilities emitting over 25,000 tons of GHG emissions per year. These facilities would be required to obtain permits that would demonstrate they are using the best practices and technologies to minimize GHG emissions.

On December 7, 2009, the EPA Administrator signed a final action under the CAA, finding that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to GCC. This EPA action does not impose any requirements on industry or other entities. However, the findings are a prerequisite to finalizing the GHG emission standards for light-duty vehicles mentioned below.

On April 1, 2010, the EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a final joint rule to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The EPA is finalizing the first-ever national GHG emissions standards under the CAA, and NHTSA is finalizing Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. The EPA GHG standards require these vehicles to meet an estimated combined average emissions level of 250 grams of CO₂ per mile in model year 2016, equivalent to 35.5 miles per gallon (mpg).

State Regulations/Standards

In 1967, the California Legislature passed the Mulford-Carrell Act, which combined two Department of Health bureaus, the Bureau of Air Sanitation and the Motor Vehicle Pollution Control Board, to establish the ARB. Since its formation, the ARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems.

The ARB identified particulate emissions from diesel-fueled engines (diesel particulate matter [DPM]) as toxic air contaminants (TACs) in August 1998. Following the identification process, the ARB was required by law to determine whether there is a need for further control. In September 2000, the ARB adopted the Diesel Risk Reduction Plan (Diesel RRP), which recommends many control measures to reduce the risks associated with DPM and to achieve goals of 75 percent DPM reduction by 2010 and 85 percent by 2020.

In a response to the transportation sector's significant contribution to California's CO₂ emissions, AB 1493 (Pavley) was enacted on July 22, 2002. AB 1493 requires the ARB to set GHG emission standards for passenger vehicles and light-duty trucks (and other vehicles whose primary use is noncommercial personal transportation in the State) manufactured in 2009 and all subsequent model years. In setting these standards, the ARB considered cost effectiveness, technological feasibility, and economic impacts. The ARB adopted the standards in September 2004. When fully phased in, the near-term (2009 to 2012) standards would result in a reduction in GHG emissions of approximately 22 percent compared to the emissions from the 2002 fleet, while the midterm (2013 to 2016) standards would result in a reduction of approximately 30 percent. To set its own GHG emissions limits on motor vehicles, California must receive a waiver from the EPA. However, in December 2007, the EPA denied the request from California for the waiver. In January 2008, the California Attorney General filed a petition for review of the EPA's decision in the Ninth Circuit Court of Appeals; however, no decision on that petition has been published as of January 2009. On January 26, 2009, President Barack Obama issued an Executive Memorandum directing the EPA to reassess its decision to deny the waiver and to initiate any appropriate action.¹ On May 18, 2009, the President announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light-duty trucks, which began to take effect in 2012. This standard is approximately the same standard that was proposed by California; therefore, the California waiver request was shelved.

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order (EO) S-3-05. This EO established the following goals for the State of California: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

California's major initiative for reducing GHG emissions is outlined in AB 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. AB 32 requires the ARB to do the following:

- Establish a statewide GHG emissions cap for 2020, based on 1990 emissions, by January 1, 2008;
- Adopt mandatory reporting rules for significant sources of GHG emissions by January 1, 2008;
- Adopt an emissions reduction plan by January 1, 2009, indicating how emissions reductions will be achieved via regulations, market mechanisms, and other actions; and
- Adopt regulations to achieve the maximum technologically feasible and cost-effective reductions of GHGs by January 1, 2011.

¹ President Barack Obama. 2009. Memorandum to the Administrator of the EPA. State of California Request for Waiver Under 42 United States Code (USC) 7543(b), the Clean Air Act (January 26).

The ARB has established the level of GHG emissions in 1990 at 427 MMTCO₂e. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual (BAU) 2020 emissions of 596 MMT. AB 32 requires the ARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to GCC. The Scoping Plan was approved by the ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures.¹ Emission reductions that are projected to result from the recommended measures in the Scoping Plan are expected to total 174 MMTCO₂e, which would allow California to attain the emissions goal of 427 MMTCO₂e by 2020. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The Scoping Plan, even after Board approval, remains a recommendation. The measures in the Scoping Plan will not be binding until after they are adopted through the normal rulemaking process. The ARB rule-making process includes preparation and release of each of the draft measures, public input through workshops, and a public comment period, followed by an ARB Board hearing and rule adoption.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed the ARB and the newly created CAT to identify a list of "discrete early action GHG reduction measures" that could be adopted and made enforceable by January 1, 2010. On January 18, 2007, Governor Schwarzenegger signed EO S-1-07, further solidifying California's dedication to reducing GHGs by setting a new Low Carbon Fuel Standard. This EO set a target to reduce the carbon intensity of California transportation fuels by at least 10 percent by 2020 and directed the ARB to consider the Low Carbon Fuel Standard as a discrete early action measure.

In June 2007, the ARB approved a list of 37 early action measures, including three discrete early action measures (Low Carbon Fuel Standard, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that were required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code (HSC) Section 38560.5. The ARB adopted additional early action measures in October 2007² that tripled the number of discrete early action measures. These measures relate to truck efficiency, port electrification, reduction of PFCs from the semiconductor industry, reduction of propellants in consumer products, proper tire inflation, and SF₆ reductions from the non-electricity sector. The combination of early action measures is estimated to reduce statewide GHG emissions by nearly 16 MMT.³

To assist public agencies in the mitigation of GHG emissions or analyzing the effects of GHGs under CEQA, including the effects associated with transportation and energy consumption, Senate Bill (SB) 97 (Chapter 185, 2007) requires the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines on how to minimize and mitigate a project's GHG emissions. The OPR prepared, developed, and transmitted these guidelines in May 2009, the Resources Agency certified

¹ ARB. 2008. *Climate Change Proposed Scoping Plan: a Framework for Change* (October).

² ARB. 2007. *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration* (October).

³ ARB. 2007. "ARB approves tripling of early action measures required under AB 32." News Release 07-46. <http://www.arb.ca.gov/newsrel/nr102507.htm> (October 25).

and adopted them on December 30, 2009, and they became effective on March 18, 2010. The amendments encourage lead agencies to consider many factors in performing a CEQA analysis but preserve the discretion granted by CEQA to lead agencies in making their own determinations.

SB 375, signed into law on October 1, 2008, is intended to enhance the ARB's ability to reach AB 32 goals by directing the ARB to develop regional GHG emissions reduction targets to be achieved within the automobile and light truck sectors for 2020 and 2035. The ARB will work with California's 18 MPOs to align their regional transportation, housing, and land use plans and prepare a "Sustainable Communities Strategy" to reduce the number of vehicle miles traveled (VMT) in their respective regions and demonstrate each region's ability to attain its GHG reduction targets.

Additionally, SB 375 provides incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The bill exempts homebuilders from certain CEQA requirements if they build projects consistent with the new sustainable community strategies. It also encourages the development of more alternative transportation options to promote healthy lifestyles and reduce traffic congestion.

Regional Air Quality Planning Framework

The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The Federal CAA Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the Federal standards in nonattainment areas of the State.

The ARB is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. Significant authority for air quality control within them has been given to local air districts that regulate stationary-source emissions and develop local nonattainment plans.

Regional Air Quality Management Plan

The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. Every 3 years the SCAQMD prepares a new AQMP, updating the previous plan and setting a 20-year horizon.

The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. Every 3 years, the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. The SCAQMD adopted the 2012 AQMP in December 2012, ARB approved it on January 23, 2013 and forwarded it to the EPA.

The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2012 AQMP included the new and changing Federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches.

THRESHOLDS OF SIGNIFICANCE

A number of modeling tools are available to assess air quality impacts of projects. In addition, certain air districts, such as the SCAQMD, have created guidelines and requirements to conduct air quality analysis. SCAQMD's current guidelines, *CEQA Air Quality Handbook* (April 1993) with associated updates, and the City of Riverside were adhered to in the assessment of air quality impacts for the proposed project. The current air quality, CalEEMod Version 2013.2.2, was used to estimate project-related mobile- and stationary-source emissions in this Air Quality Analysis.

The Air Quality Analysis includes estimated emissions associated with short-term construction and long-term operation of the proposed project. Criteria pollutants with regional impacts would be emitted by project-related vehicular trips, as well as by emissions associated with stationary sources used on site. Localized air quality impacts, i.e., higher CO concentrations (CO hot spots) near intersections or roadway segments in the project vicinity, would be small and less than significant due to the generally low ambient CO concentrations (maximum 5.3 ppm for the 1-hour period and 1.84 ppm for the 8-hour period) in the project area.

The net increase in pollutant emissions determines the significance and impact on regional air quality as a result of the proposed project. The results also allow the local government to determine whether the proposed project will deter the region from achieving the goal of reducing pollutants in accordance with the AQMP in order to comply with Federal and State AAQS.

On December 5, 2008, the SCAQMD adopted an interim GHG significance threshold for projects where the lead agency is using a tiered approach for determining significance. The objective of the SCAQMD's interim GHG significance threshold proposal was to achieve a GHG emission capture rate of 90 percent for all new or modified stationary-source projects.

Based on *Guidelines for the Implementation of California Environmental Quality Act*, Appendix G, Public Resource Code (PRC) Sections 15000–15387, a project would normally be considered to have a significant effect on air quality if the project would violate any AAQS, contribute substantially to an existing air quality violation, expose sensitive receptors to substantial pollutants concentrations, or conflict with adopted environmental plans and goals of the community in which it is located.

In addition to the Federal and State AAQS, the SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. It should be noted that the emissions thresholds were established based on the attainment status of the air basin in regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

REGIONAL THRESHOLDS FOR CONSTRUCTION EMISSIONS

The following CEQA significance thresholds for construction emissions have been established for the Basin:

- 75 pounds per day (lbs/day) of ROC
- 100 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM₁₀
- 55 lbs/day of PM_{2.5}
- 150 lbs/day of SO₂

Projects in the Basin with construction-related emissions that exceed any of these emission thresholds are considered to be significant under the SCAQMD guidelines.

REGIONAL THRESHOLDS FOR OPERATIONAL EMISSIONS

The following CEQA significance thresholds for operational emissions have been established for the Basin:

- 55 lbs/day of ROC
- 55 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM₁₀
- 55 lbs/day of PM_{2.5}
- 150 lbs/day of SO₂

Projects in the Basin with operational emissions that exceed any of these emission thresholds are considered to be significant under the SCAQMD guidelines.

Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and Federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm

- California State 8-hour CO standard of 9.0 ppm

THRESHOLDS FOR LOCALIZED SIGNIFICANCE

The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003, recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Localized Significance Thresholds (LSTs) represent the maximum emissions from a project site that are not expected to result in an exceedance of the national or State AAQS, as previously shown in Table A. LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA for the Localized impacts analysis is the Metropolitan Riverside County area (SRA 23).

In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}, both of which are nonattainment pollutants. For these two, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 µg/m³ applies to construction emissions (and may apply to operational emissions at aggregate handling facilities). The Rule 1301 threshold of 2.5 µg/m³ applies to nonaggregate handling operational activities.

To avoid the need for every air quality analysis to perform air dispersion modeling, the SCAQMD performed air dispersion modeling for a range of construction sites less than or equal to 5 ac in size and created look-up tables that correlate pollutant emissions rates with project size to screen out projects that are unlikely to generate enough emissions to result in a locally significant concentration of any criteria pollutant. These look-up tables can also be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

For construction and operational emissions, the localized significance for a project smaller than 5 ac can be determined by performing the screening-level analysis before using the dispersion modeling because the screening-level analysis is more conservative, and if no exceedance of the screening-level thresholds is identified, then the chance of operational LST exceeding concentration standards is small. Since the total gross area for the project site is 3.14 ac, the LST screening thresholds for 3 ac are used in this analysis for construction emissions for a screening-level analysis first. Since the project is not an aggregate handling facility, operational LSTs are assessed with the SCAQMD screening thresholds as well.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Existing campus apartments nearest to the project site are approximately 85 feet (ft) (25 meters [m]) from the project site. Using the operations LST thresholds for receptors at 25 m from a 3 ac site for this project would result in a conservative analysis. Therefore, the following emissions thresholds apply during project construction:

Construction

- **LST Thresholds, 3 ac, 85 ft distance**
 - 208 lbs/day of NO_x
 - 1,147 lbs/day of CO
 - 9.3 lbs/day of PM₁₀
 - 5.5 lbs/day of PM_{2.5}

GLOBAL CLIMATE CHANGE

CEQA Guidelines Section 15064(b) provides that the “determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data,” and further states that an “ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.”

Appendix G of the CEQA Guidelines includes the following questions related to greenhouse gas emissions that are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance:

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

However, despite this, currently neither the CEQA statutes nor any applicable guidelines, prescribe thresholds of significance or a particular methodology for performing an impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the lead agency. The SCAQMD has not adopted a significance threshold for GHG emissions for development projects¹ or a methodology for quantifying GHG emissions. However, the current draft thresholds released by SCAQMD for discussion purposes in September of 2010 include the option of using an efficiency metric based on the MT of GHG emissions per year per “service population.” Service population is defined as the sum of the residential population and employees; a development’s GHG emissions are divided by the service population to yield a GHG efficiency metric that is presented in terms of a “metric tons of CO₂e per service population per year” (MT/SP/YR) figure.

This report will use the SCAQMD’s draft efficiency metric of 4.8 MT/SP/YR to make its significance determinations. As this project includes only demolition, the service population would be the average number of workers per day. Finally, since no threshold of significance has been adopted for construction GHG emissions, consistent with methods used by the SCAQMD in their draft guidelines,

¹ SCAQMD adopted a significance threshold for industrial sources of 10,000 metric tons (MT) of CO₂e per year on December 5, 2008.

the one-time construction and vegetation change annual GHG emissions are amortized over a 30-year average project lifespan and compared to the SCAQMD's draft efficiency metric.¹

¹ This approach to one-time construction and vegetation change GHG emissions is based on the GHG Threshold Working Group Meeting No. 13 Minutes from August 26, 2009. Website: <http://www.aqmd.gov/ceqa/handbook/GHG/2009/aug26mtg/wkgrp13minutes.pdf>.

IMPACTS AND MITIGATION

Air pollutant emissions associated with the project would occur over the short term from construction activities, such as fugitive dust from demolition, site preparation, and grading, and emissions from equipment exhaust.

CONSTRUCTION IMPACTS

Equipment Exhausts and Related Construction Activities

Construction activities produce combustion emissions from various sources, such as demolition, grading, site preparation, utility engines, and motor vehicles transporting the construction crew. Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. The use of construction equipment on site would result in localized exhaust emissions. The site is expected to be balanced on-site, with little or no off-site transport of soils/dirts. Based on the SCAQMD guidelines, the project is not expected to disturb more than 5 ac on a daily basis. This analysis provides the peak-day construction emissions. Table F lists the tentative project construction schedule. Table G lists the potential construction equipment to be used during project construction.

The most recent version of the CalEEMod model (Version 2013.2.2) was used to calculate the construction emissions, as shown in Table H. The “Rough Grading” phase includes vegetation removal and site preparation. The emissions rates shown are from the CalEEMod output tables listed as “Mitigated Construction,” even though the only measures that have been applied to the analysis are the required construction emissions control measures, or standard conditions. They are also the combination of the on- and off-site emissions.

Since no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction. Standard measures are discussed later in this report. Details of the emission factors and other assumptions are included in Appendix A.

Table F: Tentative Project Construction Schedule

Phase Number	Phase Name	Phase Start Date	Phase End Date	Number of Days/Week	Number of Days
1	Demolition	08/01/2015	10/1/2015	5	44
2	Rough Grading	10/2/2015	10/13/2015	5	8

Note: The schedule is estimated from the site plan.

Table G: Diesel Construction Equipment Utilized by Construction Phase

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	1	8	81	0.73
	Excavators	3	8	162	0.38
	Rubber-Tired Dozers	2	8	255	0.40
Rough Grading	Rubber-Tired Dozers	1	8	255	0.40
	Excavators	1	8	162	0.38
	Graders	1	8	174	0.41
	Tractors/Loaders/Backhoes	3	8	97	0.37

Source: CalEEMod Defaults.

Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, as well as cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction.

Construction emissions can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors. The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust.

Table H: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)								
	ROG	NO _x	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	Fugitive PM _{2.5}	Exhaust PM _{2.5}	CO _{2e}
Demolition	4.6	49	37	0.043	0.27	2.5	0.062	2.3	4,400
Rough Grading	3.9	40	28	0.032	2.7	2.3	1.4	2.1	3,300
Peak Daily Emissions	4.6	49	37	0.043	5.0		3.5		4,400
SCAQMD Thresholds	75	100	550	150	150		55		No
Significant Emissions?	No	No	No	No	No		No		Threshold

Source: LSA Associates, Inc. (December 2014).

CO = carbon monoxide

CO₂ = carbon dioxide

CO_{2e} = carbon dioxide equivalent

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic compounds

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

Table H lists total construction emissions (i.e., fugitive dust emissions and construction equipment exhausts) that have incorporated a number of feasible control measures that can be reasonably implemented to significantly reduce PM₁₀ emissions from construction.

Localized Impact Analysis

The SCAQMD has issued guidance on applying CalEEMod modeling results to LST analyses.¹ Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to noise and air pollutants. There are existing residential uses approximately 85 ft (25 m) from the project site. Using the distance of 25 m would be considered a conservative analysis. Since the project is not expected to disturb more than 3 ac on a daily basis, using the LST levels for 3 ac is reasonable and adequate for this analysis. Table I shows that the emissions of the pollutants on the peak day of demolition will result in concentrations of pollutants at these nearest campus apartments residences that are all below the SCAQMD thresholds of significance.

Odors

Heavy-duty equipment in the project area during construction would emit odors. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required.

SCAQMD Rule 402 regarding nuisances states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which 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.

The proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project.

Naturally Occurring Asbestos

The proposed project is located in Riverside County, which is not among the counties that are found to have serpentine and ultramafic rock in their soils. In addition, no serpentine or ultramafic rock has been found in the project vicinity in the past 10 years. Therefore, the potential risk for NOA during project construction is small and less than significant.

Construction Emissions Conclusions

Table H shows that daily regional construction emissions would not exceed the daily thresholds of any criteria pollutant emission thresholds established by the SCAQMD. Table I shows that during construction, there will be no LST impacts. The project's air emissions during construction do not

¹ From the SCAQMD website, www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

exceed any of the thresholds of significance established by the Air District or other thresholds set forth in CEQA Appendix G. Because these thresholds were established to protect human health, project-specific emissions would not have any significant impact on human health.

Table I: Construction Localized Impacts Analysis

Emissions Sources	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	48	36	4.9	3.5
LST Thresholds	208	1,147	9.3	5.5
Significant Emissions?	No	No	No	No

Source: LSA Associates, Inc. (December 2014).

SRA: Metropolitan Riverside County Area, 3 acres, less than 85-foot distance for residents

CO = carbon monoxide

NO_x = nitrogen oxides

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

LST = local significance threshold

PM₁₀ = particulate matter less than 10 microns in size

Greenhouse Gas Emissions

This section evaluates potential significant impacts to GCC that could result from implementation of the proposed project. Because it is not possible to tie specific GHG emissions to actual changes in climate, this evaluation focuses on the project’s emission of GHGs. Mitigation measures are identified as appropriate.

GHG Emissions Background. Emissions estimates for the proposed project are discussed below. GHG emissions estimates are provided herein for informational purposes only, as there is no established quantified GHG emissions threshold. Bearing in mind that CEQA does not require “perfection” but instead “adequacy, completeness, and a good faith effort at full disclosure,” the analysis below is based on methodologies and information available to the City and the applicant at the time this analysis was prepared. Estimation of GHG emissions in the future does not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is worse than that which is likely to be encountered (after energy-efficient technologies have been implemented). While information is presented below to assist the public and decision-makers in understanding the project’s potential contribution to GCC impacts, the information available to the cities is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts, nor between any particular proposed mitigation measure and any reduction in climate change impacts.

Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment.

GHG emissions associated with the project would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. Preliminary guidance from OPR and recent letters from the Attorney General critical of CEQA documents that have taken different approaches indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities.

Construction activities produce combustion emissions from various sources, such as demolition, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Table J lists the annual GHG emissions by construction phase, with the total GHG emissions for the whole construction process expected to be 100 MT.

Table J: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (MT/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Demolition	87	0.022	0	88
Rough Grading	12	0.0034	0	12

Source: LSA Associates, Inc. (December 2014).

Note: Total construction GHG emissions = 100 MT CO₂e.

CH₄ = methane

MT = metric tons

CO₂ = carbon dioxide

MT/year = metric tons per year

CO₂e = carbon dioxide equivalent

N₂O = nitrous oxide

The traffic study determined that there would be 6 workers daily. The GHG emissions rate of 100 amortized over 30 years divided by the service population of 6 results in 0.56 MT/SP/yr, less than the threshold of 4.8 MT/SP/yr. Thus, the project emissions of GHG would be considered less than significant and no mitigation would be required.

STANDARD CONDITIONS

Construction Operations

The project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM₁₀ component). Compliance with these rules would reduce impacts on nearby sensitive receptors. See <http://www.aqmd.gov/rules/reg/reg04/r403.pdf> for rule details. As shown in Table H, implementation of Rule 403 measures results in dust emissions below SCAQMD thresholds.

PROJECT FEATURE

Global Climate Change Impacts

Project Feature GCC-1

To ensure reductions below the expected “Business As Usual” (BAU) scenario, the project will implement a variety of measures that will reduce its greenhouse gas (GHG) emissions. To the extent feasible, and to the satisfaction of the City of Riverside (City), the following measures will be incorporated into the design and construction of the project (including specific building projects):

Construction and Building Materials.

- Divert at least 50 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).

The project’s contribution to cumulative GHG emissions would be less than significant.

REFERENCES

California Air Resources Board website: <http://www.arb.ca.gov>.

South Coast Air Quality Management District. Air Quality Management Plan. 2007.

———. *CEQA Air Quality Handbook*. April 1993.

———. *Final Localized Significance Threshold Methodology*. June 2003.

———. *Final – Methodology to Calculate Particulate Matter (PM)_{2.5} and PM_{2.5} Significance Thresholds*. October 2006.

Western Regional Climate Center website: <http://www.wrcc.dri.edu>.

APPENDIX A

CALEEMOD MODEL PRINTOUTS

Riverside Free Methodist Church Demolition

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.14	Acre	3.14	136,778.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2015

Utility Company Riverside Public Utilities

CO2 Intensity (lb/MW/hr)	1325.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - The proposed project will consist of site clearing, building removal, and rough grading and will take approximately two to three months.
 Demolition - Demolition of a 3,942 sf sanctuary, a 2,340 sf fellowship hall, and a 3,360 sf education building
 Construction Off-road Equipment Mitigation - Standard dust control measures as required by SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tbiConstructionPhase	NumDays	20.00	44.00
tbiProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	4.5891	48.7403	37.2006	0.0426	6.7200	2.4578	9.0494	3.4120	2.2922	5.5550	0.0000	4,372.5760	4,372.5760	1.1272	0.0000	4,396.2469
Total	4.5891	48.7403	37.2006	0.0426	6.7200	2.4578	9.0494	3.4120	2.2922	5.5550	0.0000	4,372.5760	4,372.5760	1.1272	0.0000	4,396.2469

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	4.5891	48.7403	37.2006	0.0426	2.7231	2.4578	5.0525	1.3578	2.2922	3.5009	0.0000	4,372.5760	4,372.5760	1.1272	0.0000	4,396.2469
Total	4.5891	48.7403	37.2006	0.0426	2.7231	2.4578	5.0525	1.3578	2.2922	3.5009	0.0000	4,372.5760	4,372.5760	1.1272	0.0000	4,396.2469

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	0.00	0.00	0.00	0.00	59.48	0.00	44.17	60.21	0.00	36.98	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/1/2015	10/1/2015	5	44	
2	Rough Grading	Grading	10/2/2015	10/13/2015	5	8	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Excavators	1	8.00	162	0.38
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Rough Grading	Graders	1	8.00	174	0.41
Rough Grading	Rubber Tired Dozers	1	8.00	255	0.40
Rough Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	44.00	14.70	14.70	6.90	LD_Mix	HDT_Mix	HHDT
Rough Grading	6	15.00	0.00	0.00	14.70	14.70	6.90	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.2172	0.0000	0.2172	0.0329	0.0000	0.0329			0.0000			0.0000
Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858		4	4,127.1934	1.1188		4,150.6886
Total	4.5083	48.3629	36.0738	0.0399	0.2172	2.4508	2.6680	0.0329	2.2858	2.3187		4	4,127.1934	1.1188		4,150.6886

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0170	0.3016	0.1801	7.1000e-004	0.0174	5.9400e-003	0.0234	4.7800e-003	5.4600e-003	0.0102			72.6528	5.1000e-004		72.6636
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0639	0.0758	0.9467	2.0100e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455			172.7297	7.8600e-003		172.8947
Total	0.0808	0.3774	1.1268	2.7200e-003	0.1851	7.0300e-003	0.1921	0.0493	6.4600e-003	0.0557			245.3826	8.3700e-003		245.5583

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.0847	0.0000	0.0847	0.0128	0.0000	0.0128			0.0000			0.0000
Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858	0.0000	4,127.1934	4,127.1934	1.1188		4,150.6886
Total	4.5083	48.3629	36.0738	0.0399	0.0847	2.4508	2.5355	0.0128	2.2858	2.2986	0.0000	4,127.1934	4,127.1934	1.1188		4,150.6886

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0170	0.3016	0.1801	7.1000e-004	0.0174	5.9400e-003	0.0234	4.7800e-003	5.4600e-003	0.0102			72.6528	5.1000e-004		72.6636
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0639	0.0758	0.9467	2.0100e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455			172.7297	7.8600e-003		172.8947
Total	0.0808	0.3774	1.1268	2.7200e-003	0.1851	7.0300e-003	0.1921	0.0493	6.4600e-003	0.0557			245.3826	8.3700e-003		245.5583

3.3 Rough Grading - 2015
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																

Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675	0.0000	0.0000			0.0000
Off-Road	3.8327	40.4161	26.6731	0.0298	2.3284	2.3284	2.3284	2.1421	2.1421	2.1421	3,129.0158	0.9341	0.9341		3,148.6328
Total	3.8327	40.4161	26.6731	0.0298	6.5523	2.3284	8.8807	3.3675	2.1421	5.5096	3,129.0158	0.9341	0.9341		3,148.6328

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0639	0.0758	0.9467	2.0100e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	172.7297	172.7297	172.7297	7.8600e-003		172.8947
Total	0.0639	0.0758	0.9467	2.0100e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	172.7297	172.7297	172.7297	7.8600e-003		172.8947

Mitigated Construction On-Site

Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133	0.0000	0.0000			0.0000	
Off-Road	3.8327	40.4161	26.6731	0.0298	2.3284	2.3284	2.3284	2.1421	2.1421	2.1421	0.0000	3,129.0158	0.9341	0.9341		3,148.6328
Total	3.8327	40.4161	26.6731	0.0298	2.5554	2.3284	4.8838	1.3133	2.1421	3.4554	0.0000	3,129.0158	0.9341	0.9341		3,148.6328

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0639	0.0758	0.9467	2.0100e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	172.7297	172.7297	172.7297	7.8600e-003		172.8947
Total	0.0639	0.0758	0.9467	2.0100e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	172.7297	172.7297	172.7297	7.8600e-003		172.8947

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	lb/day															
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	lb/day															
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Mitigated	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004

Unmitigated	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004
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6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.8685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7082					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.8685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7082					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Riverside Free Methodist Church Demolition

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.14	Acre	3.14	136,778.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2015

Utility Company Riverside Public Utilities

CO2 Intensity (lb/MW/hr)	1325.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - The proposed project will consist of site clearing, building removal, and rough grading and will take approximately two to three months.
 Demolition - Demolition of a 3,942 sf sanctuary, a 2,340 sf fellowship hall, and a 3,360 sf education building
 Construction Off-road Equipment Mitigation - Standard dust control measures as required by SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tbiConstructionPhase	NumDays	20.00	44.00
tbiProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/1/2015	10/1/2015	5	44	
2	Rough Grading	Grading	10/2/2015	10/13/2015	5	8	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Excavators	1	8.00	162	0.38
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Rough Grading	Graders	1	8.00	174	0.41
Rough Grading	Rubber Tired Dozers	1	8.00	255	0.40
Rough Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	44.00	14.70	14.70	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading	6	15.00	0.00	0.00	14.70	14.70	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.2172	0.0000	0.2172	0.0329	0.0000	0.0329		0.0000	0.0000			0.0000
Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858		4,127.1934	4,127.1934	1.1188		4,150.6886
Total	4.5083	48.3629	36.0738	0.0399	0.2172	2.4508	2.6680	0.0329	2.2858	2.3187		4,127.1934	4,127.1934	1.1188		4,150.6886

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0177	0.3132	0.1966	7.1000e-004	0.0174	5.9600e-003	0.0234	4.7800e-003	5.4800e-003	0.0103		72.4747	72.4747	5.2000e-004		72.4856
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0611	0.0808	0.8178	1.8400e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455		157.8652	157.8652	7.8600e-003		158.0302
Total	0.0787	0.3940	1.0145	2.5500e-003	0.1851	7.0500e-003	0.1922	0.0493	6.4800e-003	0.0557		230.3399	230.3399	8.3800e-003		230.5158

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.0847	0.0000	0.0847	0.0128	0.0000	0.0128			0.0000			0.0000
Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858	0.0000	4,127.1934	4,127.1934	1.1188		4,150.6886
Total	4.5083	48.3629	36.0738	0.0399	0.0847	2.4508	2.5355	0.0128	2.2858	2.2986	0.0000	4,127.1934	4,127.1934	1.1188		4,150.6886

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0177	0.3132	0.1966	7.1000e-004	0.0174	5.9600e-003	0.0234	4.7800e-003	5.4800e-003	0.0103			72.4747	5.2000e-004		72.4856
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0611	0.0808	0.8178	1.8400e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455			157.8652	7.8600e-003		158.0302
Total	0.0787	0.3940	1.0145	2.5500e-003	0.1851	7.0500e-003	0.1922	0.0493	6.4800e-003	0.0557			230.3399	8.3800e-003		230.5158

3.3 Rough Grading - 2015 Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																

Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675	0.0000	0.0000			0.0000
Off-Road	3.8327	40.4161	26.6731	0.0298	2.3284	2.3284	2.3284	2.1421	2.1421	2.1421	3,129.0158	0.9341	0.9341		3,148.6328
Total	3.8327	40.4161	26.6731	0.0298	6.5523	2.3284	8.8807	3.3675	2.1421	5.5096	3,129.0158	0.9341	0.9341		3,148.6328

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0611	0.0808	0.8178	1.8400e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	157.8652	157.8652	157.8652	7.8600e-003		158.0302
Total	0.0611	0.0808	0.8178	1.8400e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	157.8652	157.8652	157.8652	7.8600e-003		158.0302

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133	0.0000	0.0000	0.0000			0.0000
Off-Road	3.8327	40.4161	26.6731	0.0298	2.3284	2.3284	2.3284	2.1421	2.1421	2.1421	0.0000	3,129.0158	0.9341	0.9341		3,148.6328
Total	3.8327	40.4161	26.6731	0.0298	2.5554	2.3284	4.8838	1.3133	2.1421	3.4554	0.0000	3,129.0158	0.9341	0.9341		3,148.6328

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0611	0.0808	0.8178	1.8400e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	157.8652	157.8652	157.8652	7.8600e-003		158.0302
Total	0.0611	0.0808	0.8178	1.8400e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455	157.8652	157.8652	157.8652	7.8600e-003		158.0302

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	KBTU/yr	lb/day																
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	KBTU/yr	lb/day																
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Mitigated	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004

Unmitigated	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	6.9000e-004	6.9000e-004	0.0000	0.0000	7.3000e-004
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6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.8685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7082					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	0.8685					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7082					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004
Total	3.5767	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.3000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Riverside Free Methodist Church Demolition Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.14	Acre	3.14	136,778.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2015

Utility Company Riverside Public Utilities

CO2 Intensity (lb/MW/hr)	1325.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use -

Construction Phase - The proposed project will consist of site clearing, building removal, and rough grading and will take approximately two to three months.
Demolition - Demolition of a 3,942 sf sanctuary, a 2,340 sf fellowship hall, and a 3,360 sf education building
Construction Off-road Equipment Mitigation - Standard dust control measures as required by SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tbiConstructionPhase	NumDays	20.00	44.00
tbiProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Area	0.6527	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste																
Water																
Total	0.6527	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Area	0.6527	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste																
Water																
Total	0.6527	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005

Worker	1.2700e-003	1.8500e-003	0.0187	4.0000e-005	3.6300e-003	2.0000e-005	3.6500e-003	9.6000e-004	2.0000e-005	9.9000e-004	0.0000	3.1936	3.1936	1.6000e-004	0.0000	3.1969
Total	1.6600e-003	8.8500e-003	0.0231	6.0000e-005	4.0100e-003	1.5000e-004	4.1600e-003	1.0600e-003	1.4000e-004	1.2100e-003	0.0000	4.6421	4.6421	1.7000e-004	0.0000	4.6456

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					1.8600e-003	0.0000	1.8600e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0992	1.0640	0.7936	8.8000e-004		0.0539	0.0539	0.0503	0.0503	0.0503	0.0000	82.3707	82.3707	0.0223	0.0000	82.8396
Total	0.0992	1.0640	0.7936	8.8000e-004	1.8600e-003	0.0539	0.0558	2.8000e-004	0.0503	0.0506	0.0000	82.3707	82.3707	0.0223	0.0000	82.8396

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	3.9000e-004	7.0000e-003	4.4300e-003	2.0000e-005	3.8000e-004	1.3000e-004	5.1000e-004	1.0000e-004	1.2000e-004	2.2000e-004	0.0000	1.4485	1.4485	1.0000e-005	0.0000	1.4487
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2700e-003	1.8500e-003	0.0187	4.0000e-005	3.6300e-003	2.0000e-005	3.6500e-003	9.6000e-004	2.0000e-005	9.9000e-004	0.0000	3.1936	3.1936	1.6000e-004	0.0000	3.1969
Total	1.6600e-003	8.8500e-003	0.0231	6.0000e-005	4.0100e-003	1.5000e-004	4.1600e-003	1.0600e-003	1.4000e-004	1.2100e-003	0.0000	4.6421	4.6421	1.7000e-004	0.0000	4.6456

3.3 Rough Grading - 2015
Unmitigated Construction On-Site

Natural Gas Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use KBTU/yr	tons/yr										MT/yr					CO2e		
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

Mitigated

Land Use	Natural Gas Use KBTU/yr	tons/yr										MT/yr					CO2e		
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

5.3 Energy by Land Use - Electricity

Unmitigated

Category	tons/yr										MT/yr					
Mitigated	0.6527	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	0.0000	0.0000	0.0000	8.0000e-005
Unmitigated	0.6527	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	0.0000	0.0000	0.0000	8.0000e-005

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1585					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4943					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Total	0.6527	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1585					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4943					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005

Total	0.6527	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005
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7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0.70	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MIT/yr			
Other Non-Asphalt Surfaces	0.70	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MIT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr		
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation