



## **Notice of Intent to Adopt a Mitigated Negative Declaration McCall Blvd Sidewalk Improvements, CIP# 13-15**

### Project Description

The City of Menifee is planning to construct a new sidewalk along the south side of McCall Blvd between Sherman Road and an existing sidewalk east of Hillpointe Road, within the ultimate roadway alignment in Menifee, California. The project will provide a separate traveling path for pedestrians and bicyclists by installing a concrete sidewalk on an undeveloped dirt path adjacent to the roadway. This will provide sidewalk connectivity to other existing sidewalks connecting to Hans Christensen Middle School. Additionally, a chain link fence will be constructed around the perimeter of an existing drainage feature. The construction will occur within the existing right of way and no new right-of-way will be acquired.

Construction of the proposed project is tentatively scheduled to begin by July 1, 2013 and to be completed by July 31, 2013. This time frame would achieve completion of the proposed improvements prior to the start of the 2013/2014 school year for the nearby Hans Christensen Middle School .

The purpose of the proposed sidewalk improvements is to provide a clean and safe route for pedestrians, bicyclists and students along McCall Blvd. Funding for the project is being provided through local funding sources. There are no federal funding sources.

### Public Review Period

The City of Menifee has prepared a Draft Initial Study and Mitigated Negative Declaration (Draft IS/MND), to evaluate the short-term and long-term environmental effects of the proposed project. Based on this evaluation, the City has determined that the project would not result in any significant environmental impacts and as such, intends to adopt a Mitigated Negative Declaration. ***A 20-day public review period for the Draft IS/MND will commence on May 22, 2013, and end on June 10 2013.***

During the 20-day review period, questions concerning the project design and construction characteristics, and written comments concerning the adequacy of the information and analysis in the Draft IS/ND may be submitted to:

Chris Morlok, P.E.  
City of Menifee Public Works Department  
29714 Haun Road  
Menifee, CA 92586  
cmorlok@cityofmenifee.us

### Availability of Draft IS/ND

The Draft IS/ND is available for public review at the following locations:

- City of Menifee website – [www.cityofmenifee.us](http://www.cityofmenifee.us)
- City of Menifee City Hall, Front Counter – 29714 Haun Road, Menifee, CA 92586
- Sun City/Menifee Library – 26982 Cherry Hills, Menifee, CA 92586
- Kay Cenicerros Senior Center – 29995 Evans Rd., Menifee Ca 92586

### Public Hearing to Adopt ND and Approve Project

A public hearing will be held before the Menifee City Council to consider any comments concerning the adequacy of the Draft IS/MND and to approve the proposed project design. ***The hearing will be held at 7 pm on Tuesday, June 18, 2013, at the Menifee City Hall Council Chambers, 29714 Haun Road, Menifee, CA 92586.***

### Hazardous Wastes and Substances Statement

There are no hazardous substances or wastes sites within the project limits that are identified in the reporting lists maintained in accordance with Section 65962.5 of the California Government Code.

# **CITY OF MENIFEE**

## **Draft Initial Study and Mitigated Negative Declaration**

### **FOR THE**

## **McCall Boulevard Sidewalk Improvements, Between Sherman Road and Hillpointe Drive**



Prepared By:

City of Menifee  
Department of Public Works/Engineering  
29714 Haun Road Avenue  
Menifee, CA 92586  
Attn: Chris Morlok, Public Works Department

May 2013



## CITY OF MENIFEE

### CEQA Environmental Checklist Form

1. Project title: McCall Road Sidewalk Improvements (CIP 13-015)
2. Lead agency name and address: City of Menifee, Public Works Department, 29714 Haun Road, Menifee, CA 92586.
3. Contact person and phone number: Chris Morlok, 951-672-6777.
4. Project location: On the south side of McCall Boulevard between Sherman Road to a point approximately 700 feet easterly to connect with an existing sidewalk of the Hillpointe development (TR 17730), in the City of Menifee, Riverside County, California.

A. Total Project Area: 0.08 acres

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: Public Right of Way			

B. Assessor's Parcel No: N/A – right-of-way directly north of 333-060-021

C. Map: Thomas Brothers Riverside County Street Guide 2008 Page 838, Grid D5.

D. Section, Township & Range Description or reference/attach a Legal Description: South ½ of the Southeast ¼ of Section 22, Township 5 South, Range 3 West of the San Bernardino Base and Meridian.

E. Longitude: -117° 10' 42.54" W Latitude: 33° 42' 59.86" N

5. Project Applicant: City of Menifee, Public Works Department, 29714 Haun Road, Menifee CA 92586
6. General Plan Designation: N/A—project is entirely within existing public street right-of-way
7. Zoning: N/A—project is entirely within existing public street right-of-way
8. Description of project: The proposed project consists of sidewalk improvements along the south side of McCall Blvd, with the ultimate roadway alignment in Menifee, California. The project will improve safety for pedestrians and bicyclists by providing a concrete sidewalk on an undeveloped dirt shoulder adjacent to the roadway and provide sidewalk connectivity to other existing sidewalks connecting to Hans Christensen Middle School.

The project consists of one work area on the south side of McCall Blvd:

- McCall Blvd – A new sidewalk will be constructed on the south side of McCall Blvd to complete a missing sidewalk segment east of Sherman Road and continues east for a distance of approximately 700-feet. Approximately 3,300 square feet of 5-foot sidewalk will be installed. Additionally, a 4-foot chain link fence will be installed adjacent to the sidewalk and the top of the slope for an existing drainage feature.

Circulation facilities exist on McCall Boulevard and Sherman Road which serve adjacent to the

project. McCall Boulevard is designated as an Urban Arterial (152-foot ROW) according to the Riverside County Circulation Element. Sherman Road is designated as a Major (118-foot ROW) according to the Riverside County Circulation Element. No new drainage or public facilities are proposed as part of the project.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The subject site is contained within the ultimate roadway section of McCall Boulevard. The site contains a small drainage channel maintained by the City of Menifee directly adjacent to McCall Road. The area is disturbed by past and existing pedestrian and bicycle use. Construction, grading, and maintenance of McCall Blvd has compacted the soil and has removed most vegetation, except for ruderal species, within the existing right-of-way. The southern boundary abuts vacant property. To the east lies existing curb, gutter, sidewalk and landscaping improvements and existing residential uses. The western boundary abuts Sherman Road. The northern boundary abuts McCall Boulevard. Elevations range from a maximum of 1473 feet above mean sea level to a minimum of 1464 feet above mean sea level. On site vegetation in the improvement area is limited to non-native grasses and weeds.

The surrounding area contains vacant properties to the north, south and west and residential uses to the east and commercial uses to the northwest.

The adjacent General Plan Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:

	<b>AREA PLAN</b>	<b>FOUNDATION COMPONENT</b>	<b>LAND USE DESIGNATION</b>	<b>POLICY AREA</b>
<b>NORTH</b>	Sun City/ Menifee Valley	Community Development	Commercial Retail (CR)	Mount Palomar Nighttime Lighting Highway 79 Senior Design Interstate 215 Corridor- North
<b>SOUTH</b>	Sun City/ Menifee Valley	Community Development	Commercial Retail (CR)	Mount Palomar Nighttime Lighting Highway 79 Senior Design Interstate 215 Corridor- North
<b>EAST</b>	Sun City/ Menifee Valley	Community Development	Medium High Density Residential (MHDR) (5-8 dwelling units per acre)	Mount Palomar Nighttime Lighting Highway 79 Senior Design Interstate 215 Corridor- North
<b>WEST</b>	Sun City/ Menifee Valley	Community Development	Commercial Retail (CR)	Mount Palomar Nighttime Lighting Highway 79 Senior Design Interstate 215 Corridor- North

The adjacent zoning classifications are as follows:

	<b>ZONING CLASSIFICATION</b>
<b>NORTH</b>	Scenic Highway Commercial (C-P-S)
<b>SOUTH</b>	Scenic Highway Commercial (C-P-S)
<b>EAST</b>	Planned Residential (R-4)
<b>WEST</b>	Scenic Highway Commercial (C-P-S)

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below (x) 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"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Population and Housing             |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Air Quality           | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Biological Resources  | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Cultural Resources    | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities and Service Systems      |
| <input type="checkbox"/> Geology/Soils         | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a **“Less than Significant with Mitigation Incorporated”** as indicated by the checklist on the following pages.

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

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

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

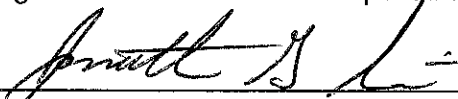
The environmental factors checked below (x) would have **“No Impact”** by this project as indicated by the checklist on the following pages.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find 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.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find 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.
- I find 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

5.16.13  
\_\_\_\_\_  
Date

JONATHAN G. SMITH  
\_\_\_\_\_  
Printed Name

For Jonathan G. Smith, P.E., QSD  
Assistant Director of Public  
Works/Engineering



## 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 measures 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) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) 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:

<b>I. AESTHETICS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Source: Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 8, Scenic Highways and Figure 5, Mt. Palomar Nighttime Lighting Policy; California, Department of Transportation, *California State Scenic Highway Mapping System*; Ordinance No. 655 (Regulating Light Pollution); Menifee Municipal Code Chapter 6.01 (Dark Sky), Project site plan and On-site investigation

Analysis of Project Effect and Determination of Significance:

Impact I.a) – 1.c): As shown on Figure 8, Scenic Highways from the Sun City Menifee Valley Area Plan, McCall Road is designated as a County Eligible Scenic Highway. Land Use Policy SCMVAP 16.1 requires protection of scenic highways in the Sun City Menifee Valley Area Plan from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

The project site does not have any unique or landmark features such as rock outcroppings. The project area has been disturbed by past and existing use of the area by pedestrians and bikes. The new construction of sidewalks and fencing within the ultimate road right-of-way will not obstruct any prominent scenic vista or result in the creation of an aesthetically offensive site open to public view. The project will not damage any scenic resources nor substantially degrade the existing visual character of the neighborhood. The project will have no impact on scenic resources.

Impact I.d): The project proposes the construction of new sidewalks and fencing within the existing road-right-of-way along the south side of McCall Boulevard. No lighting is proposed. Therefore, there will be no impacts related to lighting and glare.

Mitigation Measures: No mitigation is required.

<b>II. AGRICULTURE AND FORESTRY RESOURCES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>

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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, 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 in Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>

Source: Riverside County General Plan Figure OS-2 Agricultural Resources; Ordinance No. 625 (Right to Farm); California Natural Resources Agency (NRA), Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Riverside County Important Farmland 2008, Sheet 1 of 3*, map published September 2009; California Department of Forestry and Fire Protection (CAL FIRE). Fire and Resource Assessment Program (FRAP). California's Forest and Rangelands: 2010 Assessment dated June 2010; and Riverside County Land Information System (RCLIS) database.

Analysis of Project Effect and Determination of Significance:

Impact II.a-b): The project area is designated as "other-lands" under the classifications provided by the Farmland Mapping and Monitoring Program. The project site is vacant, but disturbed. The project site is not classified as prime farmland, farmland of statewide or local importance or unique farmland. The project area has not been used for agricultural resources or operations within the recent past. The surrounding area has been developed with residential uses to the east and commercial uses to the northwest. There are no agricultural uses adjacent to the project site. The project site and surrounding properties are not within an active agricultural preserve. The project site and surrounding parcels are not zoned for agricultural uses. The construction of sidewalk improvements will not involve changes to the immediate area nor will it result in the conversion of lands from agricultural use to a non-agricultural use. The project will not have an impact on agricultural resources.

Impact II.c-d): The project site is within the public right-of-way. Surrounding vacant properties are also zoned C-P-S. Neither the project site nor surrounding properties are zoned for or currently contain forest land or

timberland. Therefore, the project will not conflict with existing zoning for, or cause rezoning of, 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 in Government Code section 51104(g)) and will not result in the loss of forest land or conversion of forest land to non-forest use.

Impact II.e): The project site and surrounding properties are not classified as farmland, zoned for agricultural uses, or contain existing agricultural use. The project site and surrounding properties are not classified as forest land. Therefore, the project shall not 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.

Mitigation Measures: No mitigation is required.

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, Figure AQ-1 Riverside County Air Quality Basins; SCAQMD CEQA Air Quality Handbook, 1993; South Coast Air Quality Management District, and California Emission Estimator Model (CalEEMod) Version 2011.1.1, created 2011.

Existing Setting: The project site is located in the South Coast Air Basin, which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The South Coast Air Basin is in nonattainment for the federal 8-hour ozone standard, the State 1-hour ozone standard, the federal 24-hour PM<sub>10</sub> standard, and the State 24-hour and annual PM<sub>10</sub> standards. The South Coast Air Basin is designated as attainment or unclassified for all other federal and state ambient air quality standards. The ozone precursors VOC and NO<sub>x</sub>, in addition to fine particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), are the pollutants of primary concern for projects located in the SCAQMD.

Analysis of Project Effect and Determination of Significance:

Impact III.a): The project site is located in the South Coast Air basin, which is within the jurisdiction of the

South Coast Air Quality management District (SCAQMD). According to the SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population growth forecast. Construction of the sidewalk improvements would not generate population growth, as the project does not involve any residential development. Therefore, the project, the addition of the 3,300 sq. ft. of sidewalks, would not contribute to an exceedance of the City's projected population growth forecast. The project is consistent with the Riverside County General Plan as adopted by the City of Menifee. Therefore, the project's potential impact associated with air quality management plans would be less than significant.

Impact III.b): The project site is located in the South Coast Air basin, which is nonattainment for the federal 8-hour ozone standard, the State 1-hour ozone standard, the federal 24-hour PM<sub>10</sub> standard, and the State 24-hour and annual PM<sub>10</sub> standards. The South Coast Air Basin is designated as attainment or unclassified for all other federal and state ambient air quality standards. The ozone precursors VOC and NO<sub>x</sub>, in addition to fine particulate matter (PM<sub>10</sub>, and PM<sub>2.5</sub>) are the pollutants of primary concern for projects located in the SCAQMD. Based on SCAQMD thresholds, a project would have a significant adverse impact on regional air quality if it generates emissions exceeding any of the SCAQMD thresholds.

Air quality impacts would occur during construction of the proposed project from soil disturbance and equipment exhaust. Operational air quality impacts would not occur as this project is for the construction of a sidewalk. The construction and grading emissions for this project were estimated using CalEEMod Version 2011.1.1. Based on the estimates, the construction and grading emissions would not exceed SCAQMD's thresholds (see attachment). All routine dust control measures would be implemented to avoid and minimize fugitive dust emissions. Once the project is completed, there would be no new sources of air pollutant emissions. Therefore, this project will have a less than significant impact.

Impact III.c): The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM<sub>10</sub> and PM<sub>2.5</sub>. The CalEEMod estimates demonstrate that the project will not result in exceedances of any applicable thresholds which are designed to assist the region in attaining the applicable state and national ambient air quality standards (see attachment). The project would comply with SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rule and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to criteria pollutant emissions would be less than significant.

Impact III.d): Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. The nearest sensitive receptor are residences located to the east of the site. Impacts to these residences is anticipated to be less than significant because the duration of the construction activities is short (approximately ten working days), based on the CalEEMod estimates the grading and construction will not exceed SCAQMD's thresholds and there will be no operational impacts (see attachment). Therefore, the project will not expose sensitive receptors to substantial pollutant concentrations. The impact is considered less than significant.

Impact III.e): During construction, there would be some odors associated with construction vehicles and equipment exhaust emissions. Residential uses are located to the east of the site and may be affected by odors during construction. However, the construction activities are only anticipated to occur over a period of 10 working days and would be isolated to the immediate vicinity of the site. There are no operational odors associated with the project since the project is for the construction of sidewalk. Therefore, the impact is considered less than significant.

**Mitigation Measures:** No mitigation measures are required.



IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><u>Source:</u> Riverside County General Plan, October 2003; Riverside County, Transportation and Land Management Agency, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Approved June 7, 2003; Regional Conservation Authority (RCA), Western Riverside County Habitat Conservation Summary; Regional Conservation Authority (RCA), Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area dated March 29, 2006; Regional Conservation Authority (RCA), Western Riverside County Multiple Species Habitat Conservation Plan. Volume II-B: Part 6: Mammals; Riverside County Habitat Conservation Agency (RCHCA), SKR Reserves dated September 1, 2009; Riverside County Integrated Project (RCIP) Conservation Summary Report Generator; Riverside County Land Information System (RCLIS) database; and "Western Riverside County Multiple Species Habitat Conservation Plan Habitat Assessment and Consistency Analysis for City of Menifee McCall Blvd Sidewalk Project" prepared May 6, 2013.</p>				
<p><u>Applicable General Plan Policies:</u></p>				

## Analysis of Project Effect and Determination of Significance:

Impact IV.a): The proposed project is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan; however, the project site is not located within a Criteria Cell or Cell Group.

The project site is within the survey area for Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), Many-stemmed dudleya (*Dudleya multicaulis*), Spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wrights trichocoronis (*Trichocoronis wrightii*). A general habitat assessment for the required plant survey species was conducted on April 24, 2013. The project site does not support topography or hydrology for these required survey plant species. A review of the mapped soils indicates that a majority of the existing road right-of-way is mapped in Poterville clay soils. However, these soils within the existing road right-of-way, have been exposed to varying levels of disturbance associated with the construction, maintenance, and improvements of McCall Blvd. They have been highly compacted and do not provide the alkaline conditions, magnesium rich fertility, or vernal pool characteristics that could be indicators of suitable habitat for rare or endemic plants. The McCall Sidewalk Improvement Project site (existing right-of-way) does not support suitable habitat for the required Narrow Endemic Plant Surveys Species and no further surveys are required.

As part of the site inspection conducted on April 24, 2013, a habitat assessment for burrowing owls was also performed. The existing road right-of-way is heavily disturbed, lacks any small mammal burrows, and is highly compacted. Two adult burrowing owls, including an active nest and satellite burrow, were observed within the 150 meter buffer area of the project site. The nesting owls are located just south of McCall Blvd, within APN: 333-060-021.

Burrowing owls do not occupy the project foot print (existing road right-of-way) but are located within the 150 meter buffer of the project site. Formal Step II- Part B: Focused Burrowing Owl Surveys, as described in the MSHCP Burrowing Owl Survey Instructions, were not completed and are not recommended by EPD staff at this time. The proposed project is occurring within the existing right-of-way of McCall Blvd, the site lacks 35 or more acres of contiguous suitable burrowing owl habitat, and is surrounded by development which precludes long-term conservation value and makes the parcel, (APN: 333-060-021), less likely to contribute to the assembly of MSHCP Conservation Area. Sufficient information to address consistency with; 1) specific conservation requirements of the MSHCP as identified in species-specific Objective 5, and 2) ensure direct mortality of burrowing owls is avoided through implementation of species-specific Objective 6 (Pre-construction surveys), was gathered during the habitat assessment conducted April 24, 2013. Additional surveys, including the completion of the focused survey, would not yield any new information that would change the conservation approach. In accordance with the MSHCP burrowing owl Species Objective 6, the project will be required to complete a 30-day burrowing owl preconstruction survey in order to avoid direct impacts to the resource. Any owls located during the pre-construction survey will be avoided or potential relocated to MSHCP conserved open-space lands.

Implementation of the preconstruction burrowing owl survey and any avoidance measures, along with development of a worker awareness program prior to the start of construction will insure that the project is consistent with the MSHCP and that potential impacts to burrowing owls is reduced. Therefore, the impact is considered less than significant with mitigation incorporated.

Impact IV.b-c): The project site does not support any drainage features or other protected habitats listed in Section 6.1.2 of the MSHCP. The site does not support vernal pools, ephemeral ponds, or vernal type depressions suitable for fairy shrimp. Existing flood control infrastructure is located directly south east of the intersection of McCall Blvd and Sherman Rd. The existing channel is not considered Riverine or Riparian as it is a man-made feature. In addition the Improvement Project will not impact, improve, or change the existing channel in anyway. No work is being proposed in the channel, however a 4-foot chain link fence will be constructed along the southern bank of the channel to protect the public and provide public safety measures

for pedestrians using the sidewalk. The Improvement Project, including existing road right-of-way, does not support Riverine/Riparian habitat as defined by Section 6.1.2, nor does it support suitable habitat for species associated with those habitat types. Therefore, there is no impact.

Impact IV.d): The project site is located within existing road right-of-way and has been exposed to varying levels of disturbance over time. According to the survey of the site, wildlife activity at the project site was relatively low and minimally diverse. The project site is not identified as a wildlife corridor. Therefore, the project shall not 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.

Impact IV.e): The project site does not contain any oak trees or other protected resources. Therefore, the project shall not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, there will be no impact.

Impact IV.f): The City of Menifee has two active conservation plans within the City's boundary, the Western Riverside County MSHCP, and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR-HCP). The subject site is within the jurisdiction of the SKR-HCP and the Western Riverside County MSHCP. The project site is located inside the Stephens' Kangaroo Rat (*Dipodomys stephensi*) (SKR) Fee Area. The project was screened for potential biological habitat for all special status species of the MSHCP. The MSHCP also establishes habitat assessment requirements for certain plant, bird, mammal, and amphibian species. As stated under Impact IV-a, implementation of the preconstruction burrowing owl survey and any avoidance measures, along with development of a worker awareness program prior to the start of construction will insure that the project is consistent with the MSHCP and that potential impacts to burrowing owls is reduced. In addition, the project will be subject to the payment of fees for a public works project consistent with Riverside County Ordinance No. 810.2 as adopted by the City of Menifee. Therefore, the project will not conflict with the provisions of the adopted HCP, Natural Conservation Community Plan, or other approved local, regional or state conservation plan and the impact is considered less than significant with mitigation incorporated.

#### Conditions of Approval:

- A. Prior to the issuance of grading permits, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the disturbed areas of the approved development project which is anticipated to be 0.08 acres in accordance with site plan. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.
- B. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Ordinance No. 810, which requires payment of the appropriate fee set forth in the Ordinance. Ordinance No. 810 has been established to set forth policies, regulations and fees related to the funding and acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance. In the event Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that



ordinance shall be required.

Mitigation Measures:

- A. In accordance with MSHCP Species Objective 6 for burrowing owls, a preconstruction burrowing owl survey shall be completed prior to staging, grading, or any site disturbance associated with the construction of the McCall Blvd Sidewalk Improvement Project. Burrowing owls located during the 30-day preconstruction survey shall be avoided in accordance with the California Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation. Placement and establishment of avoidance buffers should be done by a qualified biologist experienced with burrowing owl mitigation. In general buffer distance can vary from 50m to 500m depending on the time of year and number of individual owls present at the time of construction. Owls that cannot be avoided at the time of construction will be relocated to lands conserved and managed in accordance with the MSHCP. EPD also recommend that prior to the start of construction, a worker awareness program be implemented by a qualified biologist to increase the on-site worker's recognition of the resource and confirm a commitment to burrowing owl protection.

<b>V. CULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-8 Paleontological Sensitivity; Riverside County Integrated Project (RCIP). 2003, October. General Plan Final Program Environmental Impact Report Volume 1. Section 4.7: Cultural Resources and Figure 4.7.1: Archaeological Sensitivity dated October 2003; and Riverside County Land Information System (RCLIS) database.

Analysis of Project Effect and Determination of Significance:

Impact V.a): There are no historic resources within or adjacent to the project site. The project site is currently disturbed by past and existing pedestrian and bicycle use. A small drainage channel has been constructed on McCall, near the intersection of Sherman Road and is maintained by the City. Therefore, there will be no impact to a historical resources.

Impact V.b): The project site is within the ultimate right-of-way of McCall Boulevard. The project site is currently disturbed by past and existing pedestrian and bicycle use and past grading and construction. A small man-made drainage channel has been constructed on McCall, near the intersection of Sherman Road and is maintained by the City. There will be minimal grading performed on the surface of the property only.

Due to the minimal grading involved, the project is not anticipated to affect archaeological resources that might lie within undisturbed soil materials. Therefore, no further work in conjunction with cultural resources, including monitoring of any future grading activities is warranted. The new construction is not anticipated to result in the alteration or destruction of an archeological site of cause a substantial adverse change in the significance of an archaeological resource as defined in California Code of Regulations, Title 14, Chapter 3, Section 15064.5. Therefore, there is no impact.

Impact V.c): The project site is identified as having a high sensitivity for paleontological resources and fossils are likely to be encountered at or below four feet of depth. However, minimal grading is proposed and grading is expected to occur on the surface of the site only. Therefore, it is unlikely that the project site will yield paleontological resources or unique geologic features. Therefore, the impact is anticipated to be less than significant.

Impact V.d): No known cemetery occurs within the project areas or within a two-mile radius of the project site. The location of human remains during construction is not expected. However, if human remains are found during the construction, the Native American Graves Protection Act Guidelines and State Law require that construction personnel: Halt work in the immediate area; leave the remains in place; and contact the Riverside County Coroner. Until a representative from the Coroner’s office reviews the remains in the field, they must not be removed. If the Coroner determines that the remains are prehistoric, the Coroner contacts the Native American Heritage Commission and the most likely descendent from the Native American community is informed. The final disposition of remains is coordinated by representatives of the property owner and the most likely descendent and perhaps assisted by the City. As the Native Americans Graves Protection Act Guidelines and State Law are in place, the project will have a less than significant impact to potential human remains, including those interred outside of formal cemeteries.

Mitigation Measures: No mitigation is required.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

Source: Riverside County General Plan, Figure S-2 Earthquake Fault Study Zones, Figure S-4 Earthquake-Induced Slope Instability Map, Figure S-5 Regions Underlain by Steep Slope, Figure S-8 Wind Erosion Susceptibility Map, Figures S-13 through S-21 (showing General Ground Shaking Risk); Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 11, Seismic Hazards, Figure 12, Steep Slope, and Figure 13, Slope Instability; County of Riverside Resolution No. 94-125; County Ordinance 460, Sec. 14.2; County Ordinance 484; U.S.D.A. Soil Conservation Service Soil Survey; and Riverside County Land Information System (RCLIS) database.

Analysis of Project Effect and Determination of Significance:

Impact VI.a)i)-ii)): No Fault-Rupture Hazard zones, as designated by the California Department of Conservation, Alquist-Priolo Earthquake Fault Zone (1999) exist within one-half mile of the project site. Surface rupture of a fault generally occurs within 50 feet of an active fault line. Ground rupture would not be expected at this site due to the distance from fault zones. The project site may still be affected by moderate to potentially severe shaking resulting from an earthquake on one of the nearby faults. Therefore, the public works sidewalk project will have a less than significant impact on exposing people or structures to potential substantial adverse effects involving a rupture of a known earthquake fault.

Impact VI.a)iii): Riverside County GIS indicates that the project site has a low potential for liquefaction. However, ground rupture would not be expected at this site. Therefore, the project will have a less than significant impact on exposing people or structures to potential substantial adverse effects involving liquefaction.

Impact VI.a)iv): Based on site reconnaissance, the site is relatively flat. Therefore, the project will have a less than significant impact on exposing people or structures to potential substantial adverse effects involving landslides.

Impact VI.b): The project site is disturbed right-of-way. There is minimal grading proposed for the project. The public works department will implement temporary erosion control measures immediately after grading to prevent disposition of debris onto downstream properties or drainage facilities. The proposed project will not result in substantial soil erosion or the loss of topsoil. Therefore, the impact is considered less than significant.

Impact VI.c): The general area of the site is mapped as being susceptible to subsidence. The proposed project does not propose structures intended for human habitation. No ground rupture would be expected at the site. Therefore, the project will have a less than significant impact on exposing people or structures to potential substantial adverse effects involving subsidence.

Impact VI.d): The proposed sidewalk improvements do not include any habitable structures or foundation structures that could be significantly affected by expansive soil conditions. Therefore, the impact is

considered to be less than significant.

Impact VI.e): The proposed sidewalk improvements would not generate any wastewater and there are no existing soil-based wastewater disposal systems within the project limits. Therefore, there are no impacts.

Conditions of Approval:

Temporary erosion control measures immediately after grading to prevent disposition of debris onto downstream properties or drainage facilities.

Mitigation Measures: No mitigation is required.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: California Climate Action Registry. *General Reporting Protocol*, Version 3.1, January 2009; OPR’s Technical Advisory; CEQA Guideline Amendments dated January 14, 2013; and CalEEMod, Version 2011.1.1.

Existing Setting: Assembly Bill 32, the Global Warming Solutions Act of 2006 (AB 32), is the primary state policy created with the purpose of reducing greenhouse gas emissions in California. AB 32 created emissions reduction targets and granted authority over emissions reduction to the California Air Resources Board (ARB). Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), which was passed by the legislature as a tool for working towards AB 32’s reduction goals, requires ARB to set regional GHG emissions targets and requires each California metropolitan planning organizations (MPO) to develop a Sustainable Community Strategy (SCS) that integrates housing, transportation, and land use policy. These mandates were designed with the intention of reducing vehicle miles traveled, and thus, GHG emissions. Additionally the California Air Resources Board (CARB) Scoping Plan, outlines ways to achieve GHG reductions in California as required by AB 32.

Analysis of Project Effect and Determination of Significance:

Impact VII.a): During construction, minor volumes (6.95 CO<sub>2</sub>e) of greenhouse gases (GHGs), primarily carbon dioxide, would be generated in the exhaust emissions from construction vehicles and equipment. These GHGs are typically present in such exhaust emissions and this project would not require use of any unique machinery or processes that could generate higher than normal levels of greenhouse gases during construction. Due to the size of the project, impacts are considered to be less than significant.

Impact VII.b): The provisions of AB 32, SB 375, the CARB Scoping Plan and other state-level GHG reduction plans do not apply specifically to small-scale sidewalk improvement projects. Due to the size and scope of the project (addition of 3,300 sq. ft. of sidewalk), the proposed project is not anticipated to conflict with any

plans, policies or regulations adopted to reduce GHG emissions. Therefore, the impact is considered less than significant.

Mitigation Measures: No mitigation measures are required.

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan, Figure S-11 Wildfire Susceptibility, and Figure S-19 Airport Locations; Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 10, Wildfire Susceptibility; California, Department of Toxics Substances Control, EnviroStor database; California, Department of Toxics Substances Control, Cortese list of Hazardous Waste and Substances Sites database; California, Water Resources Control Board, Geotracker, All Hazards Site Search; United States,

Environmental Protection Agency, Brownfields Database; United States, Environmental Protection Agency, Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database; AirNav, LLC. Airport Search; March Air Reserve Base / March Inland Port, Land Use Compatibility; Riverside County Airport Land Use Commission, Perris Valley Airport Land Use Compatibility Plan, adopted December 2010; Riverside County Airport Land Use Commission, Riverside County Airport Land Use Plan, adopted October 2004; California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program (FRAP), Very High Fire Hazard Severity Zones in LRA: Menifee; and California Department of Forestry and Fire Protection (CAL FIRE). Recommended County Maps of Very High Fire Hazard Severity Zones in Local Responsibility Areas (LRA), dated May 2008.

Analysis of Project Effect and Determination of Significance:

Impact VIII.a): Hazardous materials are defined in the General Plan as any material that because of its quality, concentration or physical or chemical characteristics poses a significant potential hazard to human health or safety or to the environment. The United States Environmental Protection Agency (EPA) defines a hazardous waste as a substance that may or cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating reversible illness; and that poses a substantial present or potential future hazard to human health or the environment when it is improperly treated, stored, transported disposed of or otherwise managed. Hazardous waste is defined as ignitable, corrosive, explosive or reactive.

The public works component of the project entails the construction of 3,300 sq. ft. of sidewalks and installation of fencing. The construction facilitated by the requested approvals has the potential to create a hazard to the public or environment through the routine transportation, use and disposal of construction related hazardous materials as the project would include the delivery and disposal of hazardous materials such as fuels, oils, solvents and other materials. These materials are typical of materials delivered to construction sites.

Existing federal and state laws address risks associated with the transport of hazardous materials. These include regulations outlined in the Hazardous Materials Transportation Act, administered by the U.S. Department of Transportation. The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the CCR. The California Department of Transportation is mandated to implement the regulations established by the U.S. Department of Transportation, which are published as the Code of Federal Regulations, Title 49, commonly referred to as 49 CFR. With regard to the transportation of hazardous materials and wastes, these regulations govern the manufacture of packaging and transport containers; packing and repacking; labeling; and the marking of hazardous material transport. Any transport of hazardous materials to the project site would be subject to the federal and state regulations described above. Potential impacts are considered to be less than significant through the implementation of standard state and federal requirements. A variety of state and federal laws govern the generation, treatment and /or disposal of hazardous wastes. City of Menifee, through CalFire Department has the authority to inspect on-site uses and to enforce state and federal laws governing the storage, use, transport and disposal of hazardous materials and wastes. As such, potential impacts are considered to be less than significant through the implementation of standard state and federal requirements.

In addition, the General Plan has identified a variety of policies to reduce the potential exposure of people and the environment to hazardous materials. Oversight by the appropriate federal, State, and local agencies, compliance by new development with applicable regulations related to the handling and storage of hazardous materials, and with implementation of the General Plan policies, the risk of the public's potential exposure to hazardous substances is considered less than significant.

Impact VIII.b): The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. It is possible that licensed vendors could bring some hazardous materials to and from the



site in connection with the construction of residences. However, appropriate documentation for all hazardous waste that is transported in connection with specific project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code. In addition, the developer shall comply with all applicable federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to Title 49 of the Code of Federal Regulations. Compliance with all applicable Federal and State laws related to the transportation of hazardous materials, would reduce the likelihood and severity of accidents during transit, thereby impacts would be less than significant.

Further hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment. The California Building Code (CBC) requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. If hazardous material be proposed in the future, compliance with all applicable federal and State laws related to the storage of hazardous materials would maximize containment and provide for prompt and effective clean-up if an accidental release occurs, and therefore, impacts are less than significant.

Impact VIII.c): The project site is located within Menifee Union and Perris Union High School Districts. One public school is located within one-quarter of a mile of the proposed project site. The closest school is the Hans Christensen Middle School located to the north of the site on Sherman Road. All businesses that handle or have on-site transportation of hazardous materials are required to comply with the provisions of the City's Fire Code and any additional element as required in the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Both the federal and State governments require all businesses that handle more than specified amount of hazardous materials to submit a business plan to a regulating agency. As such, impacts associated with hazardous emissions, materials, substances or waste within one-quarter mile of an existing or propose school would be considered less than significant.

Impact VIII.d): The California Department of Toxic Substance Control's EnviroStar website and Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) database (searched on May 3, 2013) indicates there are no hazardous waste or substances sites within the project limits. Therefore, there are no impacts.

Impact VIII.e-f): The project site is not located within an airport influence area or within the vicinity of a private airstrip. Therefore, there are no impacts.

Impact VIII.g): The construction of sidewalks and fencing will occur within outside of the roadway and will not block emergency vehicles. The construction of sidewalks and fencing within the project site will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, there is no impact.

Impact VIII.h): The project site and surrounding properties are not within a high fire area. The project will have no impact on exposing people or structures to a significant risk of loss, injury or death involving wildland fires, including where wild lands are adjacent to urbanized areas.

Mitigation Measures: No mitigation is required.

<b>IX. HYDROLOGY AND WATER QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>
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"/>
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"/>
j) Inundation by seiche or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-9 100- and 500-Year Flood Hazard Zones, and Figure S-10 Dam Failure Inundation Zone; Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 11, Seismic Hazards and Figure 9, Flood Hazards; United States, Department of Homeland Security, Federal Emergency Management Agency, National Flood Insurance Program,; Eastern Municipal Water District (EMWD), West San Jacinto Basin Groundwater Management Plan, dated June 2001; and Riverside County Land Information System (RCLIS) database.

Analysis of Project Effect and Determination of Significance:

Impact IX.a): The proposed public works project area is disturbed right-of-way. Upon construction of the sidewalks, the permeable area of the project site will be decreased, thereby leading to a potential for increase in urban runoff. Urban runoff will be conveyed by local drainage facilities developed through the City to retinal



drainage facilities, and then ultimately to the receiving waters. Stormwater containing urban pollutants (e.g., sediments, nutrients, pathogens, and toxic metals and organics) from the project site conveyed to the receiving water bodies has potential to impact water quality.

The project is required to comply with applicable federal, State, and local water quality regulations. Currently, the City of Menifee follows State standards for water quality, and does not have their own specific standards. The City requires that each individual development project comply with existing State Water Quality Control Board and City storm water regulations, including compliance with NPDES requirements related to construction and operation measures to prevent erosion, siltation and transport of urban pollutants. The Santa Ana Drainage Area Management Plan provides a selection of Best Management Practices (BMPs), as required by NPDES.

During construction, projects will be required to obtain coverage under the State's General Permit for Construction Activities that is administered by the Santa Ana RWQCB. Storm water management measures will be required to be implemented that will effectively control erosion and sedimentation and other construction-related pollutants during construction. Although, the storm water management measures reduce impacts of storm water pollutants and discharges, the NPDES permit and WQMP do not prevent all discharges of storm and non-storm waters. Upon implementation of the BMPs specified above, the project will have a less than significant impact to violating any water quality standards or waste discharge requirements.

Impact IX.b): The proposed project involves the construction of sidewalks and fencing. The project would utilize water from the Eastern Municipal Water District (EMWD), which has local sources of water. Additionally, EMWD receives water from the State Water Project. Therefore, the project would not substantially deplete ground water supplies. Project development would incrementally increase impermeable surface area onsite, which may incrementally reduce groundwater recharge. However, because of the size of the site and depth to groundwater the project would not be expected to adversely affect groundwater. Therefore, impacts would be less than significant.

Impact IX.c): The public works project is currently within disturbed right-of-way. The proposed project will not be subject to NPDES requirements; as it does not propose to disturb an area of one acre or more. The project will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The project will be adding sidewalks to the site, but will not be substantially altering 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. Therefore, the impact is considered less than significant.

Impact IX.d): The public works project is currently within disturbed right-of-way. The proposed project will not be subject to NPDES requirements; as it does not propose to disturb an area of one acre or more. The project will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The project will be adding sidewalks to the site, but will not be substantially altering 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. Therefore, the impact is considered less than significant.

Impact IX.e): A slight increase in impervious surface area would result from addition of 3,300 sq. ft. of sidewalks. This would result in an incremental increase in runoff that would not exceed the capacity of the street drainage system. Therefore, the proposed project will have a less than significant impact on contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Impact IX.f): During and after construction, best management practices (BMPs) will be implemented to reduce/eliminate adverse water quality impacts resulting from development. Furthermore, the City is required to ensure that development does not cause adverse water quality impacts pursuant to its Municipal Separate

Store System permit (WQMP). Therefore, the project is not anticipated to otherwise substantially degrade water quality and impacts are considered less than significant.

Impact IX.g): The proposed project is not located within a 100-year flood zone. Thus, flood-related impacts are not anticipated. The project will not place housing within a 100-year flood hazard area and no impact to housing will occur. Therefore, there are no impacts.

Impact IX.h): The proposed project is not located within a 100-year flood zone. The project does not propose structures. Therefore, the project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows. Therefore, there are no impacts.

Impact IX.i): The project site is not located within a dam inundation area. Therefore, the project will not 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 and there are no impacts.

Impact IX.j): Due to the lack of significant water bodies in the immediate area, the project site would not be subject to seismically induced flooding, seiches or tsunamis. In addition, the site is not subject to mudflow or volcanic hazards. Therefore, there is no impact.

Mitigation Measures: No mitigation is required.

<b>X. LAND USE AND PLANNING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 3, Land Use Plan; and Riverside County Land Information System (RCLIS) database.

Analysis of Project Effect and Determination of Significance:

Impact X.a): The proposed public works project will include 3,300 sq. ft. of sidewalk and fencing. The project site is within existing right-of-way. No new public streets are proposed that would further divide the block of land on which the project site is located. Therefore, the project will have no impact on physically dividing an existing community.

Impact X.b): The subject site is contained within the ultimate road right-of-way for McCall Boulevard and does not have an assigned General Plan Land Use Designation or zoning classification. The project site is not located within a specific plan or coastal program. Therefore, there is no impact.

Impact X.c): The City of Menifee has two active conservation plans within the City's boundary, the Western Riverside County MSHCP, and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR-HCP). The subject site is within the jurisdiction of the SKR-HCP and the Western Riverside County MSHCP. The project site is located inside the Stephen's Kangaroo Rat (*Dipodomys stephensi*) (SKR) Fee Area. The proposed project is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan; however, the project is not located with a Criteria Cell or Cell Group. The project was screened for potential biological habitat for all special status species of the MSHCP. The MSHCP also establishes habitat assessment requirements for certain plant, bird, mammal, and amphibian species. As stated under Impact IV-a, implementation of the preconstruction burrowing owl survey and any avoidance measures, along with development of a worker awareness program prior to the start of construction will insure that the project is consistent with the MSHCP and that potential impacts to burrowing owls is reduced. The project will be subject to the payment of fees consistent with the Riverside County Ordinance 810.2 as adopted by the City of Menifee. Therefore, the project will not conflict with the provisions of the adopted HCP, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan and the impact is considered less than significant.

**Conditions of Approval:**

- A. Prior to the issuance of grading permits, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the disturbed areas of the approved development project which is anticipated to be 0.08 acres in accordance with site plan. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.
  
- B. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Ordinance No. 810, which requires payment of the appropriate fee set forth in the Ordinance. Ordinance No. 810 has been established to set forth policies, regulations and fees related to the funding and acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance. In the event Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

**Mitigation Measures:** No mitigation is required.

<b>XI. MINERAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-5 Mineral Resources Area.

Analysis of Project Effect and Determination of Significance:

Impact XI.a): The mineral resource zone mapped for this area is MRZ-3. A MRZ-3 areas is where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. The project site has not been designated as containing mineral resources that would be of value to the region and the residents of the state. Further, if there were found to be mineral resources of value on the site, the project site would not be of sufficient size to generate the quantity of materials necessary to yield an economic benefit. Therefore, the impact is considered less than significant.

Impact XI.b): The project site is not designated with the Open Space-Mineral Resource land use designation that allows for mineral extraction and processing facilities designated on the basis of the SMARA of 1975 classification. Further, the proposed land use for the subject site would not facilitate the rock quarrying use. The immediate area does not contain any existing surface mines. Therefore, the project is not anticipated to 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. Therefore, impacts are considered less than significant.

Mitigation Measures: No mitigation required.

<b>XII. NOISE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
d) A substantial temporary or periodic 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"/>

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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure C-1 Circulation Plan, and Figure S-19 Airport Locations; Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 6, Circulation; AirNav, LLC. Airport Search; March Air Reserve Base / March Inland Port, Land Use Compatibility; Riverside County Airport Land Use Commission, Perris Valley Airport Land Use Compatibility Plan, adopted December 2010; Riverside County Airport Land Use Commission, Riverside County Airport Land Use Plan, adopted October 2004; County Ordinance No. 847 (Regulating Noise) and Menifee Municipal Code Section 8.01.010.

Analysis of Project Effect and Determination of Significance:

Impact XII.a): Noise is most often defined as unwanted sound. Noise consists of pitch, loudness, and duration therefore it is difficult to describe noise with a single unit of measure. Federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (L<sub>DN</sub>). Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). Noise is particularly problematic when noise-sensitive uses are affected. Noise-sensitive land uses are uses where one would typically find activities that are interrupted by noise such as residential uses, schools, hospitals, churches, performing arts facilities, hotels and motels. The City of Menifee deems residential uses particularly noise sensitive because families and individual expect to use time in the home for quiet rest. Variability in standards for noise sensitivity applies to different densities of residential development, specifically infill. The General Plan indicates that CNEL below 60 CNEL is normally acceptable based upon the assumption that the building is of normal conventional construction without any special noise insulation requirements.

The primary existing noise sources in the project area are transportation facilities. Traffic on McCall Boulevard is the dominate source of ambient noise. The project consists of 3,300 sq. ft. of new sidewalk construction. Per the County of Riverside’s Noise Element exterior noise environments for residential up to 45 dBA are normally acceptable, exterior noise environments up to 65 dBA are conditionally acceptable. This range of noise levels is compatible with the ambient noise from vehicular traffic in the project vicinity. Construction related noise impacts from the proposed project would not be considered adverse; in addition, compliance with the City’s construction hour requirement would reduce the impact to less than significant level. Short-term noise levels would be higher than existing ambient noise levels in the project area today, but would no longer occur once construction of the project is completed. Therefore, less than significant impact is expected with compliance with the City’s construction hours.

Impact XII.b): Construction related activities although short term, are the most common source of ground born noise and vibration. The project will have the potential to expose person to and generate excessive ground borne vibrations or ground borne noise for temporary, intermittent periods of time during the construction. It is unlikely that the project will result in the exposure of persons to or generate excessive ground borne vibration or noise levels during construction. Impacts are anticipated to be less than significant.

Impact XII.c): The ambient noise levels on the project site and in the vicinity of the project site will rise during the temporary and intermittent construction periods above the current levels existing without the project. Upon completion of the construction, the site will be developed with sidewalks, which is a use that will not cause a

permanent increase in ambient noise levels on the project site and in the project vicinity consistent with the current noise levels. Therefore, impacts are anticipated to be less than significant.

Impact XII.d): It is expected that noise levels from construction activities for the proposed project will not exceed 65 dBA L<sub>max</sub> at the closest residences to the east. This range of noise levels is compatible with the ambient noise from vehicular traffic in the project vicinity. Construction-related noise impacts from the proposed project would not be considered adverse; in addition, compliance with the City’s construction hour requirement would reduce the impact to a less than significant level. Short-term noise impacts would be associated with construction of the proposed project. Construction-related, short-term noise levels would be higher than existing ambient noise levels in the project area today, but would not longer occur once construction of the project is completed. Therefore a less than significant impact is expected.

Impact XII.e) and Impact XII.f): The project site is not located within the airport influence area of the March Air Reserve Base. The project is outside the influence area of the Perris Valley Airfield. The project, the construction of the residential subdivision will not be subject to excessive noise from the two airports. The project might experience overflight, but the noise impacts will be within an acceptable noise level range. No impact would occur.

Mitigation Measures: No mitigation is required.

<b>XIII. POPULATION AND HOUSING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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"/>
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"/>
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"/>

Source: Riverside County General Plan Housing Element; and US Census Bureau (USCB), Population Finder: Menifee, California, dated 2010.

Analysis of Project Effect and Determination of Significance:

Impact XIII.a): The project is for the construction of 3,300 sq. ft. of sidewalk and fencing. The project will not 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). Employment generated from the construction of the project is anticipated to be negligible. Therefore, there are no impacts.

Impact XIII. b-c): The project area is existing public right-of-way. As no people currently reside on the project site the project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore, there are no impacts



Mitigation Measures: No mitigation is required.

<b>XIV. PUBLIC SERVICES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Safety Element; Riverside County Fire Department (RCFD), Fire Stations; Riverside County Library System (RCLS), Hours and Locations; Romoland and Perris Union High School Districts websites; Riverside County Land Information System (RCLIS) database.

Analysis of Project Effect and Determination of Significance:

Impact XIV.a): The addition of 3,300 sq. ft. of sidewalk will not result in the need for new or physically altered services or impacts in order to maintain acceptable service ratios, response times or other performance objectives for fire services. The proposed project would not create impacts with respect to fire services.

Impact XIV.b): The proposed project is not anticipated to require additional police services. The project will not increase population and the construction of sidewalks is not likely to increase crime potential. Therefore, there is no impact with respect to police services.

Impact XIV.c): The proposed project will not generate an increase in population. Therefore, there would be no increase in students that would warrant the construction of new schools. Therefore, there are no impacts.

Impact XIV.d): The proposed project will not generate an increase in population or directly affect any existing park or recreational facilities, nor would it increase the demand for parks or recreational facilities. Therefore, there are no impacts.

Impact XIV.e): The proposed project will not impact other public facilities. Therefore, there is no impact.

Mitigation Measures: No mitigation required.

<b>XV. RECREATION</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 7, Trails and Bikeway System; Riverside County Ordinance No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ordinance No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review, and Riverside County Land Information System (RCLIS) database.

Analysis of Project Effect and Determination of Significance:

Impact XV.a-b): The project is for the construction of 3,300 sq. ft. of sidewalk and fencing. Implementation of the proposed project would not result in an increase in population. Therefore, the demand for recreational facilities will not grow. The project will not directly affect any existing park or recreational facilities or increase the demand for parks or recreational facilities. Therefore, no impacts shall occur.

Mitigation Measures: No mitigation is required.

<b>XVI. TRANSPORTATION/TRAFFIC</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Conflict with an applicable plan, ordinance 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, Sun City/Menifee Valley Area Plan, Figure 6, Circulation, and Figure 7, Trails and Bikeway System; AirNav, LLC. Airport Search; March Air Reserve Base / March Inland Port, Land Use Compatibility; Riverside County Airport Land Use Commission, Perris Valley Airport Land Use Compatibility Plan, adopted December 2010; Riverside County Airport Land Use Commission, Riverside County Airport Land Use Plan, adopted October 2004; Riverside County Transportation Commission, *2011 Riverside County Congestion Management Program* adopted December 14, 2011; and Riverside Transit Agency, *2012 Annual Report*, and *2013 Ride Guides and System Maps*.

Analysis of Project Effect and Determination of Significance:

Impact XVI.a-b): The project will be constructing sidewalk improvements along the south side of McCall Boulevard. Therefore, the project will not impact the satisfactory level of service. The project will not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and therefore, would not result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections. The impacts are considered less than significant.

Impact XVI.c): The project site is not located in an airport influence area or in the vicinity of a private air strip. The project shall not 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. Therefore, there are no impacts.

Impact XVI.d): The project proposes the construction of sidewalks in the existing right-of-way of McCall Boulevard. The addition of the sidewalks will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The area is currently used by pedestrians and bicycles. Therefore, impacts are considered less than significant.

Impact XVI.e): The project is not expected to generate emergency access or hazardous internal design impacts. The project construction will not block McCall Road or emergency vehicles. Therefore, impacts would be less than significant.

Impact XVI.f): The project is to add sidewalks and fencing along the south side of McCall Boulevard, east of Sherman Road to join existing sidewalk. The project increases pedestrian facilities and provides a paved linkage for students walking to and from Hans Christensen Middle School. The proposed project does not include any specific provisions to accommodate bike lanes; however, it would not prevent creation of such a lane on one or both sides of the street at some time in the future. Further reconfiguration, including physical modifications of the street section may be required to provide such additional improvements as properties adjacent to McCall Blvd. develop in the future. Therefore, the project does not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, impacts are considered less than significant.

Mitigation Measures: No mitigation required.

<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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"/>
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"/>
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"/>
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"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: .

Analysis of Project Effect and Determination of Significance:

Impact XVII.a-b): Wastewater service within the City of Menifee is provided by Eastern Municipal Water District. EMWD provides for the collection, treatment, and disposal of all wastewater generated within the City of Menifee through its Regional Water Quality Treatment Plant (RRWQCP) and complies with State and federal requirements governing the treatment and discharge of wastewater. NPDES permits are administered by the State Regional Water Quality Control Board. This type of permit includes requirements that implement the Water Quality Control Plan (Basin Plan), which was adopted by RWQCB on March 11, 1994. The Basin Plan identifies water quality objectives and beneficial uses for the Santa Ana River and its tributaries; and subsequent NPDES Permit indicates specific waste discharge requirements for individual permittees. All new development is required to comply with the NPDES program, as enforced by RWQCB. Therefore, the project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to

the sewer system or storm water system within the City. Therefore, no impact is anticipated.

Impact XVII.c): The project will not require the construction of a new storm drain system. This development will not result in the incremental construction of new water and wastewater infrastructure to serve the proposed 3,300 sq. ft. of sidewalks. This incremental addition of infrastructure will not result in the need to construct new treatment facilities or expand existing facilities that could cause significant environmental effects. Therefore the project will not have no impact.

Impact XVII.d-e): The Eastern Municipal Water District (EMWD) supplies potable water in the City of Menifee. The EMWD has local sources of water and obtains additional potable water supply from the Metropolitan Water District of Southern California (MWD), which in turn receives water from the State Water Project. The project will not require the installation of water lines. No impacts related to water supply or capacity are anticipated.

Impact XVII.f): The project area is serviced by the Badlands Landfill and/or the Lamb Canyon Landfill. The remaining Riverside County landfill capacity is approximately 56.57 million tons over the next 15 years assumes that no expansion of existing landfills (or development of new landfills) will occur. County Solid Waste Management has indicated that both the Badlands Landfill and Lamb Canyon Landfill will be used to provide more capacity, however, no specific plans or programs exist at this time as to show how, when, or where expansion will occur. If the lifespan of both these landfills is extended to 2025 or beyond, then the El Sobrante Landfill would have a lengthened lifespan that extends beyond 2025 and all potential impacts would be less than significant. No solid waste is anticipated to be generated by this development; however, any solid waste generated would be able to be accommodated within existing landfills. Therefore, there will be no impact.

Impact XVII.g): The California Integrated Waste Management Act under the Public Resources Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City is currently achieving 60% diversion rate, well above state requirements. The City remains committed to continuing its existing waste reduction and minimization efforts with the programs that are available through the City. The project is not anticipated to generate solid waste that would require diversion. Any solid waste generated by the project would have to comply with diversion and recycling requirements. Therefore the project will not result in a significant impact.

Mitigation Measures: No mitigation measures are required.

<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Findings of Fact:** Implementation of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Findings of Fact:** The project does not have impacts which are individually limited, but cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Findings of Fact:** The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

**Note:** Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Government Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka*, (2007) 147 Cal. App. 4<sup>th</sup> 357; *Protect the Historic Amador Waterways v Amador Water Agency*, 2004) 116 Cal. App. 4<sup>th</sup> at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco*, (2002) 102 Cal. App. 4<sup>th</sup> 656.

**XVIII. EARLIER ANALYSES**

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 as per California Code of Regulations, [Section 15063 \(c\) \(3\) \(D\)](#).

**XIX. REFERENCES**

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California Department of Forestry and Fire Protection (CAL FIRE). Recommended County Maps of Very High Fire Hazard Severity Zones in Local Responsibility Areas (LRA). Dated May 2008. Available online at: <http://frap.cdf.ca.gov/data/frapgismaps/select.asp>.

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Riverside County Ordinances: No. 348 (Zoning), No. 460, (Regulating the Division of Land), No. 484 (Sand Blowing), No. 625 (Right to Farm), No. 655 (Regulating Light Pollution), No. 659 (Establishing Development Impact Fees), and No. 847 (Regulating Noise).

Riverside County Planning Department, Environmental Programs Division. *Western Riverside County Multiple Species Habitat Conservation Plan Habitat Assessment and Consistency Analysis for City of Menifee McCall Blvd Sidewalk Project*, prepared May 6, 2013.

Riverside County, Transportation and Land Management Agency, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Approved June 7, 2003.

South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

South Coast Air Quality Management District, California Emission Estimator Model (CalEEMod) Version 2011.1.1.

South Coast Air Quality Management District. *CEQA Air Quality Handbook, Emission Thresholds*. Online at: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>.

United States Department of Agriculture, Soil Conservation Service, *Soil Survey, Western Riverside Area California*. November 1971.

**Staff Recommended Mitigation Measures**

<b>Impact Category</b>	<b>Mitigation Measures</b>	<b>Implementation Timing</b>	<b>Responsible Monitoring Party</b>	<b>Monitoring/ Reporting Method</b>
<b>Biological Resources</b>	<p>In accordance with MSHCP Species Objective 6 for burrowing owls, a preconstruction burrowing owl survey shall be completed prior to staging, grading, or any site disturbance associated with the construction of the McCall Blvd Sidewalk Improvement Project. Burrowing owls located during the 30-day preconstruction survey shall be avoided in accordance with the California Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation. Placement and establishment of avoidance buffers should be done by a qualified biologist experienced with burrowing owl mitigation. In general buffer distance can vary from 50m to 500m depending on the time of year and number of individual owls present at the time of construction. Owls that cannot be avoided at the time of construction will be relocated to lands conserved and managed in accordance with the MSHCP. EPD also recommend that prior to the start of construction, a worker awareness program be implemented by a qualified biologist to increase the on-site worker's recognition of the resource and confirm a commitment to burrowing owl protection.</p>	<p>Prior to ground disturbance or construction staging</p>	<p>Engineering Department</p>	<p>Compliance with mitigation measure</p>

Attachments

CalEEMod Runs

Annual  
Summer  
Winter

**McCall Sidewalk CIP 13-015**  
**South Coast AQMD Air District, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric
Other Non-Asphalt Surfaces	1	

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	10	<b>Precipitation Freq (Days)</b>	31		

**1.3 User Entered Comments**

- Project Characteristics - Construct approximately 700 feet of 5-foot wide sidewalk on the south side of McCall Boulevard at Sherman Road
- Land Use - Provided by Chris Morlock
- Construction Phase - Estimates provided by Chris Morlock
- Off-road Equipment -
- Off-road Equipment - Provided by Chris Morlock
- Off-road Equipment - Provided by Chris Morlock
- Grading - Provided by Chris Morlock



Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

## **2.0 Emissions Summary**

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## 2.1 Overall Construction

### Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2013	0.01	0.07	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	6.93	6.93	0.00	0.00	6.95
<b>Total</b>	<b>0.01</b>	<b>0.07</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>6.93</b>	<b>6.93</b>	<b>0.00</b>	<b>0.00</b>	<b>6.95</b>

### Mitigated Construction

	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
Year	tons/yr										MT/yr					
2013	0.01	0.07	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	6.93	6.93	0.00	0.00	6.95
<b>Total</b>	<b>0.01</b>	<b>0.07</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>6.93</b>	<b>6.93</b>	<b>0.00</b>	<b>0.00</b>	<b>6.95</b>

## 2.2 Overall Operational

### Unmitigated Operational

	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	tons/yr										MT/yr					
Area	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
Energy	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
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

### Mitigated Operational

	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	tons/yr										MT/yr					
Area	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
Energy	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
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 2.3 Vegetation

### Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
Vegetation Land Change					-1.08
<b>Total</b>					<b>-1.08</b>

## 3.0 Construction Detail

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### 3.1 Mitigation Measures Construction

Water Exposed Area

### 3.2 Site Preparation - 2013

#### Unmitigated Construction On-Site

	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	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.19</b>	<b>0.19</b>	<b>0.00</b>	<b>0.00</b>	<b>0.19</b>

### 3.2 Site Preparation - 2013

#### Unmitigated Construction Off-Site

	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	tons/yr										MT/yr					
Hauling	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>

#### Mitigated Construction On-Site

	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	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.19</b>	<b>0.19</b>	<b>0.00</b>	<b>0.00</b>	<b>0.19</b>

### 3.2 Site Preparation - 2013

#### Mitigated Construction Off-Site

	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	tons/yr										MT/yr					
Hauling	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>

### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	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	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.28
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.28</b>	<b>0.28</b>	<b>0.00</b>	<b>0.00</b>	<b>0.28</b>

### 3.3 Grading - 2013

#### Unmitigated Construction Off-Site

	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	tons/yr										MT/yr					
Hauling	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.03
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.03</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.03</b>

#### Mitigated Construction On-Site

	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	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.28
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.28</b>	<b>0.28</b>	<b>0.00</b>	<b>0.00</b>	<b>0.28</b>



### 3.3 Grading - 2013

#### Mitigated Construction Off-Site

	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	tons/yr										MT/yr					
Hauling	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.03
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.03</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.03</b>

### 3.4 Paving - 2013

#### Unmitigated Construction On-Site

	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	tons/yr										MT/yr					
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	5.87	5.87	0.00	0.00	5.89
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.01</b>	<b>0.07</b>	<b>0.05</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>5.87</b>	<b>5.87</b>	<b>0.00</b>	<b>0.00</b>	<b>5.89</b>

### 3.4 Paving - 2013

#### Unmitigated Construction Off-Site

	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	tons/yr										MT/yr					
Hauling	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.54</b>	<b>0.54</b>	<b>0.00</b>	<b>0.00</b>	<b>0.54</b>

#### Mitigated Construction On-Site

	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	tons/yr										MT/yr					
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	5.87	5.87	0.00	0.00	5.89
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.01</b>	<b>0.07</b>	<b>0.05</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>5.87</b>	<b>5.87</b>	<b>0.00</b>	<b>0.00</b>	<b>5.89</b>

### 3.4 Paving - 2013

#### Mitigated Construction Off-Site

	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	tons/yr										MT/yr					
Hauling	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.54</b>	<b>0.54</b>	<b>0.00</b>	<b>0.00</b>	<b>0.54</b>

### 4.0 Mobile Detail

#### 4.1 Mitigation Measures Mobile

- Improve Walkability Design
- Improve Pedestrian Network

#### 4.2 Trip Summary Information

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

### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW

## 5.0 Energy Detail

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### 5.1 Mitigation Measures Energy

	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	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	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
NaturalGas Unmitigated	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
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	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	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	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
<b>Total</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

### 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	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	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
<b>Total</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
<b>Total</b>						<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

#### Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
<b>Total</b>						<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

No Hearths Installed

	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	tons/yr										MT/yr					
Mitigated	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
Unmitigated	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
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



## 6.2 Area by SubCategory

### Mitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

## 9.0 Vegetation

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	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			
Unmitigated					-1.08	0.00	0.00	-1.08
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 9.1 Vegetation Land Change

### Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Grassland	0.25 / 0					-1.08	0.00	0.00	-1.08
<b>Total</b>						<b>-1.08</b>	<b>0.00</b>	<b>0.00</b>	<b>-1.08</b>

**McCall Sidewalk CIP 13-015**  
**South Coast AQMD Air District, Summer**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric
Other Non-Asphalt Surfaces	1	

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	10	<b>Precipitation Freq (Days)</b>	31		

**1.3 User Entered Comments**

- Project Characteristics - Construct approximately 700 feet of 5-foot wide sidewalk on the south side of McCall Boulevard at Sherman Road
- Land Use - Provided by Chris Morlock
- Construction Phase - Estimates provided by Chris Morlock
- Off-road Equipment -
- Off-road Equipment - Provided by Chris Morlock
- Off-road Equipment - Provided by Chris Morlock
- Grading - Provided by Chris Morlock

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

## **2.0 Emissions Summary**

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## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	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
Year	lb/day										lb/day					
2013	2.25	13.74	9.81	0.02	0.15	1.17	1.32	0.00	1.17	1.17	0.00	1,421.02	0.00	0.20	0.00	1,425.28
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

### Mitigated Construction

	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
Year	lb/day										lb/day					
2013	2.25	13.74	9.81	0.02	0.15	1.17	1.32	0.00	1.17	1.17	0.00	1,421.02	0.00	0.20	0.00	1,425.28
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 2.2 Overall Operational

### Unmitigated Operational

	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										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

### Mitigated Operational

	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										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 3.0 Construction Detail

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### 3.1 Mitigation Measures Construction

Water Exposed Area

### 3.2 Site Preparation - 2013

#### Unmitigated Construction On-Site

	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										lb/day					
Off-Road	0.55	3.65	2.82	0.00		0.31	0.31		0.31	0.31		413.07		0.05		414.11
<b>Total</b>	<b>0.55</b>	<b>3.65</b>	<b>2.82</b>	<b>0.00</b>		<b>0.31</b>	<b>0.31</b>		<b>0.31</b>	<b>0.31</b>		<b>413.07</b>		<b>0.05</b>		<b>414.11</b>

#### Unmitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.22	0.00	0.05	0.00	0.05	0.00	0.00	0.00		37.82		0.00		37.86
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.22</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>37.82</b>		<b>0.00</b>		<b>37.86</b>



### 3.2 Site Preparation - 2013

#### Mitigated Construction On-Site

	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										lb/day					
Off-Road	0.55	3.65	2.82	0.00		0.31	0.31		0.31	0.31	0.00	413.07		0.05		414.11
<b>Total</b>	<b>0.55</b>	<b>3.65</b>	<b>2.82</b>	<b>0.00</b>		<b>0.31</b>	<b>0.31</b>		<b>0.31</b>	<b>0.31</b>	<b>0.00</b>	<b>413.07</b>		<b>0.05</b>		<b>414.11</b>

#### Mitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.22	0.00	0.05	0.00	0.05	0.00	0.00	0.00		37.82		0.00		37.86
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.22</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>37.82</b>		<b>0.00</b>		<b>37.86</b>

### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	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										lb/day					
Off-Road	0.42	2.73	2.11	0.00		0.23	0.23		0.23	0.23		309.80		0.04		310.58
<b>Total</b>	<b>0.42</b>	<b>2.73</b>	<b>2.11</b>	<b>0.00</b>		<b>0.23</b>	<b>0.23</b>		<b>0.23</b>	<b>0.23</b>		<b>309.80</b>		<b>0.04</b>		<b>310.58</b>

#### Unmitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.22	0.00	0.05	0.00	0.05	0.00	0.00	0.00		37.82		0.00		37.86
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.22</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>37.82</b>		<b>0.00</b>		<b>37.86</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	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										lb/day					
Off-Road	0.42	2.73	2.11	0.00		0.23	0.23		0.23	0.23	0.00	309.80		0.04		310.58
<b>Total</b>	<b>0.42</b>	<b>2.73</b>	<b>2.11</b>	<b>0.00</b>		<b>0.23</b>	<b>0.23</b>		<b>0.23</b>	<b>0.23</b>	<b>0.00</b>	<b>309.80</b>		<b>0.04</b>		<b>310.58</b>

#### Mitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.22	0.00	0.05	0.00	0.05	0.00	0.00	0.00		37.82		0.00		37.86
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.22</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>37.82</b>		<b>0.00</b>		<b>37.86</b>

### 3.4 Paving - 2013

#### Unmitigated Construction On-Site

	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										lb/day					
Off-Road	2.19	13.68	9.07	0.01		1.16	1.16		1.16	1.16		1,294.96		0.20		1,299.07
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.19</b>	<b>13.68</b>	<b>9.07</b>	<b>0.01</b>		<b>1.16</b>	<b>1.16</b>		<b>1.16</b>	<b>1.16</b>		<b>1,294.96</b>		<b>0.20</b>		<b>1,299.07</b>

#### Unmitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.06	0.06	0.74	0.00	0.15	0.01	0.16	0.00	0.00	0.01		126.06		0.01		126.21
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.74</b>	<b>0.00</b>	<b>0.15</b>	<b>0.01</b>	<b>0.16</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>126.06</b>		<b>0.01</b>		<b>126.21</b>

### 3.4 Paving - 2013

#### Mitigated Construction On-Site

	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										lb/day					
Off-Road	2.19	13.68	9.07	0.01		1.16	1.16		1.16	1.16	0.00	1,294.96		0.20		1,299.07
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.19</b>	<b>13.68</b>	<b>9.07</b>	<b>0.01</b>		<b>1.16</b>	<b>1.16</b>		<b>1.16</b>	<b>1.16</b>	<b>0.00</b>	<b>1,294.96</b>		<b>0.20</b>		<b>1,299.07</b>

#### Mitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.06	0.06	0.74	0.00	0.15	0.01	0.16	0.00	0.00	0.01		126.06		0.01		126.21
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.74</b>	<b>0.00</b>	<b>0.15</b>	<b>0.01</b>	<b>0.16</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>126.06</b>		<b>0.01</b>		<b>126.21</b>

### 4.0 Mobile Detail

#### 4.1 Mitigation Measures Mobile

Improve Walkability Design  
 Improve Pedestrian Network

**4.2 Trip Summary Information**

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

**4.3 Trip Type Information**

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW

**5.0 Energy Detail**

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**5.1 Mitigation Measures Energy**

	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										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 5.2 Energy by Land Use - Natural Gas

### Mitigated

	Natural Gas 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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

No Hearths Installed

	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										lb/day					
Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>



## 6.2 Area by SubCategory

### Unmitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

### Mitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 7.0 Water Detail

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Vegetation**

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**McCall Sidewalk CIP 13-015**  
**South Coast AQMD Air District, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric
Other Non-Asphalt Surfaces	1	

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	10	<b>Precipitation Freq (Days)</b>	31		

**1.3 User Entered Comments**

- Project Characteristics - Construct approximately 700 feet of 5-foot wide sidewalk on the south side of McCall Boulevard at Sherman Road
- Land Use - Provided by Chris Morlock
- Construction Phase - Estimates provided by Chris Morlock
- Off-road Equipment -
- Off-road Equipment - Provided by Chris Morlock
- Off-road Equipment - Provided by Chris Morlock
- Grading - Provided by Chris Morlock

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

## **2.0 Emissions Summary**

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## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	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
Year	lb/day										lb/day					
2013	2.25	13.75	9.76	0.01	0.15	1.17	1.32	0.00	1.17	1.17	0.00	1,410.11	0.00	0.20	0.00	1,414.37
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

### Mitigated Construction

	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
Year	lb/day										lb/day					
2013	2.25	13.75	9.76	0.01	0.15	1.17	1.32	0.00	1.17	1.17	0.00	1,410.11	0.00	0.20	0.00	1,414.37
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 2.2 Overall Operational

### Unmitigated Operational

	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										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

### Mitigated Operational

	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										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 3.0 Construction Detail

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### 3.1 Mitigation Measures Construction

Water Exposed Area

### 3.2 Site Preparation - 2013

#### Unmitigated Construction On-Site

	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										lb/day					
Off-Road	0.55	3.65	2.82	0.00		0.31	0.31		0.31	0.31		413.07		0.05		414.11
<b>Total</b>	<b>0.55</b>	<b>3.65</b>	<b>2.82</b>	<b>0.00</b>		<b>0.31</b>	<b>0.31</b>		<b>0.31</b>	<b>0.31</b>		<b>413.07</b>		<b>0.05</b>		<b>414.11</b>

#### Unmitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.21	0.00	0.05	0.00	0.05	0.00	0.00	0.00		34.55		0.00		34.59
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.21</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>34.55</b>		<b>0.00</b>		<b>34.59</b>

### 3.2 Site Preparation - 2013

#### Mitigated Construction On-Site

	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										lb/day					
Off-Road	0.55	3.65	2.82	0.00		0.31	0.31		0.31	0.31	0.00	413.07		0.05		414.11
<b>Total</b>	<b>0.55</b>	<b>3.65</b>	<b>2.82</b>	<b>0.00</b>		<b>0.31</b>	<b>0.31</b>		<b>0.31</b>	<b>0.31</b>	<b>0.00</b>	<b>413.07</b>		<b>0.05</b>		<b>414.11</b>

#### Mitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.21	0.00	0.05	0.00	0.05	0.00	0.00	0.00		34.55		0.00		34.59
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.21</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>34.55</b>		<b>0.00</b>		<b>34.59</b>



### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	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										lb/day					
Off-Road	0.42	2.73	2.11	0.00		0.23	0.23		0.23	0.23		309.80		0.04		310.58
<b>Total</b>	<b>0.42</b>	<b>2.73</b>	<b>2.11</b>	<b>0.00</b>		<b>0.23</b>	<b>0.23</b>		<b>0.23</b>	<b>0.23</b>		<b>309.80</b>		<b>0.04</b>		<b>310.58</b>

#### Unmitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.21	0.00	0.05	0.00	0.05	0.00	0.00	0.00		34.55		0.00		34.59
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.21</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>34.55</b>		<b>0.00</b>		<b>34.59</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	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										lb/day					
Off-Road	0.42	2.73	2.11	0.00		0.23	0.23		0.23	0.23	0.00	309.80		0.04		310.58
<b>Total</b>	<b>0.42</b>	<b>2.73</b>	<b>2.11</b>	<b>0.00</b>		<b>0.23</b>	<b>0.23</b>		<b>0.23</b>	<b>0.23</b>	<b>0.00</b>	<b>309.80</b>		<b>0.04</b>		<b>310.58</b>

#### Mitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.02	0.02	0.21	0.00	0.05	0.00	0.05	0.00	0.00	0.00		34.55		0.00		34.59
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.21</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>34.55</b>		<b>0.00</b>		<b>34.59</b>

### 3.4 Paving - 2013

#### Unmitigated Construction On-Site

	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										lb/day					
Off-Road	2.19	13.68	9.07	0.01		1.16	1.16		1.16	1.16		1,294.96		0.20		1,299.07
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.19</b>	<b>13.68</b>	<b>9.07</b>	<b>0.01</b>		<b>1.16</b>	<b>1.16</b>		<b>1.16</b>	<b>1.16</b>		<b>1,294.96</b>		<b>0.20</b>		<b>1,299.07</b>

#### Unmitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.07	0.07	0.69	0.00	0.15	0.01	0.16	0.00	0.00	0.01		115.16		0.01		115.30
<b>Total</b>	<b>0.07</b>	<b>0.07</b>	<b>0.69</b>	<b>0.00</b>	<b>0.15</b>	<b>0.01</b>	<b>0.16</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>115.16</b>		<b>0.01</b>		<b>115.30</b>

### 3.4 Paving - 2013

#### Mitigated Construction On-Site

	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										lb/day					
Off-Road	2.19	13.68	9.07	0.01		1.16	1.16		1.16	1.16	0.00	1,294.96		0.20		1,299.07
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.19</b>	<b>13.68</b>	<b>9.07</b>	<b>0.01</b>		<b>1.16</b>	<b>1.16</b>		<b>1.16</b>	<b>1.16</b>	<b>0.00</b>	<b>1,294.96</b>		<b>0.20</b>		<b>1,299.07</b>

#### Mitigated Construction Off-Site

	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										lb/day					
Hauling	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
Vendor	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
Worker	0.07	0.07	0.69	0.00	0.15	0.01	0.16	0.00	0.00	0.01		115.16		0.01		115.30
<b>Total</b>	<b>0.07</b>	<b>0.07</b>	<b>0.69</b>	<b>0.00</b>	<b>0.15</b>	<b>0.01</b>	<b>0.16</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>115.16</b>		<b>0.01</b>		<b>115.30</b>

## 4.0 Mobile Detail

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### 4.1 Mitigation Measures Mobile

Improve Walkability Design  
 Improve Pedestrian Network

**4.2 Trip Summary Information**

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

**4.3 Trip Type Information**

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW

**5.0 Energy Detail**

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**5.1 Mitigation Measures Energy**

	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										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 5.2 Energy by Land Use - Natural Gas

### Mitigated

	Natural Gas 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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
<b>Total</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

No Hearths Installed

	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										lb/day					
Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

### Mitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 7.0 Water Detail

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Vegetation**

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