CHAPTER 2

ENVIRONMENTAL CHECKLIST

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed 2007 AQMP.

GENERAL INFORMATION

Name of Proponent:	South Coast Air Quality Management District
Address of Proponent:	21865 Copley Drive Diamond Bar, CA 91765
Lead Agency:	South Coast Air Quality Management District
CEQA Contact Person:	Michael Krause (909) 396-2706
AQMP Contact Person:	Joseph Cassmassi (909) 396-3155
Name of Project:	Proposed 2007 Air Quality Management Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages. An explanation relative to the determination of impacts can be found following the checklist for each area.

☐ Aesthetics	☐ Geology and Soils	☐ Population and Housing
☐ Agricultural Resources	☑ Hazards and Hazardous Materials	☐ Public Services
☑ Air Quality	☑ Hydrology and Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use and Planning	☑ Solid/Hazardous Waste
☐ Cultural Resources	☐ Mineral Resources	☐ Transportation./Traffic
☑ Energy	☐ Noise	☑ Mandatory Findings

DETERMINATION

On the basis of this initial evaluation:

☐ I find the proposed 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 significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A NEGATIVE DECLARATION will be prepared.

☑ I find that the project MAY have a significant effect(s) on the environment, and a PROGRAM ENVIRONMENTAL IMPACT REPORT will be prepared.

☐ I find that the proposed project MAY have a "potentially significant 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.

Date: November 13, 2006 **Signature:** Steve Smith

Steve Smith, Ph.D.
Program Supervisor
Planning, Rules, and Area Sources

ENVIRONMENTAL CHECKLIST AND DISCUSSION

		Potentially Significant Impact	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:			
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☑
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☑
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☑	☐
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☑

Checklist Response Explanation

I. a) – c): The proposed control measures in the 2007 AQMP are not expected to adversely affect scenic vistas in the district; damage scenic resources, including but not limited to trees, rock outcroppings, or historic buildings within a scenic highway; or substantially degrade the visual character of a site or its surroundings. The reason for this conclusion is that most of the AQMP control measures that would be implemented by the SCAQMD typically affect industrial, institutional, or commercial facilities located in appropriately zoned areas (e.g., industrial and commercial areas) that are not usually associated with scenic resources. Construction activities are expected to be limited to industrial and commercial areas. Further, modifications typically occur inside the buildings at the affected facilities, or because of the nature of the business (e.g., commercial or industrial) can easily blend with the facilities with little or no noticeable effect on adjacent areas.

Some control measures that are under the jurisdiction of CARB or the U.S. EPA would establish exhaust emission standards. Establishing exhaust emission standards for mobile sources would also not be expected to adversely affect scenic resources.

For example, MOB-03 and some of the mobile control measures could result in control devices at port facilities to control ship emissions from ships at berth. These control devices may use hoods or bonnets on ship exhaust stacks to capture emissions and are expected to be about 80 feet high (PLB, 2006). While these control devices would be visible to surrounding areas, they would be used within the heavily industrialized portions of the ports, which contains terminals, tanks, shiploading structures (including conveyors and cranes), and other similar structures. Therefore, no significant adverse aesthetic impacts would be expected.

Emission growth management control measures may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies or create aesthetic impacts.

Additional trees could be planted under MCS-02, Urban Heat Island. Trees have the potential to block desirable views as well as provide aesthetically pleasing impacts by screening undesirable views (e.g., freeways and streets). This control measure would likely be implemented through local ordinances, which should include guidelines for the appropriate care and maintenance, and locations for the planting of trees. Aesthetic impacts associated with trees can be handled on a case-by-case basis by developing appropriate planting locations and avoid impacting scenic vistas. The planting of trees in urban areas tend to provide aesthetically pleasing impacts.

BCM-02 would encourage localized control programs in areas with high PM10 concentrations. In certain areas high PM10 concentrations are associated with unstabilized vacant lots, roads with unimproved road shoulders where street sweepers cannot be used, and unpaved roads and residential parking areas. PM10 control measures could including paving (e.g., roads or road shoulders), fencing (to prevent dumping), and mowing for weed abatement to create stabilized surfaces that minimize wind/blown dust. Paving of unpaved areas would place asphalt or concrete in areas that are currently open; however most of these areas have been graded, denuded, or disturbed in some manner. Any aesthetic impacts of paving unpaved areas are expected to be offset by eliminating the aesthetic impacts of blowing dust.

The 2007 AQMP may have a beneficial effect on scenic resources by improving visibility as well as improving air quality, preventing smoke (BCM-03 and BCM-04, limit opening burning and wood burning), and minimizing dust (BCM-02 and EGM-01, dust control).

I. d): The proposed 2007 AQMP is not expected to create additional demand for new lighting or exposed combustion sources (e.g., flares) that could create glare that could adversely affect day or nighttime views in any areas. As noted in item I. a) – c) above, facilities affected by AQMP control measures typically make modifications in the interior

of an affected facility so any new light sources would typically be inside a building or not noticeable because of the presence of existing outdoor light sources. Further, operators of commercial or industrial facilities who would make physical modifications to facilities and may require additional lighting would be located in appropriately zoned areas that are not usually located next to residential areas, so new light sources, if any, would not be noticeable to residents.

Conclusion

Based upon the above considerations, significant adverse project-specific aesthetic impacts are not expect to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
II.	**AGRICULTURE RESOURCES.** 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?	☐	☐	☑
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☑
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☑

Checklist Response Explanation

II. a) - c): AQMP control measures typically affect existing commercial or industrial facilities or establish specifications for fuels or mobile source exhaust emissions, so they are not expected to generate any new construction of buildings or other structures that would require conversion of farmland to non-agricultural use or conflict with zoning for agricultural uses or a Williamson Act contract. There are no provisions in the proposed 2007 AQMP that would affect or conflict with existing land use plans, policies, or

regulations or require conversion of farmland to non-agricultural uses. Some control measures could impact agricultural facilities and farmers (e.g., BCM-04, prohibit agricultural burning, and on-road and off-road mobile source control measures and MCS-05, reduce emissions from livestock wastes), however, these control measures are not expected to convert agricultural land uses to non-agricultural land uses. Land use, including agriculture-related uses, and other planning considerations are determined by local governments and no agricultural land use or planning requirements will be altered by the proposed project. AQMP control measures, including control measures related to mobile sources, would have no direct or indirect effects on agricultural resources. The 2007 AQMP could provide benefits to agricultural resources by reducing ozone emissions and, thus, reducing the adverse impacts of ozone on plants and animals.

Emission growth management control measures may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies or result in the conversion of agricultural lands to non-agricultural land uses.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to agricultural resources are not expected to occur due to implementation of the 2007 AQMP and, therefore, will not be further analyzed in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	☑	☐	☐
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 that exceed quantitative thresholds for ozone	☑	☐	☐

precursors)?

d) Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	☐	☐	☑

Checklist Response Explanation

III. a): The proposed project is, in effect, an update of the SCAQMD's 2003 AQMP, which is required pursuant to state law. By revising and updating emission inventories and control strategies, the SCAQMD is complying with state law, and furthering development and implementation of AQMP control measures, which are expected to reduce emissions and make progress towards attaining and maintaining all state and federal ambient air quality standards in the district. This topic will not be further evaluated in the Draft PEIR.

III. b), d): The anticipated effect of implementing the 2007 AQMP is obtaining new or further emissions reductions from both stationary and mobile sources. Implementing AQMP control measures often requires installing air pollution control equipment. Although the primary effect of installing air pollution control equipment is to reduce emissions of a particular pollutant, e.g., VOCs, some types of control equipment have the potential to create secondary adverse air quality impacts, e.g., increased NOx emissions if VOC emissions are controlled through a combustion process. Further, some facility operators may elect to reduce their VOC emissions by replacing the high-VOC materials with alternative chemicals or water-based formulations that may contain toxic compounds, such as formaldehyde or glycol ethers. As a result, material replacement or reformulation to reduce the use of high-VOC materials has the potential to result in health risks associated with exposure to both carcinogenic and noncarcinogenic toxic air contaminants. Control measures aimed at reducing NOx from stationary or mobile sources may use ammonia for control (e.g., selective catalytic reduction). Ammonia use could result in increased ammonia emissions and, since ammonia is a precursor to particulate formation, increased particulate emissions. Because of the potential for secondary emissions from air pollution control equipment or reformulated products, there is a potential that sensitive receptors could be exposed to increased pollutant concentrations, which may be significant. As a result, these potential air quality impacts will be evaluated in the Draft PEIR.

Some control measures are expected to improve air quality overall, but there may be trade-offs. Reformulation of fuels is expected to require modifications to refineries that may result in emission increases at refineries (e.g., ONRD-03, reformulated gasoline, and ONRD-07, reformulation of diesel and alternatives to diesel fuel). The increase in electrification of sources (e.g., ONRD-06, increased use of zero-emission vehicles, OFFRD-07, emission reductions from marine vessels while at berth, and OFFRD-12, modernization of lawn and garden equipment) would result in the need for additional electricity and potentially result in the construction and operation of new electrical power plants and increased emissions from power plants.

Emissions from one pollutant may increase slightly in order to effectively reduce overall emissions and protect public health. Potentially significant impacts on criteria pollutants may occur due to: use of diesel particulate filters; production of low sulfur diesel fuel (OFFRD-06); use of biodiesel or alternative diesel fuel; and roadside testing of heavy duty vehicles. Potentially significant air toxics impacts could occur due to reformulation of consumer products, use of new fuel or alternative fuel additives, and use of new low VOC replacements for diesel engine lubricating oil additives. Potentially significant global warming impacts could result from measures that may reduce fuel efficiency or increase energy use, strategies that increase natural gas consumption (e.g., increased electricity production), and consumer products rules. As a result, these potential air quality impacts will be evaluated in the Draft PEIR.

III. c): Because the proposed amendments may result in significant adverse air quality effects, the project's incremental contribution to a cumulative effect may be cumulatively considerable. The cumulative impact of all the strategies is to reduce emissions criteria pollutants, toxic contaminants and greenhouse gases. However, secondary air quality impacts of some control measures may generate increased emissions. Cumulative air quality impacts from implementing the 2007 AQMP will be evaluated in the Draft PEIR.

III. e): Past projects evaluating promulgation of AQMP control measures into rules or regulations, especially control measures that involve reformulated coatings or solvents, have included assessments of potential odor impacts. Although in some cases reformulated products have noticeable odors, it is typically the case that reformulated products have less noticeable odors than the products they are replacing. Reformulated products tend to have reduced VOC content and reduced emissions and, therefore, fewer potential odors. As a result, significant adverse odor impacts have not been associated with reformulated products compared to conventional high VOC products. Modifications to industrial facilities to produce reformulated products (e.g., refineries) also have the potential to create odor impacts. However, owners/operators of industries affected by control measures in the proposed 2007 AQMP would still be subject to existing air quality rules and regulations, including SCAQMD's Rule 402 - Nuisance, which prohibits creating odor nuisances. For these reasons, implementing the 2007 AQMP is not expected to create

significant adverse odor impacts and, therefore, will not be further addressed in the Draft PEIR.

III. f): Promulgating AQMP control measures, such as control requirements for stationary sources, mobile sources, market incentive programs, etc., into rules or regulations typically serves to strengthen an existing rule or regulation, not weaken it. Similarly, an AQMP control measure may be promulgated as a new rule or regulation, which typically controls emissions from an unregulated or minimally regulated source. As a result, the proposed project will not diminish an existing air quality rule. This topic will not be further analyzed in the Draft PEIR.

Conclusion

The goal of the AQMP is to protect public health by achieving the state and federal ambient air quality standards. However, secondary adverse air quality impacts may occur from implementing the proposed revisions to the AQMP due to localized increases in criteria pollutant emissions from certain types of air pollution control equipment. Therefore, potential adverse air quality impacts resulting from implementing the 2007 AQMP will be evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by §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?			
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?	☐	☐	☑
e)	Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑
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?	☐	☐	☑

Checklist Response Explanation

IV. a), b), d): No direct or indirect impacts from implementing AQMP control measures were identified that could adversely affect plant and/or animal species in the district. The effects of implementing AQMP control measures are typically reducing mobile source exhaust emissions, modifying fuel specifications, or modifications at existing commercial or industrial facilities to control or further control emissions. Such existing commercial or industrial facilities are generally located in appropriately zoned commercial or industrial areas, which typically do not support candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Similarly, modifications at existing facilities would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with native or resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Further, since the proposed 2007 AQMP primarily regulates stationary emission sources at existing commercial or industrial facilities, it does not directly or indirectly affect land use policy that may adversely affect riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or identified by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Improving air quality is expected to provide health benefits to plant and animal species in the district. There are no control measures contained in the 2007 AQMP that would alter this determination.

IV. c): As noted in the previous item, promulgating control measures in the 2007 AQMP may require modifications at existing industrial or commercial facilities to control or further control emissions at these affected facilities. Similarly, the 2007 AQMP contains control measures that establish emission standards for mobile sources, result in additional control of emissions from mobile sources, or revise fuel specifications. As a result, the proposed project will not affect land use policies or designations. Some control measures could result in the installation of additional controls at port facilities, which are located on the coast. However, the port facilities are considered to be heavy industrial facilities and the installation of additional controls would be consist with this land use. For these reasons the proposed project will not adversely affect protected wetlands as defined by §404 of the Clean Water Act, including, but not limited to marshes, vernal pools, coastal wetlands, etc., through direct removal, filling, hydrological interruption or other means.

IV. e), f): Implementing the proposed 2007 AQMP is not expected to affect land use plans, local policies or ordinances, or regulations protecting biological resources such as a tree preservation policy or ordinance for the reasons already given, i.e. control measures promulgated as rules or regulations primarily affect existing facilities located in appropriately zoned areas or establish emission standards for mobile sources or fuel specifications. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by the proposed project. Similarly, the proposed 2007 AQMP is not expected to affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities.

Emission growth management control measures may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies or habitat conservation plans.

The AQMP would encourage additional tree planting as part MCS-02. The trees are expected to be planted in urban areas as part of landscaped vegetation and are not expected to displace any native habitat or conflict with local policies. Rather the control measure is expected to encourage local tree policies to include the use of additional trees to provide landscaping that shades urban development, resulting in cooler temperatures and less energy used for cooling.

Conclusion

Based upon the above considerations, significant adverse project-specific biological resources impacts are not expect to occur due to implementation of the 2007 AQP and, therefore, will not be further evaluated in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES.** Would the project:			
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☑
b)	Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☑
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☑
d)	Disturb any human remains, including those interred outside a formal cemeteries?	☐	☐	☑

Checklist Response Explanation

V. a) - d): CEQA Guidelines state that "generally, a resource shall be considered 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources including the following:

A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

B) Is associated with the lives of persons important in our past;

C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

D) Has yielded or may be likely to yield information important in prehistory or history" (CEQA Guidelines §15064.5).

Generally, resources (buildings, structures, equipment) that are less than 50 years old are excluded from listing in the National Register of Historic Places unless they can be shown to be exceptionally important). Implementing the proposed 2007 AQMP is primarily expected to result in controlling stationary source emissions at existing commercial or industrial facilities, establish emission standards for mobile sources, or establish fuel

standards. Affected facilities where physical modifications may occur are typically located in appropriately zoned commercial or industrial areas that have previously been disturbed. Because potentially affected facilities are existing facilities and controlling stationary source emissions does not typically require extensive cut-and-fill activities or excavation, it is unlikely that implementing control measures in the proposed 2007 AQMP will: adversely affect historical or archaeological resources as defined in CEQA Guidelines §15064.5, destroy unique paleontological resources or unique geologic features, or disturb human remains interred outside formal cemeteries.

In a small number of cases, implementing control measures in the proposed 2007 AQMP may require minor site preparation and grading at an affected facility. Under this circumstance, it is possible that archaeological or paleontological resources could be uncovered. Even if this circumstance were to occur, significant adverse cultural resources impacts are not anticipated because there are existing laws in place that are designed to protect and mitigate potential adverse impacts to cultural resources. As with any construction activity, should archaeological resources be found during construction that results from implementing the proposed AQMP control measures, the activity would cease until a thorough archaeological assessment is conducted.

Emission growth management control measures may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies or create addition development that would impact cultural resources.

Conclusion

Based upon the above considerations, significant adverse project-specific cultural resources impacts are not expect to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:			
a) Conflict with adopted energy conservation plans?	☐	☐	☑
b) Result in the need for new or substantially altered power or natural gas utility systems?	☑	☐	☐

c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	☑	☐	☐
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	☑	☐	☐
e) Comply with existing energy standards?	☐	☐	☑

Checklist Response Explanation

VI. a) & e): Implementing the proposed 2007 AQMP is not anticipated to result in any conflicts with adopted energy conservation plans or violations of any energy conservation standards by affected facilities. In some cases facilities complying with 2007 AQMP control measures may need to install various types of control equipment, which could potentially increase energy demand in the district. It is expected, however, that owners/operators of affected facilities would comply with any applicable energy conservation standards in effect at the time of installation. Alternatively, implementing the proposed 2007 AQMP may result in owners/operators of affected facilities replacing old inefficient equipment with newer more energy efficient equipment (e.g., MCS-01, Facility Modernization and MCS-03, Energy Efficiency and Conservation), thus providing beneficial impacts on energy demand. Based upon these considerations, however, the net effect of implementing the proposed 2007 AQMP is that it is not expected to conflict with any adopted energy conservation plans or energy efficiency standards. These topics, therefore, will not be further evaluated in the Draft PEIR

VI. b), c) & d): As previously noted, implementing the proposed 2007 AQMP is not expected to interfere with energy conservation efforts in the district. In spite of this, implementing some proposed AQMP control measures could increase energy demand in the region at affected facilities. Specifically some types of control equipment will increase demand for electrical power to operate the equipment (e.g., ONRD-06, increased use of zero-emission vehicles, OFFRD-07, emission reductions from marine vessels while at berth, OFFRD-12, modernization of lawn and garden equipment, and OFFRD-13, emission reductions from airport ground support equipment), natural gas for combustion devices (e.g., FUG-04, emission reductions from pipeline and storage tank degassing), natural gas used as an alternative clean fuel for mobile sources (e.g., ONRD-09, emission reductions from on-road heavy-duty equipment), etc. As a result, implementing proposed 2007 AQMP control measures has the potential to: result in the need for new or substantially altered power or natural gas utility systems; create significant effects on peak and base period demands for electricity and other forms of energy; and create significant effects on peak and base period demands for electricity and other forms of energy.

Alternatively, some control measures, such as MCS-02 will promote lighter colored paving and roofing and tree planting, that are expected to result in energy conservation because indoor temperatures will be lowered which will lower the demand for cooling. MSC-01 will result in Facility Modernization, which could also lower energy demand through the use of more efficient, newer technologies.

The mobile source control measures may result in potentially significant energy demand impacts from reduced fuel economy due to some diesel engine strategies, modifications to CARB Phase 3 reformulated gasoline requirements, and increased electricity demand due to electrification of equipment and vehicles.

Conclusion

Based upon the above considerations, the potentially significant adverse impacts of the 2007 AQMP on energy resources will be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:			
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☑
• 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?	☐	☐	☑
• Strong seismic ground shaking?	☐	☑	☐
• Seismic–related ground failure, including liquefaction?	☐	☑	☐
• Landslides?	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑
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?			
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?	☐	☐	☑
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?	☐	☐	☑

Checklist Response Explanation

VII. a), c) and d): The proposed 2007 AQMP will not directly or indirectly expose people or structures to earthquake faults, seismic shaking, seismic-related ground failure including liquifaction, landslides, mudslides or substantial soil erosion for the following reasons. When implemented as rules or regulations, AQMP control measures do not directly or indirectly result in construction of new structures. Some structural modifications, however, at existing affected facilities may occur as a result of installing control equipment or making process modifications. In any event, existing affected facilities or modifications to existing facilities would be required to comply with relevant Uniform Building Code requirements in effect at the time of initial construction or modification of a structure.

New structures must be designed to comply with the Uniform Building Code Zone 4 requirements since the district is located in a seismically active area. The local cities or counties are responsible for assuring that projects comply with the Uniform Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. The goal of the Code is to provide structures that will: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage but with some non-structural damage; and (3) resist major earthquakes without collapse but with some structural and non-structural damage.

The Uniform Building Code bases seismic design on minimum lateral seismic forces ("ground shaking"). The Uniform Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represents the foundation conditions at the site.

Any potentially affected facilities that are located in areas where there has been historic occurrence of liquefaction, e.g., coastal zones, or existing conditions indicate a potential

for liquefaction, including expansive or unconsolidated granular soils and a high water table, may have the potential for liquefaction-induced impacts at the project sites. The Uniform Building Code requirements consider liquefaction potential and establish more stringent requirements for building foundations in areas potentially subject to liquefaction. Therefore, compliance with the Uniform Building Code requirements is expected to minimize the potential impacts associated with liquefaction. The issuance of building permits from the local cities or counties will assure compliance with the Uniform Building Code requirements. Therefore, no significant impacts from liquefaction are expected and this potential impact will not be considered further.

Because facilities affected by any AQMP control measures are typically located in industrial or commercial areas, which are not typically located near known geological hazards (e.g., landslide, mudflow, seiche, tsunami or volcanic hazards), no significant adverse geological impacts are expected. Tsunamis at the ports, i.e., Port of Los Angeles and Port of Long Beach, are not expected because the ports are surrounded by breakwaters that protect the area from wave action. In any event, AQMP control measures will not increase potential exposures to tsunamis. As a result, these topics will not be further evaluated in the Draft PEIR.

VII. b): Although the proposed 2007 AQMP control measures may require modifications at existing industrial or commercial facilities, such modifications are not expected to require substantial grading or construction activities. Soil stabilization methods and paving of unpaved areas could be required under control measure BCM-02 which would further reduce PM10 emissions from paved and unpaved roads. Soil compaction or over covering with a hard-ground cover such as asphalt or concrete pavement could contribute to surface water erosion of soils in areas adjacent to paved or other impervious surface areas. However, these potential impacts from paving of unpaved roads are not anticipated from the 2007 AQMP. The proposed project does not have the potential to substantially increase the area subject to compaction or overcovering since the subject areas would be limited in size and, typically, have already been graded or displaced in some way (e.g., shoulders of roadways). Further, the control measure is expected to reduce wind erosion of soil. Therefore, significant adverse soil erosion impacts are not anticipated from implementing the 2007 AQMP and will not be further analyzed in the Draft PEIR.

VII. e) Septic tanks or other similar alternative waste water disposal systems are typically associated with small residential projects in remote areas. The proposed 2007 AQMP does not contain any control measures that generate construction of residential projects in remote areas. AQMP control measures typically affect existing industrial or commercial facilities that are already hooked up to appropriate sewerage facilities. Based on these considerations, the use of septic tanks or other alternative waste water disposal systems will not be further evaluated in the Draft PEIR.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to geology and soils are not expect to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
VIII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:			
a)	Create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials?	☑	☐	☐
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?	☑	☐	☐
c)	Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☑	☐	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☑
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?	☐	☐	☑
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?			
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑
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?	☐	☐	☑
i)	Significantly increased fire hazard in areas with flammable materials?	☑	☐	☐

Checklist Response Explanation

VIII. a), b) & c): The proposed 2007 AQMP has the potential to create direct or indirect hazard impacts in several ways. Some control measures that would regulate VOC emissions by establishing VOC content requirements for products such as coatings, solvents, consumer products, etc., may result in reformulating these products with materials that are low or exempt VOC materials. It is possible that such reformulated products could have hazardous physical or chemical properties, which could create hazard impacts through the routine transport or disposal of these materials or through upset conditions involving the accidental release of these materials into the environment. Modifications at refineries to produce a modified CARB Phase 3 gasoline (ONRD-03) and/or reformulated diesel fuel (ONRD-07) could require equipment modifications or new equipment that could generate significant offsite hazard impacts. Greater use of alternative clean fuels could also create hazard impacts in the event of an accidental release of these materials into the environment. Further, the NOx reduction control measures (e.g., MOB-3 and OFFRD-07) could result in the increased use of ammonia in selective catalytic reduction (SCR) units. These potential hazard impacts will be further evaluated in the Draft PEIR.

VIII. d): Government Code §65962.5 typically refers to a list of facilities that may be subject to Resource Conservation and Recovery Act (RCRA) permits or site cleanup activities. For any facilities affected by control measures that are on the list, it is anticipated that they would be required to manage any and all hazardous materials in accordance with federal, state and local regulations. Control measures are not expected to interfere with site cleanup activities or create additional site contamination. Therefore, this topic will not be further evaluated in the Draft PEIR.

VIII. e) & f): The proposed project will not adversely affect any airport land use plan or result in any safety hazard for people residing or working in the district. U.S. Department of Transportation – Federal Aviation Administration Advisory Circular AC 70/7460-2K provides information regarding the types of projects that may affect navigable airspace. Projects that involve construction or alteration of structures greater than 200 feet above ground level within a specified distance from the nearest runway; objects within 20,000 feet of an airport or seaplane base with at least one runway more than 3,200 feet in length and the object would exceed a slope of 100:1 horizontally (100 feet horizontally for each one foot vertically from the nearest point of the runway); etc., may adversely affect navigable airspace. Control measures in the proposed 2007 AQMP are not expected to require construction of tall structures near airports so potential impacts to airport land use plans or safety hazards to people residing or working in the vicinity of local airports are not anticipated. Several control measures (OFFRD-11 and OFFRD-13) could result in additional controls at airport. These controls are expected to establish emission standards or increase the use of electrical equipment, but are not expected to interfere with airport activities. This potential impact will not be further addressed in the Draft PEIR.

VIII. g) The proposed project will not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan. Operators of any existing commercial or industrial facilities affected by proposed AQMP control measures will typically have their own emergency response plans for their facilities already in place. Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public, but the facility employees as well. The implementation of certain control measures could result in the need for additional storage of hazardous materials (e.g., ammonia). Such modifications may require revisions to emergency response plans if new hazardous are introduced to a facility. However, these modifications would not be expected to interfere with emergency response procedures. Adopting the proposed 2007 AQMP is not expected to interfere with any emergency response procedures or evacuation plans and, therefore, will not be further evaluated in the Draft PEIR.

VIII. h): The proposed 2007 AQMP would typically affect existing commercial or industrial facilities in appropriately zoned areas. Since commercial and industrial areas are not typically located near wildland or forested areas, implementing AQMP control measures has no potential to increase the risk of wildland fires. This topic will not be further evaluated in the Draft PEIR.

VIII. i): The 2007 AQMP may contain some control measures that require add-on control equipment or reformulated products that may increase potential fire hazards in areas with flammable materials. The potential for increased probability of explosion, fire, or other hazards will be addressed in the Draft PEIR. Impacts related to public exposure to toxic air contaminants will be addressed in the "Air Quality" section of the Draft PEIR.

Conclusion

Based upon the above considerations, the potentially adverse significant hazard impacts due to the increased probability of explosion, fire, or other risk of upset occurrences associated with the 2007 AQMP will be addressed in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
IX.	**HYDROLOGY AND WATER QUALITY.** Would the project:			
a)	Violate any water quality standards or waste discharge requirements?	☑	☐	☐
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)?	☑	☐	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☑	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☑
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐

f)	Otherwise substantially degrade water quality?	☑	☐	☐
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?	☐	☐	☑
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flaws?	☐	☐	☑
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?	☐	☐	☑
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☑
k)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☑	☐	☐
l)	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?	☑	☐	☐
m)	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?	☐	☐	☑
n)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☑	☐	☐
o)	Require 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?

Checklist Response Explanation

IX. a), f), k) and o): The proposed 2007 AQMP control measures may require modifications at existing industrial or commercial facilities. Control measures that would control particulate and/or SOx emissions could require additional water use and wastewater discharge from devices like wet gas scrubbers (e.g., BCM-01, PM Control Devices, and CMB-02, SOx Controls). Facilities, such as refineries, could require modifications to supply reformulated gasoline (ONRD-03), reformulated diesel fuels (ONRD-07), and cleaner marine fuels (ONRD-06), and these modifications could generate additional wastewater discharge.

To reduce VOC emissions, some proposed AQMP control measures may involve reformulating products such as coatings and solvents with low VOC or exempt solvents. Under this circumstance, it is not expected that there will be a substantial increase in the volume of wastewater generated by affected facilities, but there could be a slight change in the nature and toxicity of wastewater effluent. The stationary source measures may generate potentially significant adverse water quality impacts from add-on air pollution control equipment such as wet scrubbers, alternative transportation fuels and reformulated low-VOC consumer products, etc.

It is assumed that any affected facilities that generate waste water and are subject to waste discharge or pretreatment requirements currently comply with and will continue to comply with all relevant waste water requirements, waste discharge regulations and standards for stormwater runoff, and any other relevant requirements for direct discharges into sewer systems. These standards and permits require water quality monitoring and reporting for onsite water-related activities. Should the volume or discharge limits change as a result of implementing AQMP control measures, the facility would be required to consult with the appropriate regional water quality control board and/or the local sanitation district to discuss these changes. Nonetheless, implementing the 2007 AQMP may generate additional wastewater that could impact water quality standards or waste discharge requirements. Therefore, this topic will be evaluated further in the Draft PEIR.

IX. b), l) & n): As discussed above, control measures that would control particulate and/or SOx emissions could require additional water use and wastewater discharge from affected facilities (e.g., BCM-01, CMB-02, ONRD-03, ONRD-06, MCS-07, EGM-01, EGM-02, and MOB-01). The proposed project contains control measures that would generally allow for a number of different control technologies, some of which could require an increase in water usage at affected facilities (e.g., wet gas scrubbers). Thus, implementing the proposed project would require additional water, some of which could come from ground water supplies. This topic is potentially significant and will be evaluated further in the Draft PEIR.

IX. c), d), e), & m): The proposed 2007 AQMP generally is expected to impose control requirements on stationary sources at existing commercial or institutional facilities and establish emission exhaust specifications for mobile sources.

Soil stabilization methods and paving of unpaved areas could be required under control measure BCM-02 which would further reduce PM10 emissions from paved and unpaved roads. Soil compaction or over covering with a hard-ground cover such as asphalt or concrete pavement could contribute to surface water runoff since additional impervious surface areas would be created. However, these potential impacts from paving of unpaved areas from the 2007 AQMP are not expected to be significant because project would also include curbs and gutters that would direct runoff to storm drains. The proposed project does not have the potential to substantially increase the area subject to runoff since the subject areas would be limited in size and, typically, have already been graded or displaced in some way (e.g., shoulders of roadways and curbs).

AQMP control measures would not be expected to generate in and of themselves new structures that could alter existing drainage patterns by altering the course of a river or stream that would result in substantial erosion, siltation, or flooding on or offsite, increase the rate or amount of surface runoff that would exceed the capacity of existing or planned stormwater drainage systems, etc. Although minor modifications might occur at commercial or industrial facilities affected by the proposed 2007 AQMP control measures, these facilities have, typically, already been graded and the areas surrounding them have likely already been paved over or landscaped. As a result, further minor modifications at affected facilities that may occur as a result of implementing the 2007 AQMP are not expect to alter in any way existing drainage patterns or stormwater runoff. Since this potential adverse impact is not considered to be significant, it will not be further evaluated in the Draft PEIR.

IX. g), h), i), & j): The proposed project does not include the construction of new or relocation of existing housing or other types of facilities and, as such, would not require the placement of housing or other structures within a 100-year flood hazard area. (See also XIII "Population and Housing"). As a result, the proposed project would not be expected to create or substantially increase risks from flooding; expose people or structures to significant risk of loss, injury or death involving flooding; or increase existing risks, if any, of inundation by seiche, tsunami, or mudflow. Consequently, this topic will not be evaluated further in the Draft PEIR.

Conclusion

Implementing the proposed 2007 AQMP control measures could result in increased water demand and wastewater generation that could result in potentially significant adverse impacts. Consequently, these impacts will be addressed in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
X.	**LAND USE AND PLANNING.** Would the project:			
a)	Physically divide an established community?	☐	☐	☑
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?	☐	☐	☑
c)	Conflict with any applicable habitat conservation or natural community conservation plan?	☐	☐	☑

Checklist Response Explanation

X. a) & c): The proposed 2007 AQMP generally is expected to impose control requirements on stationary sources at existing commercial or institutional facilities and establish emission exhaust specifications for mobile sources. As a result, the proposed 2007 AQMP does not require construction of structures for new land uses in any areas of the district and, therefore, is not expected to create divisions in any existing communities or conflict with any applicable habitat conservation or natural community conservation plans.

X. b): Any facilities affected by the proposed 2007 AQMP would still be expected to comply with, and not interfere with, any applicable land use plans, zoning ordinances, habitat conservation or natural community conservation plans. There are no provisions of the proposed project that would directly affect these plans, policies, or regulations. The SCAQMD is specifically excluded from infringing on existing city or county land use authority (California Health & Safety Code §40414). Land use and other planning considerations are determined by local governments and no present or planned land uses in the region or planning requirements will be altered by the proposed project in any way. There are existing links between population growth, land development, housing, traffic and air quality. SCAG's Regional Comprehensive Plan accounts for these links when designing ways to improve air quality, transportation systems, land use, compatibility and housing opportunities in the region. Land use planning is handled at the local level and contributes to development of the AQMP growth projections, for example, but the AQMP

does not affect local government land use planning decisions. The proposed 2007 AQMP complements SCAG's Regional Comprehensive Plan.

MCS-02, Urban Heat Island would encourage the planting of additional trees. A large-scale planting program has the potential to conflict with local plans and ordinances. Under this control measure it is expected that ordinances would be revised or developed to encourage additional tree planting and to require planting with certain specific types of trees. Streetscapes, landscapes, setbacks, and corridor plans are expected to be revised or developed to allow room for additional tree planting. Therefore, the control measure may encourage additional tree planting but no significant impacts to land use policies are expected.

Emission growth management control measures (e.g., EGM-01, EGM-01, Emission Reductions from New or Redevelopment Projects) may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies (e.g., general or specific plans) or create significant adverse land use impacts.

Conclusion

Based upon the above considerations, significant adverse project-specific land use and planning impacts are not expect to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
XI.	**MINERAL RESOURCES.** 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?	☐	☐	☑
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?	☐	☐	☑

Checklist Response Explanation

XI. a), b): There are no provisions of the proposed project that would directly result in the loss of availability of a known mineral resource of value to the region and the residents of the state, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The proposed 2007 AQMP is not expected to deplete non-renewable mineral resources, such as aggregate materials, metal ores, etc., at an accelerated rate or in a wasteful manner because AQMP control measures are typically not mineral resource intensive measures. Therefore, significant adverse impacts to mineral resources are not anticipated.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to mineral resources are not expect to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
XII. NOISE. 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?	☐	☐	☑
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐
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?			
f)	For a project within the vicinity of a private airship, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑

Checklist Response Explanation

XII. a), b), c), d): The proposed project may require existing commercial or industrial owners/operators of affected facilities to install air pollution control equipment or modify their operations to reduce stationary source emissions. Potential modifications will occur at facilities typically located in appropriately zoned industrial or commercial areas. The 2007 AQMP could require additional control equipment that could generate noise impacts, but virtually all of the control equipment would be installed at industrial and commercial facilities.

Ambient noise levels in commercial and industrial areas are typically driven primarily by freeway and/or highway traffic in the area and any heavy-duty equipment used for materials manufacturing or processing at nearby facilities. It is not expected that any modifications to install air pollution control equipment would substantially increase ambient [operational] noise levels in the area, either permanently or intermittently, or expose people to excessive noise levels that would be noticeable above and beyond existing ambient levels. It is not expected that affected facilities would exceed noise standards established in local general plans, noise elements, or noise ordinances currently in effect. Affected facilities would be required to comply with local noise ordinances and elements, which may require construction of noise barriers or other noise control devices.

Some control measures will provide an incentive for the early retirement of older equipment, replacing it with newer technologies. In most cases, newer equipment and newer engines are more efficient and generate less noise than older equipment. For example, electric and hybrid vehicles generate less noise than standard gasoline fueled vehicles. Therefore, some control measures could result in noise reductions at industrial/commercial facilities or along freeways/highways/streets as a result of quieter engines (e.g., MCS-01, Facility Modernization, and ONRD-06, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles).

BCM-02 would encourage localized control programs in areas with high PM10 concentrations. PM10 control measures could including paving (e.g., roads or road shoulders), fencing (to prevent dumping), and mowing for weed abatement to create stabilized surfaces that minimize wind/blown dust. Construction-related activities

associated with this control measure could occur in non-industrial/commercial areas and generate noise impacts. Construction activities at industrial/commercial facilities could also generate noise impacts. However, those construction activities (e.g., paving activities) would be required to comply with local noise ordinances, which generally prohibit construction during the nighttime, in order to minimize noise impacts. Compliance with the local noise ordinances is expected to minimize noise impacts associated with construction activities to less than significant.

It is also not anticipated that the proposed project will; cause an increase in groundborne vibration levels because air pollution control equipment is not typically vibration intensive equipment. Consequently, the 2007 AQMP will not directly or indirectly cause substantial noise or excessive groundborne vibration impacts. These topics, therefore, will not be further evaluated in the Draft PEIR.

XII. e) & f): Affected facilities would still be expected to comply, and not interfere, with any applicable airport land use plans and disclose any excessive noise levels to affected residences and workers pursuant to existing rules, regulations and requirements, such as CEQA. It is assumed that operations in these areas near airports are subject to and in compliance with existing community noise ordinances and applicable OSHA or Cal/OSHA workplace noise reduction requirements. In addition to noise generated by current operations, noise sources in each area may include nearby freeways, truck traffic to adjacent businesses, and operational noise from adjacent businesses. None of the proposed control measures in the 2007 AQMP would locate residents or commercial buildings or other sensitive noise source closer to airport operations. As noted in the previous item, there are no components of the proposed 2007 AQMP that would substantially increase ambient noise levels, either intermittently or permanently.

Conclusion

Based upon the above considerations, significant adverse project-specific noise impacts are not expect to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:			
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other	☐	☐	☑

infrastructure)?

b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☑

Checklist Response Explanation

XIII. a): According to SCAG (2004), population growth in the SCAG region (which includes all of the district) is expected to grow to 22.9 million due to births within the region and migration. Consistent with SCAG's population growth projections, the proposed project is not anticipated to generate any significant effects, either directly or indirectly, on the district's population or population distribution. The proposed 2007 AQMP generally affects existing commercial or industrial facilities located in predominantly industrial or commercial urbanized areas throughout the district. It is expected that the existing labor pool within the areas surrounding any affected facilities would accommodate the labor requirements for any modifications at affected facilities. In addition, it is not expected that affected facilities will be required to hire additional personnel to operate and maintain new control equipment on site because air pollution control equipment is typically not labor intensive equipment. In the event that new employees are hired, it is expected that the existing local labor pool in the district can accommodate any increase in demand for workers that might occur as a result of adopting the proposed 2007 AQMP. As such, adopting the proposed 2007 AQMP is not expected to result in changes in population densities or induce significant growth in population.

XIII. b) & c): The proposed 2007 AQMP is not expected to increase the demand for new workers in the area. Any demand for new employees is expected to be accommodated from the existing labor pool so no substantial population displacement is expected. Construction activities generated by the 2007 AQMP are expected to be limited to stationary sources within industrial and commercial for the installation of new technology or equipment. The 2007 AQMP is not expected to require construction activities that would displace people or existing housing.

Conclusion

Based upon the above considerations, significant adverse project-specific population and housing impacts are not expect to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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 following public services:			
a) Fire protection?	☐	☐	☑
b) Police protection?	☐	☐	☑
c) Schools?	☐	☐	☑
d) Parks?	☐	☐	☑
e) Other public facilities?	☐	☐	☑

Checklist Response Explanation

XIV. a), b) & e): There is no potential for significant adverse public service impacts as a result of adopting the proposed 2007 AQMP. The 2003 AQMP EIR analyzed potential adverse impacts to public services as a result of implementing AQMP control measures and concluded that existing resources at services such as fire departments, police departments and local governments would not be significantly adversely affected as a result of implementing AQMP control measures. The proposed project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives. Similarly, most industrial facilities have on-site security that controls public access to facilities so no increase in the need for police services are expected. Most industrial facilities have on-site fire protection personnel and/or have agreements for fire protection services with local fire departments. For these reasons, implementing the 2007 AQMP is not expected to require additional fire protection services.

XIV. c) & d): Adopting the proposed 2007 AQMP is not expected to induce population growth. Thus, implementing the proposed control measures would not increase or otherwise alter the demand for schools and parks in the district. No significant adverse impacts to schools or parks are foreseen as a result of adopting the proposed 2007 AQMP.

EGM-01 would affect land uses associated with new developments or redevelopment projects in order to minimize emissions. Development itself has the potential for impacts on public services, however, EGM-01 does not drive land use development, but may impose emission reduction requirements after the decision is already made to go forward with new or redevelopment projects. EGM-01 is not expected to result in modifications to new development that would generate significant impacts on public services. The public services impacts of new development will be evaluated on a case-by-case basis by the local land use agency (city or county) and are generally subject to CEQA requirements and can be mitigated by the local land use agency using General or Specific Plan guidance. No significant adverse impacts to schools or parks are foreseen as a result of adopting the proposed 2007 AQMP.

Conclusion

Based upon the above considerations, significant adverse project-specific public services impacts are not expected to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XV. RECREATION.			
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.?	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☑

Checklist Response Explanation

XV. a) & b): As discussed under "Land Use and Planning" and "Population and Housing" above, there are no provisions to the proposed project that would affect land use plans, policies, ordinances, or regulations. Land use and other planning considerations are determined by local governments. No land use or planning requirements, including those related to recreational facilities, will be altered by the proposal. The proposed project does not have the potential to directly or indirectly induce population growth or redistribution.

As a result, the proposed project would not increase the use of, or demand for existing neighborhood and/or regional parks or other recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Conclusion

Based upon the above considerations, no significant adverse project-specific impacts to population and housing are expected to occur due to implementation of the 2007 AQMP and, therefore, will not be further evaluated in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XVI. SOLID/HAZARDOUS WASTE. Would the project:			
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☑	☐	☐
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	☐	☐	☑

Checklist Response Explanation

XVI. a): The proposed 2007 AQMP could require facilities to install air pollution control equipment, such as carbon adsorption devices, particulate filters, catalytic incineration, selective catalytic reduction or other types of control equipment that could increase the amount of solid/hazardous wastes generated in the district due to the disposal of spent catalyst, filters or other mechanisms used in the control equipment. Solid waste impacts would be considered significant if the impacts resulted in a violation of local, state or federal solid waste standards. Also, solid waste impacts would be significant if the additional potential waste volume exceeded the existing capacity of district landfills.

Other control measures may result in potentially significant adverse solid and hazardous waste impacts from the use of particulate filters, replacement of emission controls on older light-duty vehicles, accelerated vehicle retirement programs, evaporative controls utilizing carbon canisters, facility modernization requirements, early retirement of inefficient, older equipment, etc. The potential solid/hazardous waste impacts from implementing the proposed 2007 AQMP will be analyzed in the Draft PEIR.

XVI. b): Adopting the proposed 2007 AQMP is not expected to interfere with affected facilities' abilities to comply with federal, state, or local statutes and regulations related to solid and hazardous waste handling or disposal. This specific topic will not be further evaluated in the Draft PEIR.

Conclusion

Based upon the above considerations, the potential adverse solid/hazardous waste impacts from implementing the proposed 2007 AQMP will be analyzed in the Draft PEIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC. Would the project:			
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☑
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑
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?	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☑
f) Result in inadequate parking capacity?	☐	☐	☑

g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	☐	☐	☑

Checklist Response Explanation

XVII. a), b) & f): Adopting the proposed 2007 AQMP is not expected to substantially increase vehicle trips or vehicle miles traveled in the district. The 2007 AQMP relies on transportation and related control measures developed by SCAG (SCAG, 2004). These transportation control measures include strategies to enhance mobility by reducing congestion through transportation infrastructure improvements, mass transit improvements, increasing telecommunications products and services, enhanced bicycle and pedestrian facilities, etc. Specific strategies that serve to reduce vehicle trips and vehicle miles traveled, such as strategies resulting in greater reliance on mass transit, ridesharing, telecommunications, etc., are expected to result in reducing traffic congestion. Although population in the district will continue to increase, implementing the transportation control measures (in conjunction with the Regional Transportation Plan) will ultimately result in greater percentages of the population using transportation modes other than single occupant vehicles. As a result, relative to population growth, existing traffic loads and the level of service designation for intersections district-wide would not be expected to decline at current rates, but could possibly improve to a certain extent. Therefore, implementing the AQMP could ultimately provide transportation improvements and congestion reduction benefits.

The 2007 AQMP would revise the previous motor vehicle emissions budget with new emission calculations using the latest motor vehicle emission factors and planning assumptions. The U.S. EPA's Transportation Conformity Rule requires that transportation plans and projects must not exceed SIP motor vehicle emission budgets for attaining and maintaining health-based air quality standards, or a conformity lapse would occur (preventing further funding of transportation projects). By avoiding a conformity lapse, the region will continue to receive federal funding for future transportation projects, which would generally increase traffic flow, thus, providing a beneficial traffic impact.

Adopting the proposed 2007 AQMP is not expected to result in inadequate parking at any affected facilities in the district. The reason for this conclusion is that, to the extent that transportation and related control measures reduce or limit the growth in daily vehicle trips, there could be a slight reduction in current or future demand for parking compared to existing levels of parking demand.

XVII. c): Neither air traffic nor air traffic patterns are expected to be directly or indirectly affected by adopting the proposed 2007 AQMP. Controlling emissions at existing commercial or industrial facilities and establishing mobile source exhaust and fuel specifications do not require constructing any structures that could impede air traffic patterns in any way.

XVII. d): It is not expected that adopting the proposed 2007 AQMP will directly or indirectly increase roadway design hazards or incompatible risks. To the extent that implementing components of the transportation control measure and related measures further develop roadway infrastructure, it is expected that there would ultimately be a reduction in roadway hazards or incompatible risks as part of any roadway infrastructure improvements and reduced congestion.

XVII. e): Controlling emissions at existing commercial or industrial facilities and establishing mobile source exhaust and fuel specifications are not expected to affect in any way emergency access routes at any affected commercial or industrial facilities. The reason for this conclusion is that controlling emissions (from stationary sources in particular) is not expected to require construction of any structures that might obstruct emergency access routes at any affected facilities.

XVII. g): Adopting the proposed 2007 AQMP will not conflict with adopted policies, plans or programs supporting alternative transportation programs. In fact, the transportation and related control measures would specifically encourage and provide incentives for implementing alternative transportation programs and strategies.

Conclusion

Adopting the proposed 2007 AQMP is not expected to generate any significant adverse project-specific impacts to transportation or traffic systems, so this topic will not be further evaluated in the Draft PEIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**			
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?	☐	☐	☑

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

Checklist Response Explanation

XVIII. a): Specifically with regard to the biological resources identified in this item, the proposed project is not expected to significantly adversely affect any biological resources including wildlife and the resources on which it relies. Overall improvements in air quality are, ultimately, expected to provide substantial benefits to local biological resources in the district. Therefore, this topic will not be evaluated further in the Draft PEIR.

XVIII. b): Because the proposed project has the potential to generate significant adverse project-specific environmental impacts in several environmental areas, the proposed project also has the potential to create significant adverse cumulative impacts if project-specific impacts are also deemed to be cumulatively considerable. Significant adverse impacts will be further analyzed in the Draft PEIR if project-specific impacts for a particular environmental topic are deemed significant.

The 2007 AQMP also includes TCMs from SCAG's 2004 RTP. SCAG prepared the Final PEIR for the 2004 RTP (SCH No. 2003061075) (SCAG, 2004) to analyze environmental impacts from the 2004 RTP. The Draft 2007 AQMP PEIR will consider cumulative impacts from implementing the 2007 AQMP and the TCMs evaluated in SCAG's Final PEIR for the 2004 RTP.

XVIII. c): The proposed 2007 AQMP has the potential to create significant adverse impacts to human beings as a result of the possibility that it could create potentially significant adverse impacts in the following areas: air quality, energy, hazards and hazardous materials impacts, hydrology and water resources, and solid and hazardous waste. Any significant adverse impact to any of these areas has the potential to adversely affect public health. Potentially significant adverse environmental impacts and feasible alternatives to the project will be analyzed in the Draft PEIR.

Conclusion

The potential significant adverse impacts to air quality, energy, hazards and hazardous materials, hydrology and water resources, and solid and hazardous waste, as well, as related cumulative impacts to these resources due to implementing the proposed 2007 AQMP will be analyzed in the Draft PEIR.

REFERENCES

SCAG, 2004. Final 2004 Regional Transportation Plan Program Environmental Impact Report. SCH#2003061075.

SCAQMD, 2003. 2003 Air Quality Management Plan.

SCAQMD, 2003. Final Program EIR for the 2003 Air Quality Management Plan, SCH No. 2002081137, August, 2003.
http://www.aqmd.gov/ceqa/documents/2003/aqmd/finalEA/aqmp/AQMP_FEIR.html

ACRONYMS

ABBREVIATION	DESCRIPTION
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AVO	average vehicle occupancy
AVR	average vehicle ridership
ASM	accelerated simulation monitoring
ATV	all terrain vehicles
BACM	Best Available Control Measure
BACT	Best Available Control Technology
BARCT	Best Available Retrofit Control Technologies
Basin	South Coast Air Basin
BCM	Fugitive Dust Sources
BLDS	Bag Leak Detection System
BMP	Best Management Practices
Btu	British Thermal Unit
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CMB	Combustion
CO	Carbon monoxide
CO_2	Carbon dioxide
CONS	Consumer
COMS	Continuous Opacity Monitor System
CTS	Coatings and Solvents
CUP	Conditional Use Permit
CY	calendar year
EGM	Emission Growth Management
ERC	emission reduction credit
FLX	Compliance Flexibility Programs
FUG	Petroleum Operations and Fugitive VOC Emissions
GDF	gasoline dispensing facilities
GHG	Greenhouse Gases
HHV	high heating value
HOV	High Occupancy Vehicle
ISD	in-station diagnostic
ISTEA	Intermodal Surface Transportation and Efficiency Act
LAER	lowest achievable emission reduction

LDAR	leak detection and repair
LTM	Long-term Measures
MDAB	Mojave Desert Air Basin
MCS	Multiple Component Sources
MOB	Mobile Souces
NH_3	Ammonia
NAAQS	National Ambient Air Quality Standards
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NSPS	New Source Performance Standards
NSR	New Source Review
O&M	operation and maintenance
ODC	ozone depleting compounds
OFFRD	Off-Road
ONRD	On-Road
PEIR	Program Environmental Impact Report
PM	Particulate Matter
PM2.5	particulate matter less than 2.5 microns in diameter
PM10	particulate matter less than 10 microns in diameter
ppbv	parts per billion by volume
ppm	parts per million
ppmv	parts per million by volume
ppmw	parts per million by weight
PZEV	partial zero-emission vehicles
RACT	reasonable available control technology
RCRA	Resource Conservation and Recovery Act
RECLAIM	Regional Clean Air Incentives Market
ROC	Reactive Organic Compound
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SCR	Selective Catalytic Reduction
SIP	State Implementation Plans
SORE	small off-road equipment
SO_2	sulfur dioxide
SOx	sulfur oxide

SSAB	Salton Sea Air Basin
TACs	toxic air contaminants
TCM	transportation control measures
TDM	transportation demand management
TEA-21	Transportation Equity Act for the 21st-Century
TRU	transport refrigeration unit
U.S. EPA	United States Environmental Protection Agency
VDEC	verified diesel emission control
VOC	volatile organic compounds