

OFFICE OF THE CITY MANAGER

311 Vernon Street, Roseville, CA 95678 (916) 774-5362

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Date: April 4, 2013

To: State Clearinghouse

Responsible Agencies Trustee Agencies Interested Parties

Subject: Mitigated Negative Declaration for a proposed Digital Billboard

Project Title: Digital Billboard Project

Comment Period: Written comments are due no later than May 3, 2013 by 5:00 p.m.

Project Location: 1893 Taylor Road, Roseville, Placer County

Project Description: The project proposes to remove an existing static billboard and replace it

with a digital billboard on City-controlled property along Interstate 80 in the

City of Roseville.

Project Applicant: Clear Channel Outdoor, Attn: Michael Wagener, 401 Slobe Ave.,

Sacramento, CA 95815 (916) 492-1303; (916) 492-1309 fax

Property Owner: City of Roseville

Lead Agency Contact

Person:

Mike Isom, AICP, Development & Operations Manager

City of Roseville, Office of the City Manager

311 Vernon Street Roseville, CA 95678 (916) 774-5362 Fax: (916) 774-5485

Email: misom@roseville.ca.us Website: www.roseville.ca.us

<u>DECLARATION: The Development & Operations Manager has determined that the above project will have no significant effect on the environment and is therefore exempt from the requirement of an Environmental Impact Report. The determination is based on the following findings:</u>

- A. The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of 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 rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory.
- B. The project will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
- C. The project will not have impacts which are individually limited, but cumulatively considerable.
- D. The project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.
- E. No substantial evidence exists that the project will have a negative or adverse effect on the environment.

F. This Negative Declaration reflects the independent judgment of the lead agency.

Written comments shall be submitted no later than 30 days from the start of the posting date.

Submit comments to: City of Roseville Office of the City Manager

Attn: Mike Isom, Development & Operations Manager

311 Vernon Street Roseville, CA 95678 Posting period: April 4, 2013 to May 3, 2013

Initial Study Prepared by:

Mike Isom

Development & Operations Manager

The public hearing regarding the project will be held on May 15, 2013 at 7:00 p.m. before the City Council. The hearing will be held in the City of Roseville Council Chambers located at 311 Vernon Street, Roseville, California.

Initial Study and Negative Declaration

Digital Billboard Project

Prepared by:

City of Roseville
Office of the City Manager
Development & Operations
311 Vernon Street
Roseville, CA 95678
Contact: Mike Isom, Development &
Operations Manager

April 2013





311 Vernon Street, Roseville, CA 95678 (916) 774-5276

INITIAL STUDY & ENVIRONMENTAL CHECKLIST

Project Title Digital Billboard Project

Project Location 1893 Taylor Road, Roseville, Placer County

Project Description The project proposes to remove an existing static billboard and replace it

with a digital billboard on City-controlled property along Interstate 80 in the

City of Roseville.

Project Applicant Clear Channel Outdoor, Michael Wagener, 401 Slobe Ave., Sacramento,

CA 95815 (916) 492-1303; (916) 492-1309 fax

Mike Isom, AICP, Development & Operations Manager

Property Owner City of Roseville

Lead Agency Contact

Person Phone (916) 774-5527

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the above described project application. The document relies on previous environmental documents (discussed below) to address in detail the effects or impacts associated with the project.

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures, to which the project proponent has agreed in advance, the impact will be reduced to a less than significant effect, a mitigated negative declaration shall be prepared.

In reviewing the site specific information provided for the proposed project, the City of Roseville has analyzed the potential environmental impacts created by this project and a Negative Declaration has been prepared pursuant to the provisions of CEQA.

Prepared by:	Date:
i repared by.	Date

Mike Isom, AICP

Development & Operations Manager

April 4, 2013

TABLE OF CONTENTS

SETTIN	NG	5
	t Description	
	t Location	
	g Conditions	
	t Description	
	uction Methods	
	t Approvals	
,	TI	
INITIAL	L STUDY CHECKLIST	11
l.	Aesthetics	13
II.	Agricultural & Forestry Resources	15
III.	Air Quality	16
V.	Biological Resources	19
V.	Cultural Resources	21
VI.	Geology and Soils	22
VII.	Greenhouse Gas Emissions	24
VIII.	Hazards and Hazardous Materials	27
IX.	Hydrology and Water Quality	29
X.	Land Use and Planning	32
XI.	Mineral Resources	33
XII.	Noise	33
XIII.	Population and Housing	35
XIV.	Public Services	35
XV.	Recreation	36
XVI.	Transportation/Traffic	37
XVII.	Utilities and Service Systems	41
XVIII.	Mandatory Findings of Significance	
SOUR	CES	44
ΔΡΡΕΝ	NDIX A – Air Quality Model Outputs	45

INTENTIONALLY LEFT BLANK City of Roseville Digital Billboard Project Initial Study

Page 4

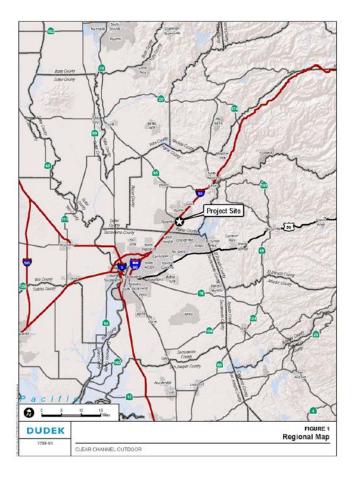
Project Description

The project proposes to remove an existing static billboard and replace it with a digital billboard on City-controlled property along Interstate 80 (I-80) in the City of Roseville. The new digital billboard would be located approximately 70 feet west of the existing billboard and would be 15 feet taller than the existing billboard.

Project Location

The project site is located at 1893 Taylor Road (APN 015-450-079-000) adjacent to I-80, just west of the Highway 65 interchange immediately adjacent to the Roseville Golfland Sunsplash parking lot, as shown

in Figure 1, Regional Map and Figure 3, Site Overview Map.



Existing Conditions

The I-80 corridor bisects the city from southwest to northeast and traverses various land use types, including residential. business. commercial, industrial and open space. visual landscape of the I-80 corridor through Roseville is defined by various legal conforming and non-conforming on-premise structures of varying age and states of repair, masonry soundwalls, high-voltage power line towers, native, non-native, and landscaped vegetation, a closed landfill, and a Union Pacific Railroad mainline.

An existing legal, nonconforming billboard is currently located in the general area where the digital billboard would be installed. The existing static billboard is 30 feet tall with a 14-foot x 48-foot billboard face, as shown in Figure 2. The land adjacent to the freeway along the boundary of Golfland Sunsplash is designated Community Commercial (CC) in the City's General Plan and zoned Highway Commercial / Special Area - Northeast Roseville Specific Plan (HC/SA-NE). The property is owned by Roseville Golfland Ltd., and will be leased to the City for purposes of erecting the digital billboard. Two 240 kV

electrical towers are located immediately adjacent to the project site to the east. The area where the billboard would be located is within a landscaped median adjacent to the Sunsplash Golfland parking lot. Small ornamental shrubs and two small crepe myrtle trees comprise the landscaping, see Figure 2.

Project Description

The proposed digital billboard consists of a display surface no larger than 672 square feet (sf) in active copy area that supports an image generated by light emitting diodes (LED), typically no less than 200 pixels x 704 pixels, as shown in Figure 4. The image on the sign is static for a period of time, usually ranging from four to eight seconds. Each pixel consists of three diodes: one red, one blue and one green in a triangular shape in each cluster. The digital billboard would be installed on a structure to elevate the billboard at a level approximately 45-feet above the centerline of the adjacent freeway travel lane with a

"V" shaped Digital Message Center. The supporting structure would have a vertical center column with two 14-foot x 48-foot digital faces.

Figure 2: Photos of Existing Conditions



Source: Google Maps © 2013



Source: Google Maps © 2013



Existing billboard. Source: Dudek, 2013



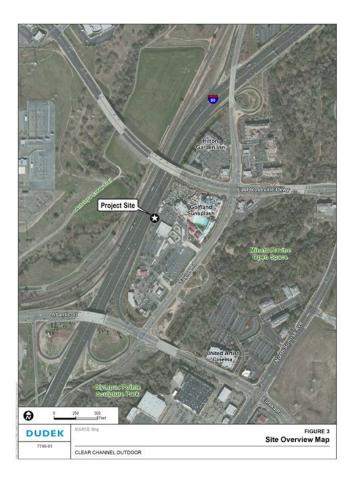
Existing project area. Source: Dudek, 2013

The LED lighting would be designed to make the message displays visible to passing motorists. Light sensors would be installed to measure ambient light levels and to adjust light intensity to respond to a change in ambient light conditions. Lighting levels on the digital billboard would not exceed 0.3 foot candles over ambient levels, as measured using a foot candle meter at a pre-set distance (250 feet for 14'x 48' face size). The brightness of the LED display is subject to adjustment based on ambient conditions. The display, for example, is adjustable, so it would generally be brighter in the daytime than at night.

Power to the billboard would be provided via a central breaker panel with a primary feed of 120/240volt 200 amp single phase service for both faces of the billboard. The electrical connections would be UL and IEC-approved. The displays advertised would be controlled remotely and would have remote maintenance software. Once the digital billboard is installed and operationally stabilized, it is anticipated that approximately 6-8 visits per year would be needed for maintenance purposes.

The project applicant, Clear Channel Outdoor, would enter into a ground lease with the City of Roseville to construct, own, maintain and operate the billboard under a billboard relocation agreement with the City. The lease agreement would include language specifically requiring the project applicant, Clear Channel Outdoor, to ensure that the digital billboard would include no special visual effects that include

moving or flashing lights that accompany the transition between two successive messages, and no special visual effects shall accompany any message display; and Clear Channel Outdoor would be required to report to the City its intention of installing, implementing or using any technology that would allow interaction with drivers, vehicles or any device located in vehicles, including, but not limited to a radio frequency identification device, geographic positions system (GPS), or other device, a minimum of 30 days in advance of such operation, and shall not proceed with such operation until approved by the City.



Construction Methods

Construction of the billboard would be subject to the uniform building code, and a building permit would be required for construction activities. The City's Public Works Department, Building Inspection Division would review the plans and specifications to ensure compliance with all applicable building code requirements. Once the Building Division verifies the project complies with all applicable requirements and the proper fees have been paid, a building permit would be issued.

Construction activities typically take a week to complete and include one drilling rig, one crane, and a small crew. The ultimate area of ground level disturbance is an approximately 10' x 10' area. The following would be completed to install the sign.

On the first day, the existing billboard would be dismantled and removed from the site. To construct the foundation, a drilling rig would drill a hole five feet (5') in diameter and thirty-two feet (32') deep. A trench plate would be placed over the hole to secure the site.

On the second day, the column (or base) for the sign is delivered to the site. The column is typically 42" in diameter. The column is lifted into

place in the foundation hole by a crane, and is maintained in place by I-beams that are welded to the column. A building inspection is required at this point. If completed in time concrete is also poured on the second day. The concrete used is a 3,000-pound mix (i.e., concrete that would withstand 3,000 pounds of pressure for 28 days without breaking).

After the concrete cures for three days, the crew returns to the site. The I-beam welds are ground off and the I-beams removed. The upper structure components are delivered to the site and assembled on the ground by the crew (usually 4-5 persons). The crane returns to the site and lifts the upper structure into place atop the column.

Arrangements to extend electrical service to the site are made in advance of the construction activities. If the electrical service is underground a sleeve that would accommodate the electrical service is placed in the concrete foundation. The typical electrical service is 200 amps for single phase.

The wind load for a digital billboard is the same as for other signage of similar size. Digital billboards carry a higher dead load (approximately 10,000 pounds as opposed to 2,000 pounds) than typical lighted

signage and this is taken into account by the structural engineer in the design and confirmed by the City as part of the building permit process.

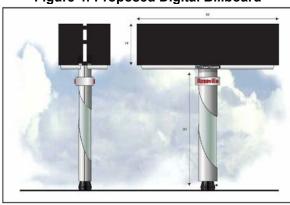


Figure 4: Proposed Digital Billboard

Project Approvals

The project applicant is requesting the following approvals from the City of Roseville:

- Adoption of the Negative Declaration
- Ground lease
- Billboard relocation agreement

This environmental review may be used by those responsible and trustee agencies that may have some approval authority over the project (i.e., to issue a permit or approval). The project applicant would obtain all permits, as required by law. In addition to the City of Roseville, the following agency may have discretionary authority over this project.

California Department of Transportation (Caltrans)

Regulatory Setting

Federal

The federal Highway Beautification Act of 1965 (23 U.S.C. 131) provides for control of outdoor advertising, including removal of certain types of signs, along the interstate highway system. It requires certain junkyards along Interstate or primary highways to be removed or screened and encourages scenic enhancement and roadside development. The Act is enforced by the Federal Highway Administration (FHWA). As part of its enforcement effort, the FHWA has entered into agreements regarding the Act with state departments of transportation. The agreements with California are described under the State provisions, below.

<u>State</u>

The California Department of Transportation (Caltrans) is involved in the control of "off-premise" displays along state highways. Such displays advertise products or services of businesses located on property other than the display. Caltrans does not regulate on-premise displays.

The FHWA has entered into written agreements with various states as part of the implementation of the Highway Beautification Act. California has entered into two agreements with FHWA in May 29, 1965, and a subsequent agreement dated February 15, 1968. The agreements generally provide that the State will control the construction of all outdoor advertising signs, displays and devices within 660 feet of the

interstate highway right-of-way. The agreements provide that such signs shall be erected only in commercial or industrial zones, and are subject to the following restrictions:

- No signs shall imitate or resemble any official traffic sign, signal or device, nor shall signs obstruct or interfere with official signs;
- No signs shall be erected on rocks or other natural features;
- Signs shall be no larger than 25 by 60 feet, excluding border, trim and supports;
- Signs on the same side of the freeway must be separated by at least 500 feet; and
- Signs shall not include flashing, intermittent or moving lights, and shall not emit light that could obstruct or impair the vision of any driver.

California regulates outdoor advertising in the Outdoor Advertising Act (Business and Professions Code, §5200 et seq.) and the California Code of Regulations, Title 4, Division 6 (§2240 et seq.) Caltrans enforces the law and regulations. Caltrans requires applicants for new outdoor lighting to demonstrate that the owner of the parcel consents to the placement sign, that the parcel on which the sign would be located is zoned commercial or industrial, and that local building permits are obtained and complied with. A digital billboard is identified as a "message center" in the statute, which is an advertising display where the message is changed more than once every two minutes, but no more than once every four seconds. (Business and Professions Code, §5216.4)

Some freeways are classified as "landscaped freeways." A landscaped freeway is defined as one that is now, or may in the future be, improved by the planting of lawns, trees, shrubs, flowers or other ornamental vegetation requiring reasonable maintenance on one or both sides of the freeway (§5216). Off-premise displays are not allowed along landscaped freeways except when approved as part of relocation agreements. Caltrans has interpreted these provisions as allowing new billboards along such freeway segments if a relocation agreement has been approved pursuant to §5412 of the Outdoor Advertising Act. The segment of I-80 adjacent to the proposed project site is not classified as a landscaped freeway.

The Outdoor Advertising Act contains a number of provisions relating to the construction and operation of billboards:

- The sign must be constructed to withstand a wind pressure of 20 pounds per square feet of exposed surface (§5401);
- No sign shall display any statements or words of an obscene, indecent or immoral character (§5402);
- No sign shall display flashing, intermittent or moving light or lights (§5403(h));
- Signs are restricted from areas within 300 feet of an intersection of highways or of highway and railroad right-of-ways, but a sign may be located at the point of interception, as long as a clear view is allowed for 300 feet, and no sign shall be installed that would prevent a traveler from obtaining a clear view of approaching vehicles for a distance of 500 feet along the highway (§5404); and
- Message center signs may not include any illumination or message change that is in motion or appears to be in motion or that change or expose a message for less than four seconds. No message center sign may be located within 500 feet of an existing billboard, or 1,000 feet of another message center display, on the same side of the highway (§5405).

Additional restrictions on outdoor signage are found in the California Vehicle Code. Vehicle Code §21466.5 prohibits the placing of any light source "...of any color of such brilliance as to impair the vision of drivers upon the highway." Specific standards for measuring light sources are provided. The restrictions may be enforced by Caltrans, the California Highway Patrol, or local authorities.

City of Roseville

The City of Roseville amended its Sign Ordinance (Roseville Municipal Code Title 17) to allow one or more electronic billboards, each with two-sided displays, to be constructed and operated on City-owned property along State Highway 65 and I-80 within the City boundaries. Section 17.17.035 was added that permits the installation of digital billboards.

Section 17.17.035 Signs permissible within City-owned property.

- A. Notwithstanding any provision of this title to the contrary, the City may construct and maintain, or cause the construction and/or maintenance of, freestanding billboard signs within City-owned property and visible from Interstate Highway 80 and/or State Highway 65. Such signs may be electronic, digital, programmable, and/or illuminated. City-owned property may additionally include easement or leasehold interests.
- B. Notwithstanding any provision of this code to the contrary, an existing sign that is removed and/or relocated in the implementation or exercise of above subsection A may be either a legal conforming sign or a legal nonconforming sign. The offsite sign(s) approved for relocation must be removed from the original site(s) prior to construction or installation of the offsite sign(s).
- C. In addition to complying with the other requirements of this section, a relocated sign must also comply with the requirements of the Outdoor Advertising Act, Chapter 2 in Division 3 of the California Business and Professions Code ("Act"), including but not limited to, the restrictions on size, height, intermittent flashing lights, proximity to interstate and primary highways and landscaped freeways, and other regulations set forth in Articles 7 and 8 of the act. To the extent a conflict arises between this section and the Act, the Act will prevail. Furthermore, a relocated sign must comply with Sections 17.12.010 (A) and (D).
- D. Findings for Approval of Relocation Agreement. A relocation agreement may be approved if the City Council makes the following findings concerning the signage proposed for the relocation pursuant to the relocation agreement:
 - 1. The relocated signage complies with the purpose and requirements of this section;
 - 2. The relocated signage is compatible with the uses and structures, if any, on the site and in the surrounding area, including parks, trails, and other public facilities and amenities; and
 - 3. The relocated signage will not interfere with onsite access or circulation or significantly interfere with visibility.

PREVIOUS ENVIRONMENTAL DOCUMENTS

The City has determined that an Initial Study shall be prepared in order to determine whether the potential exists for any impacts to be considered potentially significant resulting from the proposed project. In 2011, the City amended their Sign Ordinance (Roseville Municipal Code Title 17) and prepared a Negative Declaration to evaluate the potential impacts associated with the proposed changes to the Sign Ordinance. Relevant analysis from the City's Sign Ordinance Negative Declaration (August 2011), as well as information from the City's General Plan EIR and other project-specific studies and reports that have been prepared were used to prepare this Initial Study.

Where the Initial Study concludes that there is no substantial evidence that the project could have a significant effect on the environment, a Negative Declaration (or a Mitigated Negative Declaration) is required. If revisions in the project plans or proposals are made or agreed to by the applicant before the CEQA analysis is released for public review, that would avoid or mitigate significant adverse

environmental impacts, then a Negative Declaration is still required (§15070). If the Initial Study concludes that there is substantial evidence that a project could have a significant effect on the environment, and mitigation are either unavailable or have not been agreed to by the applicant, then an EIR is required.

CITY OF ROSEVILLE MITIGATING ORDINANCES, GUIDELINES AND STANDARDS

The CEQA Guidelines allow the use of previously adopted development policies or standards as mitigation for the environmental effects of future projects, when the standards have been adopted by the City with findings, based on substantial evidence, that the policies or standards will substantially mitigate environmental effects, unless substantial new information shows that the policies or standards will not substantially mitigate the effects (§15183[f]). In April 2008, the City of Roseville adopted Findings of Fact related to the mitigating policies and standards, and adopted the City of Roseville CEQA implementing procedures for the preparation, processing, and review of environmental documents (Resolution 08-172). These findings are applicable to the following regulations and ordinances, which include standards and policies that are uniformly applied throughout the City, and will substantially mitigate specified environmental effects of future projects:

- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch.14.20)
- Stormwater Quality Design Manual (Resolution 07-432)
- City of Roseville Design and Construction Standards (Resolution 07-137)
- Community Design Guidelines (Resolution 95-347)
- Noise Regulation (RMC Ch. 9.24)
- Traffic Mitigation Fee (RMC Ch. 4.44)

The City's mitigating ordinances, guidelines and standards are referenced, where applicable, in this Initial Study Checklist. Because the City has adopted Findings of Fact that these Mitigating Policies and Standards substantially mitigate environmental impacts, no additional project-specific mitigation is required for the specified impact areas. Under CEQA Guidelines section 15183, the impacts that can be substantially mitigated by these policies or standards are exempt from CEQA.

INITIAL STUDY CHECKLIST

The initial study checklist recommended by the CEQA Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project. Explanations to answers are provided in a discussion for each section of questions, as follows:

- 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).
- 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.
- "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- "Potentially Significant Unless 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.
- "Less Than Significant Impact" applies where the impact does not require mitigation or result in a substantial or potentially substantial change of any of the physical conditions within the area affected by the project.
- 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).

Reference to a previously prepared or outside document should, where appropriate, include a reference to the page(s) or section(s) where the statement is substantiated.

I. Aesthetics

Would the project:

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

Setting

Freeways are typically highways divided by a median, with two or more lanes in each direction of travel. The freeways include overhead lights. Existing sources of ambient light and glare along I-80 includes highly urbanized residential, retail, commercial, and industrial development. Headlights from motor vehicles contribute to the ambient light conditions. In addition, the project site is adjacent to the Golfland Sunsplash parking lot that also includes overhead lights.

Digital billboards are currently located in the City of Sacramento at Cal Expo, California State University at Sacramento, I-80/Northgate Boulevard, I-80/Fulton Avenue, I-5/Richards Boulevard, and Highway 99 and Mack Road, as well as in other neighboring communities.

Two overhead 240 kV towers are located just to the east of the project site. The project site is located within a landscaped area that includes some ornamental shrubs and two small crepe myrtle trees, as shown in Figure 3. Generally, the project site is located in a developed area adjacent to a major freeway. This site is located adjacent to a segment of I-80 in Roseville that has not been identified by the State as scenic highway or a landscaped freeway.

Discussion of Checklist Answers

a-b) The proposed project would provide for the construction and operation of a digital billboard structure on City-owned property along a segment of I-80. The project site is located in the City of Roseville and I-80 is not a designated by the Caltrans State Scenic Highway Mapping System as a State scenic highway. The project site does not include any heritage trees, historic buildings or rock outcroppings that would be considered scenic resources. An existing freestanding billboard is located adjacent to where the new digital billboard would be installed. This billboard would be removed to accommodate the project. Because there are no scenic vistas or scenic resources on this site or nearby that the project could adversely affect, development of this site would result in **no impact** on these resources.

c) The proposed digital billboard would be located along the I-80 within the City limits, in a commercially zoned area, not near any sensitive receptors. As discussed in the Regulatory Setting, discussion of state regulations, portions of some freeways are classified as "landscaped freeways." Off-premise displays are not allowed along landscaped freeways except when approved as part of relocation agreements pursuant to §5412 of the Outdoor Advertising Act. Because the segment of I-80 adjacent to the project site is not classified as a landscaped freeway, the additional Caltrans restrictions would not apply (pers com, William Anderson).

The project is requesting approval of a relocation agreement in connection with removing the existing billboard located at the project site. As stated in the Initial Study and Negative Declaration prepared for the City's Sign Ordinance Amendment Electronic Billboards on City Property project (August 2011), City staff will review the proposed design as part of lease negotiations with the project applicant, Clear Channel, and design parameters would be imposed by the City.

The proposed location on I-80 adjacent to the Golfland Sunsplash parking lot would be consistent with the existing visual character of the area, which is lit by overhead parking lot lights and contains an existing billboard. The new digital billboard would be elevated to a height of approximately 45 feet, which is 15 feet taller than the existing billboard. The digital display would be oriented towards freeway traffic, and would be unobtrusive to adjacent properties. The placement of a digital billboard in this location would not substantially degrade the existing visual character or quality of the site and its surroundings; therefore, the impact is considered **less than significant.**

d) The construction and operation of the digital billboard may contribute to an increase in light and glare to passing motorists on I-80 and adjacent properties. However, the amount of additional light and glare would contribute to the already affected urban view sheds along the I-80 corridor. The existing billboard that would be removed is illuminated by stationary incandescent lights regulated by timers. Lighting levels associated with the existing billboard are not subject to adjustment based on ambient conditions. The primary effect of these billboards is related to the brightness of the billboard background as seen from the viewer's perspective. The proposed digital billboard's LED lighting would be designed to make the message displays visible to passing motorists. Light sensors would be installed to measure ambient light levels and to adjust light intensity to respond to a change in ambient light conditions. Lighting levels on the digital billboard would not exceed 0.3 foot candles over ambient levels, as measured using a foot candle meter at a pre-set distance (250 feet for 14'x 48' face size). The display lighting and intensity is adjustable, so it may be brighter in the daytime than at night.

The Federal Highway Administration (FHWA) has addressed signage issues in general, and digital signs in particular. The FHWA has responded to the development of signs that present changing messages, either mechanically or digitally, with an interpretation of its agreements with the states pursuant to the Highway Beautification Act. The FHWA agreement with California requires that Caltrans enforce specific FHWA provisions related to digital signs. Prior to construction and operation, the proposed digital billboard must first obtain an Outdoor Advertising Permit from Caltrans. As a condition of that permit, the electronic billboard would be required to comply with the brightness requirements outlined in the Outdoor Advertising Act in that the illumination thereon shall not be of such brilliance or so positioned as to blind or dazzle the vision of travelers on adjacent highways (Business and Professions Code §5403). The Outdoor Advertising Act also provides that message center displays that comply with its requirements are not considered flashing, intermittent or moving light (Business and Professions Code §5405(d)(1)). The requirements provide that such signs must not display messages that change more than once every four seconds, and that no message center may be placed within 1,000 feet of another message center display on the same side of the highway. The above restrictions have been imposed for traffic safety reasons, and are discussed in more detail in the Transportation section. The resulting controls, however, effectively regulate light and glare to ensure that the operation of the proposed digital billboard would not create a substantial new source of light or glare. Impacts resulting from light and glare are considered **less than significant**.

II. Agricultural & Forestry Resources

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 Department 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:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				x
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				х
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?				х

Discussion of Checklist Answers

a-e) The digital billboard is proposed in an area designated in the City's General Plan for commercial uses and is also zoned for commercial. The project site is located in a narrow strip of land in the I-80 corridor, adjacent to I-80 and Golfland Sunsplash. There are no agricultural resources, prime farmland, or Williamson Act lands in the vicinity of the I-80 corridor. In addition, the site does not

contain any timber resources or forest land. Construction and operation of a digital billboard would not result in the loss of forest land or result in the conversion of farmland or conflict with any land zoned for forest land. Therefore, **no impact** would occur.

III. Air Quality

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:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?			x	
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
c)	Result in a cumulatively considerable net increase of any criteria 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)?			x	
d)	Expose sensitive receptors to substantial pollutant concentrations?			х	
e)	Create objectionable odors affecting a substantial number of people?			х	

Setting

The proposed project is located in the Sacramento Valley Air Basin (SVAB). The SVAB's climate and topography contribute to the formation and transport of pollutants that contain ozone or other chemicals that react with sunlight throughout the region. The region experiences temperature inversions that limit atmospheric mixing and trap pollutants, resulting in high pollutant concentrations near the ground surface.

The U.S. Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for which the California Air Resources Board (ARB) and the Placer County Air Pollution Control District (PCAPCD) have primary implementation responsibility. The ARB and the PCAPCD are also responsible for ensuring that the California ambient air quality standards (CAAQS) are met (California Air Resources Board 2008a). PCAPCD manages air quality in the Placer County portion of the SVAB; it has jurisdiction over air quality issues in the county and administers air quality regulations developed at the federal, state, and local levels. It is also responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development.

Area Pollutants

State and federal criteria pollutant emission standards have been established for six pollutants: carbon monoxide (CO), ozone, particulate matter (particulate matter of less than 10 microns in diameter [PM10] and particulate matter less than 2.5 microns in diameter [PM2.5]), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead. The pollutants of greatest concern in the SVAB are ozone, particulate matter, and CO.

Carbon dioxide (CO2) and toxic air contaminates (TACs) also affect climate change and human health, respectively, but no state or federal ambient air quality standards exist for these pollutants.

- Ozone: Ozone is a respiratory irritant and an oxidant that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, called reactive organic gases (ROG), and oxides of nitrogen (NO_X) react in the atmosphere in the presence of sunlight to form ozone. Ozone is primarily a summer air pollution problem, and high ozone levels often occur downwind of the emission source.
- Inhalable Particulate Matter: The federal and state ambient air quality standard for particulate matter applies to two classes of particulates: PM10 and PM2.5. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Sources of PM10 in the SVAB are both rural and urban, and include agricultural burning, discing of agricultural fields, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.
- <u>Carbon Monoxide</u>: Carbon monoxide is a public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter, when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning).
- <u>Carbon Dioxide</u>: Carbon dioxide is an anthropogenic greenhouse gas (GHG) and accounts for more than 75% of all anthropogenic GHG emissions. Its long atmospheric lifetime (on the order of decades to centuries) ensures that atmospheric concentrations of CO2 will remain elevated for decades. Increasing CO2 concentrations in the atmosphere are primarily a result of emissions from the burning of fossil fuels, gas flaring, cement production, and land use changes.
- Mobile Source Air Toxics/Toxic Air Contaminants: Toxic air contaminants (MSATs/TACs) are
 pollutants that may result in an increase in mortality or serious illness, or that may pose a present or
 potential hazard to human health. ARB identified particulate matter from diesel-fueled engines as a
 TAC, which are estimated to be responsible for about 70% of the total ambient air toxics risk (ARB
 2000).

Attainment Status

If monitored pollutant concentrations meet state or federal standards over a designated period of time, the area is classified as being in attainment for that pollutant. If monitored pollutant concentrations violate the standards, the area is considered a nonattainment area for that pollutant. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated as unclassified. The USEPA has classified Placer County as a severe-15 nonattainment area for the 8 hour ozone standard. For the CO standard, the EPA has classified a portion of the county in which the proposed project is located as a maintenance area. The EPA has classified Placer County as an unclassifiable area for the PM10 standard, and classified the western portion of the County as a nonattainment area for the PM2.5 standard (USEPA 2013). The ARB has classified Placer County as a nonattainment area for ozone and PM10 standards. For the CO and PM2.5 standards, the ARB has classified the western portion of the county as an attainment area (ARB 2013). The PCAPCD recommends a project level threshold of 82 pounds per day for ROG, NO_x, and PM10 and 550 pounds per day of CO.

City of Roseville General Plan

The Air Quality and Climate Change Element of the *City of Roseville General Plan 2025* aims to protect the health and welfare of the community by promoting development that is compatible with air quality standards. The City has established goals and policies to improve air quality and address climate change.

PCAPCD Adopted Rules

The PCAPDC has adopted a number of District Rules that apply to the construction phase of the proposed project. Standard City practice is to include applicable adopted rules as notes on the approved engineering plan set as a reminder to the construction contractor.

Discussion of Checklist Answers

- a) The period of site construction activity for installation of the digital billboard is anticipated to be one week. Site activities would include drilling a hole for the supporting column, construction of the column and pouring of concrete for the foundation, assembly and installation of the digital billboard, and employee trips and truck trips to the site to deliver materials. Emissions from the described construction activities were calculated using CalEEMod software version CalEEMod.2011.1.1, and following the guidelines of the PCAPCD, as outlined in their CEQA Air Quality Handbook (see Appendix A for modeling results). It is estimated that construction activities would generate approximately 19.71 pounds of NOx per day, 2.82 pounds of ROG per day, and 1.14 pounds of PM10 per day. Operation of the billboard would generate minimal emissions (any vehicle trips to the site for maintenance and electricity generation would be the main/only emissions). Emissions of NOx and ROG are expected to remain below the air district's threshold of 10 pounds per day. These emissions fall below the PCAPCD's recommended 82 lb/day threshold of significance for construction emissions, resulting in a less-than-significant impact.
- b, d, e) The digital billboard would be installed in an urbanized area, adjacent to I-80 and existing commercial uses. As discussed above, construction activities at the site would be temporary and of short duration. Exposure of sensitive receptors to substantial pollutant concentrations are not anticipated to occur since the proposed project would not be generating substantial pollutant concentrations itself, and there are no known substantial pollutant concentrations in the project area that would result in an exposure to sensitive receptors. In addition, there are no sensitive receptors located within close proximity of the project site.

Construction activities at the project site would be limited to approximately 5 to 7 days to remove the existing billboard and to install the new digital billboard. No substantial emissions or odors would be associated with construction or operation, and no significant impacts would occur. As a result this impact is **less than significant**.

c) According to the PCAPCD's CEQA Air Quality Handbook, the PCAPCD's recommended criteria pollutant cumulative threshold of significance for land use projects is 10 pounds per day for ROG and NOx. The CEQA Air Quality Handbook does not recommend cumulative thresholds for PM10 emissions or address a preferred methodology for cumulative impact determinations made consistent with CEQA Guidelines Section 15064 (h)(3).

The City, as the lead agency, prefers to rely on a two tier criteria pollutant cumulative analysis methodology similar to that adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) as outlined in the SMAQMD *Guide to Air Quality Assessment in Sacramento County.* That is, if a project would not result in significant project-level criteria air pollutant emissions for which the region is designated non-attainment (i.e., exceed the PCAPCD recommended project threshold of 82 lbs/day for ROG or NOx), project emissions would not be considered cumulatively considerable and would result in a less-than-significant cumulative impact. Should a project exceed the thresholds, a Tier 2 evaluation is conducted to determine consistency with the State Implementation Plan (SIP) in accordance with CEQA Guidelines Section 15064 (h)(3). Under the Tier 2 analysis, projects found consistent with the SIP and which would not conflict with the SIP emissions budget are considered less than cumulatively considerable. The City finds the above methodology appropriate to Roseville projects considering

the City is located within the Sacramento Valley Air Basin (SVAB), the same air basin where the above methodology is utilized by numerous CEQA lead agencies with concurrence and support from the SMAQMD.

Tier 1: Cumulative Emissions Threshold

As discussed under response (a) above, because the project's construction and operational emissions are projected to be below applicable project-level thresholds, the emissions are not considered cumulatively considerable and the cumulative impact is found less than significant. As such a Tier 2 evaluation is not required.

Irrespective of the above Tier 1 conclusion, because the project was found consistent with and would comply with applicable requirements of the Ozone Plan and Triennial Plan, and these plans account for project emissions and are designed to substantially reduce cumulative air quality impacts in the air basin in which the project is located, consistent with CEQA Guidelines Section 15064(h)(3), the City finds that the project's incremental contribution is not cumulatively considerable and is therefore **less than significant.**

V. Biological Resources

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				X
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?				x
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?				x
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?				x

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
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?				х

Setting

The project proposes to remove an existing static billboard and replace it with a digital billboard along the I-80 corridor in the City of Roseville. The new digital billboard would be located approximately 70 feet west of the existing billboard and would be 15 feet taller than the existing billboard.

The area of disturbance includes a site that is approximately 10' by 10' adjacent to I-80 and the Golfland Sunsplash parking lot in a landscaped median that has been significantly disturbed. Within the landscaped area there are a two small, crepe myrtle trees located to the west of the existing billboard along with a few ornamental shrubs. There are no wetlands or riparian habitat in this area.

Discussion of Checklist Answers

a-f) The project would remove an existing billboard located in generally the same area where the proposed digital billboard would be installed. The project site is adjacent to I-80 and Golfland Sunsplash in an area that has been significantly disturbed and does not contain any protected tree species or wetlands. Due to the highly disturbed and developed environment, there are no trees within 500 feet of the site that could provide suitable nesting habitat for protected raptors or other bird species. Nor, is the site within a migratory bird flyway or near any active areas for water fowl. As stated in the setting discussion above, the project site is located within a landscaped area that has been significantly disturbed and does not contain any protected habitat or species.

Based on a review of aerial maps and a visit to the site from a biologist, the project site does not contain any special-status species. The project would require disturbing an approximately 10' x 10' area to remove the existing billboard and to drill the foundation for the new digital billboard and to trench for the underground electrical utility connection. Two small nonnative trees may need to be removed to install the sign, but the removal of these trees would not be subject to the City's tree ordinance because they are not native oak trees. The project site does not contain any wetlands, or conditions that indicate the presence of wetlands or waters of the U.S. In addition, due to its location in a highly disturbed area adjacent to a busy freeway and a large surface parking lot the area does not provide suitable habitat for a wildlife corridor or a native wildlife nursery.

The project site is not located within an adopted habitat conservation plan or natural communities conservation plan. Based on the discussion above, there are **no impacts** to biological resources.

V. Cultural Resources

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?			x	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			x	
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			x	
d)	Disturb any human remains, including those interred outside of formal cemeteries?			х	

Discussion of Checklist Answers

The proposed project would involve the construction of a digital billboard on City-owned property in an area zoned for commercial uses. There are no structures or buildings present on the site with the exception of the existing billboard that would be removed as part of the project. Construction activities associated with installing the proposed digital billboard would involve drilling a foundation hole for the sign post structure that is approximately 32 feet deep. There is a possibility that activities during construction could disturb unknown archeological or paleontological resources beneath the surface. The City of Roseville Construction Standards (Resolution 01-208 section 21-2.E) requires that "[i]f signs of an archeological site, such as any unusual amounts of stone, bone, or shell are uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City's Environmental Coordinator shall be notified immediately. A qualified archaeologist shall be consulted for an on-site evaluation. Additional mitigation may be required by the archaeologist." In addition, as part of the soil survey conducted for the project soil borings were taken at a depth of 32-feet and no prehistoric or historic resources or indications of the presence of any resources was observed. The project would be constructed in compliance with the City's Construction Standards, which include measures specifically designed to protect cultural resources. As a result, impacts to cultural resources are considered less than significant.

VI. Geology and Soils

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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.)				x
	ii) Strong seismic ground shaking?				X
	iii) Seismic-related ground failure, including liquefaction?				x
	iv) Landslides?				Х
b)	Result in substantial soil erosion or the loss of topsoil?			x	
c)	Be located in a geological 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?			х	
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?			X	
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				х

Setting

A soil survey for the project site was prepared by Raney Geotechnical Inc. The results of the soil survey are discussed below.

Discussion of Checklist Answers

a) The project would involve construction, operation and maintenance of an electronic billboard on City-owned property along the I-80corridor. The project would require a building permit from the City and would be constructed in compliance with the current building code standards for this type of use. These standards include consideration of geologic and seismic conditions and a soil survey

has been prepared as part of the project. Borings taken as part of the soil survey indicate that soil conditions consist of clayey silty fine to medium sands at a depth to four feet. From a depth of four feet to 35 feet the soils were dense and cemented silty to clean sands that contained a varying amount of gravel and cobbles. These dense/cemented subsurface soils can also be classified as sandstones and conglomerates of the Mehrten Formation. No groundwater was encountered.

The project would not expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides. The project site is located in Placer County and according to the California Department of Mines and Geology, the south Placer area is classified as a low severity earthquake zone. No active faults are known to exist within the County. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. In addition, the proposed billboard would be located approximately 30 feet from the edge of I-80 and if it were to fall, due to the design of the structure, it is unlikely it would fall to the north or towards I-80. The project site is relatively flat and the possibility of landslides occurring is considered unlikely.

Therefore, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death associated with rupture of a known earthquake fault or seismic related ground failure or landslide and **no impacts** would occur.

b-d) Construction of the digital billboard would not involve significant changes in topography. No grading would be required at the billboard site and the project would be required to comply with the City's construction and improvement standards with respect to erosion and stormwater control associated with ground disturbance. Construction would require drilling a hole 32-feet deep and 5-feet wide for the billboard foundation. The hole would be backfilled with the soil removed and there would be no substantial soil erosion or loss of topsoil associated with this activity. The project does not include the construction of any buildings or homes that would be occupied by people.

Based on the soil survey no unstable soils were encountered that could potentially result in on- or off-site lateral spreading, subsidence, liquefaction or collapse. Nor is the site located in an area with expansive soils.

The City of Roseville 2025 General Plan does not identify the project site as being located in a sensitive geologic area that could expose people to potential geologic impacts. Additionally, the City's General Plan finds such impacts to be less than significant since new structures are required to comply with all applicable state and local building codes. There are no unique geologic features or physical features present that would be affected by the construction of the electronic billboard. Therefore, related impacts on area soils and earth conditions would be **less than significant**.

e) The project includes the installation of a digital billboard. No buildings would be constructed as part of the project; therefore, there would be no septic tanks or associated disposal facilities required. Therefore, **no impact** would occur.

VII. Greenhouse Gas Emissions

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Setting

Climate change, which involves significant changes in global climate patterns, has been associated with an increase in the average temperature of the atmosphere near the Earth's surface, or global warming. This warming has been attributed to an accumulation of greenhouse gases (GHGs) in the atmosphere. These GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth.

State and federal legislation has resulted in policies that define targets for reductions in GHG emissions. Climate change research and policy efforts are primarily concerned with GHG emissions related to human activity. In particular, California adopted the 2006 Global Warming Solutions Act (commonly referred to as AB 32), which established a statewide emission reduction target to ensure that GHG emissions in the year 2020 are equal to the statewide GHG emissions in 1990. The California Air Resources Board (ARB) 2008 Scoping Plan estimated that GHG emissions in the state would have to be reduced by approximately 29 percent from business-as-usual (BAU) levels in order to meet the GHG emissions reduction requirement. While ARB's 2008 Scoping Plan estimated that GHG emissions in the state need to be reduced by approximately 29 percent, in 2011, the ARB updated its estimate of the GHG emission reductions necessary to satisfy AB 32. In the 2011 Final Supplement to the AB 32 Scoping Plan, the ARB estimated that a 16 percent reduction below the estimated BAU levels is needed to return the state's GHG emissions to 1990 levels by 2020.

The City of Roseville has adopted or participates in numerous existing programs that reduce and minimize greenhouse gas emissions including the following:

- City of Roseville Communitywide Sustainability Action Plan (not yet adopted).
- Solar electric (PV) incentive programs.
- Joined California Climate Action Registry (2006).
- City-adopted National Action Plan for Energy Efficiency (2006).
- City of Roseville Greenhouse Gas Emissions Reduction Action Analysis Plan (2009).

Digital billboards are powered by electricity, and the production of electricity generates emissions of CO_2 , CH_4 , and N_2O . An estimate of the GHG emissions associated with the operation of digital billboards may be derived from multiplying electricity usage by an emissions factor provided by the local electrical utility providing the electricity, in this case Roseville Electric. Roseville Electric's emission factors take into account the various sources of its electric power, including natural gas, hydroelectric, solar, wind and other energy sources. As reflected in CalEEMod (an air pollutant and GHG emissions modeling program, ENVIRON 2011), Roseville Electric's approximate emission factors are:

- 565.52 lbs. of CO2 per megawatt (MW) hour or 0.565 lbs. of CO2 per kilowatt (kW) hour
- 0.029 lbs of CH4 per MW hour, and
- 0.011 lbs of N2O per MW hour.

Discussion of Checklist Answers

a) The Initial Study and Negative Declaration prepared for the City's Sign Ordinance Amendment Electronic Billboards on City Property (Sign Ordinance MND - August 2011) found that future construction and operation of electronic billboards could contribute to GHG emissions. As noted above, through implementation of AB 32, ARB has estimated that a 16 percent reduction compared to business-as-usual (BAU) levels is needed to return the state's GHG emissions to 1990 levels by 2020.

Construction Emissions: Construction activities would generate short-term emissions of CO_2 , CH_4 , and N_2O from the use heavy-duty equipment and on-road vehicles (e.g., construction workers and haul trucks). Emissions from the described construction activities were calculated using CalEEMod software version CalEEMod.2011.1.1. It is estimated that project construction would generate a total of 4.9 metric tons of CO_2e . The model outputs are included in Appendix A.

Operational Emissions: According to a 2010 study, "Digital Signage: Technological Advancements Driving Reductions in Energy Consumption," (The Louis Berger Group, 2010), average energy usage for digital billboards similar to the one proposed for this project was under 4,000 kilowatt (kW) hours of electricity per month for a 14' x 48' digital face. Therefore, a billboard similar to the one proposed with two 14' x 48' digital faces would be expected to use a total of 96,000 kW hours per year of electricity (based upon a monthly average of 8,000 kW hours). The data provided in the 2010 study is the most current available, however, according to the applicant, the newer digital signs are designed to be even more energy efficient (Wagener pers. comm. 2013). Also, the proposed billboard would have photo-sensors to adjust light brightness to ambient light levels, which would also reduce average monthly kW hours. Using the emission factors noted above, if a sign used 96,000 kW hours per year, the emissions generated would be approximately 24.8 metric tons CO₂e. The formula used to calculate GHG emissions is:

[# MW hours annually x CO₂ emission factor] + [# MW hours annually x CH₄ emission factor x 21] + [# MW hours annually x N₂O emission factor x 310]

Electricity usage in digital billboards is used primarily to power the light emitting diodes (LEDs) that result in the images on the billboards. LEDs may be operated at differing intensity levels. Due to the nature of the technology and regulations that require digital billboards to reduce light intensity in response to ambient conditions, the LEDs in a digital billboard would never operate at full intensity and continually adjust the brightness throughout a 24 hour period, as ambient lighting conditions change. In addition, the LEDs are arranged in "pixels," each of which consists of a cluster of three LEDs (one blue, one green, one red) which represents a point of illumination. Each pixel is programmed to assign each individual LED in that pixel a level of illumination to achieve the desired overall image on the sign. The number of pixels is also dependent on the pixel pitch (distance between adjacent pixels) and the size of the digital display.

Thresholds of Significance: Neither the PCAPCD nor the City of Roseville has developed specific thresholds of significance for the analysis of GHG emissions in CEQA documents. The air district is currently collaborating with other air quality management agencies within the Sacramento Valley to develop a regional GHG threshold. A draft threshold is expected to be released in 2013. In the absence of a quantitative significance threshold, PCAPCD's 2012 CEQA

Guidelines recommend that GHG emissions be evaluated in relation to meeting AB 32 GHG reduction goals and/or other GHG thresholds adopted by air districts within the state. Assembly Bill 32, which was signed into law in 2006, codified the state's GHG emission target by requiring that the state's GHG emission be reduced to 1990 levels by 2020. The Scoping Plan for AB 32 identifies specific measures to reduce GHG emissions to 1990 levels by 2020, and requires the ARB and other state agencies to develop and enforce regulations and other initiatives for reducing GHGs. The Scoping Plan also recommends, but does not require, an emissions reduction goal for local governments of 15% below "current" emissions to be achieved by 2020.

Air districts around the state have begun articulating region-specific emissions reduction targets to identify the level at which projects may have the potential to conflict with statewide efforts to reduction GHG emissions. Table 1 summarizes a selection of proposed and adopted GHG CEQA thresholds in California. These thresholds are region-specific and developed to evaluate operational GHG emissions, which are annual as opposed to temporary. Nevertheless, the thresholds demonstrate the negligible effect of project-generated construction emissions. Construction of the project would generate 4.9 metric tons of CO₂e, which is roughly equivalent to adding one and a half passenger vehicles to the road during construction. Moreover, 4.9 metric tons is well-below all mass emissions thresholds proposed within the state for compliance with AB 32. Operation is estimated to generate 24.8 metric tons CO₂e annually. As show below this amount is also well below any adopted thresholds in other air districts and jurisdications.

Table 1 Selection of Proposed or Adopted GHG CEQA Thresholds in California

Agency	Significance Thresholds (MTCO2e/year for operations, unless otherwise noted)
BAAQMD (2011)	Thresholds Adopted but Withdrawn: Projects/Plans: Compliance with GHG reduction strategy; Projects: 1,100 MT or 4.6 MT/service population (SP)/year; Plans: 6.6 MT/SP/year; Stationary: 10,000 MT ¹
EKAPCD (2012)	Thresholds Adopted: Stationary: 25,000 MT/year; compliance with state or federal regulation; reduction of GHG emissions by 20% or more.
MDAQMD (2011)	Threshold Adopted: 100,000 MT/year and 548,000 pounds/day for construction and/or operational emissions
SDCAPCD (2012)	Draft Threshold: Stationary: 10,000 MT
SLOAPCD (2012)	Adopted Thresholds: Compliance with GHG reduction strategy; Projects: 1,150 MT; Plans: 4.9 MT/SP; Stationary Sources: 10,000 MT
SJVAPCD (2009)	Adopted Thresholds: Projects/Plans: Compliance with GHG reduction strategy; Projects: Implementation of best performance standards Projects: 29% reduction in GHG emissions relative to BAU conditions
Notes:	

Notes:

1. Thresholds originally proposed as part of 2010/2011 CEQA Guidelines but withdrawn due to Alameda County Superior Court order that BAAQMD has to complete CEQA on the proposed CEQA guidelines prior to adoption.

In addition, the City has implemented a substantial list of programs, policies and actions on a City-wide basis to reduce GHG emissions. These City-wide programs, policies and actions provide a large scale plan to reduce GHG emissions and serve to offset GHG emissions from smaller projects such as this one, which do emit GHGs, but not on a scale that would be cumulatively considerable. These programs, as well as the project features described above,

¹ "Current" as it pertains to the AB 32 Scoping Plan is commonly understood as sometime between 2005 and 2008.

- would also help the State of California to reach its goal under AB 32 of reducing statewide GHG emissions to 1990 levels by the year 2020. The project's contribution to cumulative GHG emissions is considered to be less than cumulatively considerable or **less than significant.**
- b) The State has adopted several policies and regulations for the purpose of reducing GHG emissions. The most stringent of these is AB 32, which is designated to reduce statewide GHG emissions to 1990 levels by 2020. As discussed above, project operations would not generate substantial GHG emissions and City programs and policies would ensure that GHG emissions throughout the City are reduced in compliance with applicable regulations. Thus, project-generated GHG emissions would not conflict with the State goals listed in AB 32 or in any preceding state policies adopted to reduce GHG emissions. This impact is considered **less than significant**.

VIII. Hazards and Hazardous Materials

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			x	·
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?			x	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?			x	
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?				X

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?				x
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				х
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?				X

Discussion of Checklist Answers

- a, b, d) The proposed project would involve the removal of the existing billboard located at the project site and installation of a new digital billboard. The digital billboard would be installed in a location approximately 70 feet west of the existing billboard. Digital billboards are designed to withstand wind forces as required by state law, and are subject to building permit requirements that ensure compliance with applicable building and electrical codes. During the installation process of the proposed new billboard, a hole would be drilled and the excavated soil would remain onsite to be used to backfill the hole. The project would include trenching to connect to electrical supply. While construction of the proposed digital billboard would disturb soil, there are no known hazardous materials at the project site and no hazardous materials would be emitted during operation of the billboard. It is assumed that any materials used during construction activities or for maintenance of the billboards would be transported, handled and used in compliance with applicable regulations. The City requires implementation of the following plans and special provisions to ensure the project would not create a significant hazard to the public or environment:
 - Compliance with the City's Multi-Hazard Mitigation Plan (approved by the Federal Emergency Management Agency) which requires contractors to transport and store materials in appropriate and approved containers along designated truck routes, maintain required clearances, and handle materials using fire department—approved protocols, as illustrated in Roseville Fire Code Ordinance 4594.
 - Implementation of a spill prevention and control plan (SPCP) to minimize the exposure of people and the environment to potentially hazardous materials. The SPCP would include measures to ensure the safe transport, storage, and handling of hazardous materials required for construction is conducted in a manner consistent with relevant state and local regulations and guidelines.
 - Compliance with the City of Roseville Design and Construction Standards and the City's Stormwater Quality BMP Guidance Manual for Construction (2007) and implement the requirements of the Placer County Flood Control and Water Conservation District's (PCFCWCD's) Stormwater Management Manual (Placer County Flood Control and Water Conservation District 1994).

In addition, the City of Roseville Fire Department is the Certified Unified Program Agency (CUPA) for Roseville. The Fire Department would review construction plans when finalized to ensure the proper safety and storage protocols and procedures are in place in the event of an emergency.

For these reasons, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would not result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Implementation and compliance with the City's plans, requirements, and special provisions described above would reduce any potential impacts to **less than significant**.

- c) There are no schools are located within one-quarter mile of the project site. The closest school to the project site, Heald College, is located approximately one-half mile southwest of the project site. No hazardous materials with the potential for release during project construction or operation would be handled or emitted from the billboard. The project would represent **no impact** relative to the potential exposure of students at nearby schools to hazardous materials at the project site.
- e-f) The closest airport to the project site is Holtsman Airport, a private airport located in Rio Linda, approximately 7.5 miles west of the project site. Interstate 80 is located in a non-regulated airspace and is not under any landing or take-off zones. There are no other airports, either public or private within the vicinity of the project site. In addition, the project does not include any employees or new residents; therefore, there would be no safety hazards to individuals. There would be **no impact** related to airport hazards.
- g) The proposed project is the installation of a new digital billboard on City-owned property adjacent to I-80 in the City of Roseville. The project does not include the development of new roads or uses that would interfere with the City's emergency response or evacuation plans. During construction, emergency routes would remain open and emergency response plans would not be affected. Therefore, the project would have **no impact** under this measure.
- h) The project site is located in an urbanized area adjacent to I-80 and other existing commercial uses, and removed from areas typically subject to wildland fire. Therefore, the project would have **no impact** under this criterion.

IX. Hydrology and Water Quality

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?			x	
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)?			X	

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?			x	
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?			x	
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted water?			x	
f)	Otherwise substantially degrade water quality?			x	
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?				х
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				х
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?				х
j)	Inundation by seiche, tsunami, or mudflow?				X

Discussion of Checklist Answers

a, f) The project involves the construction, of an electronic billboard along I-80 in the City of Roseville. Operation of electronic billboards does not involve the use of water or generation of wastewater. The proposed project would involve minor grading activities that would remove vegetation and temporarily expose soil to wind and water erosion and potentially impact water quality. Construction related activities, such as drilling a hole for the foundation and pouring concrete have the potential to impact water quality by increasing sediment loads in runoff that would enter the sewer and/or creek system. Fuel, oil, grease, solvents, and other chemicals used in construction activities have the potential to create toxicity problems if allowed to enter a waterway.

Construction activities are also a source of various other materials including trash, soap, and sanitary wastes. Construction activities at the project site would be limited to approximately 5 to 7 days to remove the existing billboard and to install the new digital billboard. The City's Design Standards for Grading require all areas of disturbed soil, regardless of slope, be protected for

erosion control. Because the area of disturbance would be less than one acre, the City's Design Standards specify that submittal of an erosion and sediment control plan along with project improvement plans would be required for City approval. The City's Development Services Department, Engineering Division will accept the erosion and sediment control plan upon review of the proposed project. All erosion and sediment control devices are required to be identified and implemented in the same fashion as larger projects (over one acre) which require preparation of a Stormwater Pollution Prevention Plan (SWPPP). Specific city-approved erosion control measures are included in the City of Roseville's Stormwater BMP Guidance Manual for Construction, and the State of California NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The City of Roseville has also adopted Stormwater Quality Design Standards to reduce water pollution generated by urban runoff. These design standards are detailed in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.

Potential impacts would be minimal, and compliance with applicable City and State regulations would reduce any potential impacts to surface water and drainage to a **less-than-significant level**.

- b) Project construction requires drilling a hole approximately 32 feet deep and 5 feet wide for the foundation of the billboard. The area of disturbance is small; 10' x 10'. Based on the results of the soil survey, no groundwater was encountered at a depth of 35 feet. Due to the depth of groundwater no dewatering activities are required, and no effects on groundwater are anticipated.
 - Following construction, the project would not substantially increase the amount of impervious surface area. The project site is not identified as a recharge area in the City's General Plan and due to its small-scale, the project would not have an effect on groundwater recharge in the area. Therefore, the proposed project would have a **less-than-significant impact** on groundwater.
- c- e) Existing drainage at the proposed billboard location would be maintained, and no increases in stormwater would result from project operation. The City's 2013 Design/Construction Standards require preparation of an erosion and sediment control plan to protect water quality in streams and drainages, the storm drain system, and adjacent properties. The City's Construction Standards require that the project be installed in accordance with the approved improvement plans, the Stormwater Quality Design Manual for the Sacramento and South Placer Regions, the City of Roseville Stormwater Quality BMP Guidance Manual for Construction. The project's compliance with the applicable standards would reduce the potential for erosion and discharge of sediment laden water from construction sites to less than significant.
- g- i) The project would involve the construction, operation and maintenance of a digital billboard on Cityowned property. The project does not include the construction of any houses or other uses where people would live or work. According to the City's 2025 General Plan Floodplain Map, the project site is not located within a designated 100-year floodplain. The project does not consist of housing or present a risk for flooding or redirection of flood flows. Therefore, there would be **no impacts** related to flooding.
- j) Seiches and tsunamis are seismically induced large waves of water. Because there are no bodies of water nearby, the threat of seiche and tsunami is non- existent. Similarly, mudflows are not a concern in Placer County. Therefore, the proposed project would have **no impact** relative to inundation by seiche, tsunami or mudflow.

X. Land Use and Planning

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Physically divide an established community?				х
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?				X
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				х

<u>Discussion of Checklist Answers</u>

- a) The proposed digital billboard would be located on City-owned land adjacent to I-80. There are no structures or uses in this strip of land adjacent to the freeway and the Golfland Sunsplash parking lot that would constitute a community. Therefore, the project would not involve any physical changes that would have the potential to divide an established community. Therefore, there would be **no impact**.
- b) The proposed digital billboard would be constructed on City-owned land that is designated and zoned for commercial uses. As stated in the Initial Study and Negative Declaration prepared for the City's Sign Ordinance Amendment Electronic Billboards on City Property project (August 2011), all future billboards constructed on City property would be required to comply with Outdoor Advertising Association of America guidelines to minimize light (see the Aesthetics section for additional detail) and applicable highway safety regulations (see the Transportation section for additional detail) to minimize hazards. The City amended its Sign Ordinance to permit digital billboards along I-80 and Highway 65 on City-owned land and in areas designated for commercial development; therefore, the project would not conflict with the City's General Plan or zoning ordinance and would result in no impact with regard to land use plan conflicts.
- c) The proposed digital billboard would be located on City-owned land in an area zoned for commercial uses. The project site is not located within a habitat conservation plan or a natural communities conservation plan. Therefore, there would be **no impact**.

XI. Mineral Resources

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				х
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?				X

Discussion of Checklist Answers

a, b) According to the City's General Plan, no known mineral resources of value are known to exist in the City. Therefore, **no impact** would occur.

XII. Noise

Would the project result in:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
а)	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?			x	
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			х	
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			x	

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				x
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?				x

Discussion of Checklist Answers

- a,b,d) Construction activities could expose the nearby Golfland Sunsplash to increased noise levels and/or vibration. However, this use would not be considered a sensitive receptor. A sensitive receptor would be a residence, school, or retirement home. There are no other potential receptors in the vicinity of the project site. Temporary increases in noise levels would occur during construction of the digital billboard. Construction activities would require drilling a hole for the foundation, hauling dirt from the site, pouring the concrete foundation, and activities associated with assembly and construction of the sign. These impacts would be temporary and are regulated by the City's Municipal Code, Chapter 9.24 Noise Regulation that permits construction activities to occur between 7:00 a.m. and 7:00 p.m. Monday through Friday and on weekends between 8:00 a.m. and 8:00 p.m. Operation of the sign would not generate any noise. Therefore, the impact associated with noise would be considered **less than significant**.
- c) The proposed digital billboard would not emit any noise or sounds. Due to the project's location adjacent to I-80 the existing ambient noise levels are already very elevated due to the volume of traffic. The project would not result in a substantial permanent increase in noise levels; therefore, there would be **no impact**.
- e, f) The proposed project site is not located within an airport land use plan area nor is it located within two miles of an airport or within the vicinity of a private airstrip. The closest airport is the Holtsman Airport, a private airport located in Rio Linda, approximately 7.5 miles west of the project site. In addition, the project does not include a new population or employees that could be exposed to noise associated with proximity to an airstrip. Therefore, there would be **no impact**.

XIII. Population and Housing

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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)?				X
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				х
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				х

Discussion of Checklist Answers

a-c) The project involves the construction, operation and maintenance of an electronic billboard on city-owned property. There are no residences that would be removed to accommodate the project and the project does not include the construction of new residences that could induce additional, unplanned growth in the City. The project would not displace existing housing or people. Therefore, **no impact** to population or housing would occur.

XIV. Public Services

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 following public services:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Fire protection?				Х
b)	Police protection?				X
c)	Schools?				Х
d)	Parks?				Х
e)	Other public facilities?				Х

Discussion of Checklist Answers

a-e) The project involves the construction, operation and maintenance of an electronic billboard on cityowned property. The project does not include the addition of a new residential population that could increase the demand for public services. Therefore, **no impact** would occur.

XV. Recreation

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?				X
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?				X

Discussion of Checklist Answers

a-b) The project involves the construction, operation and maintenance of an electronic billboard on cityowned property and does not include the addition of a new residential population that could increase the use of recreation facilities in the area. Therefore, there would be **no impact.**

XVI. Transportation/Traffic

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
а)	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?			x	
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 and highways?			x	
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?			x	
d)	Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			x	
e)	Result in inadequate emergency access?				Х
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.			х	

Discussion of Checklist Answers

a-c, f) Construction of the digital billboard would require a few truck trips to deliver supplies and materials and vehicle trips for construction workers. It is anticipated to take 5 to 7 days to complete

the project. For this short duration and due to the limited number of vehicle trips the project would generate there would not be a conflict with the City's level of service standards for traffic, nor would these activities conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Operation of the digital billboard would not require any daily vehicle trips. It is anticipated there would be ongoing maintenance of the billboard, but that would require less than 10 trips on an annual basis. Therefore, construction and operation would not result in an increase in vehicle trips, a conflict with the City's General Plan or any ordinances, or conflict with any public transit policies or changes in air traffic patterns that could contribute to a safety risk. Traffic generated for construction would be minimal in both level and duration. The impact would be **less than significant**.

d) The project would involve construction of a digital billboard along I-80 in the City of Roseville. The billboard would be visible from the freeway and is designed to allow for periodic changes in display.

The capability of digital billboards to present changing images has raised concerns regarding the effect of such signage on traffic safety. The primary concern has been effects on driver attention, but concerns have also been raised regarding the potential for such signage to produce light of such intensity or direction that it could interfere with the drivers' vision.

The FHWA has addressed signage issues in general, and digital signs in particular. As part of its agreement with various states pursuant to the Highway Beautification Act (23 U.S.C. §131), for example, it has confirmed that no sign is allowed that imitates or resembles any official traffic sign, and that signs may not be installed in such a manner as to obstruct, or otherwise physically interfere with an official traffic sign, signal, or device, or to obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting traffic. These provisions may be enforced by the FHWA, but the agreement with the State of California also requires Caltrans to enforce these provisions.

The FHWA agreement with California includes specific provisions regarding the brightness of signage:

Signs shall not be placed with illumination that interferes with the effectiveness of, or obscures any official traffic sign, device or signal; shall not include or be illuminated by flashing, intermittent or moving lights (except that part necessary to give public service information such as time, date, temperature, weather or similar information); shall not cause beams or rays of light to be directed at the traveled way if such light is of such intensity or brilliance as to cause glare or impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle. (Agreement dated February 15, 1968)

The FHWA has responded to the development of signs that present changing messages, either mechanically or digitally, with an interpretation of its agreements with the states pursuant to the Highway Beautification Act. The FHWA discussed "changeable message signs" in a Memorandum dated July 17, 1996, concluding that a state could reasonably interpret the provisions of its agreement with the FHWA "...to allow changeable message signs...The frequency of message change and limitation in spacing for these signs should be determined by the State."

On September 25, 2007, the FHWA again issued a Memorandum on the subject of off-premises changeable electronic variable message signs, or CEVMS. The Memorandum stated that proposed laws, regulations and procedures that allowed CEVMS subject to acceptable criteria would not violate the prohibition on "intermittent" or "flashing" or "moving" signs as used in the state agreements. The Memorandum identified "ranges acceptability" relating to such signage, as follows:

- Duration of message: Duration of display is generally between 4 and 10 seconds; 8 seconds is recommended:
- Transition time: Transition between messages is generally between 1 and 4 seconds; 1 to 2 seconds is recommended;
- Brightness: The sign brightness should be adjusted to respond to changes in light levels;
- Spacing: Spacing between the signs should be not less than the minimum specified for other billboards, or greater if deemed required for safety;
- Locations: Location criteria are the same as for other signage, unless it is determined that specific locations are inappropriate.

The Memorandum also referred to other standards that have been found helpful to ensure driver safety. These include a default designed to freeze the display in one still position if a malfunction occurs; a process for modifying displays and lighting levels where directed by the State DOT (Caltrans) to assure safety of the motoring public; and requirements that a display contain static messages without movement such as animation, flashing, scrolling, intermittent or full-motion video. Manufacturers and operators of digital billboards more frequently use a full-black screen in the event of a malfunction.

In addition to the provisions of the Highway Beautification Act and the FHWA memoranda discussed above, the state of California has adopted the Outdoor Advertising Act (Business and Professions Code §\$5200 et seq.) and regulations implementing its provisions (California Code of Regulations, Title 4, Division 6, §\$2240 et seq.). These include provisions that deal specifically with "message centers," which are defined as "...an advertising display where the message is changed more than once every two minutes, but no more than once every four seconds." (§5216.4)

Consistent with the memoranda executed pursuant to the Highway Beautification Act, the Outdoor Advertising Act provides that message center displays that comply with its requirements are not considered flashing, intermittent or moving light. (§5405(d)(1)) The requirements provide that such signs must not display messages that change more than once every four seconds, and that no message center may be placed within 1,000 feet of another message center display on the same side of the highway.

The California Vehicle Code regulates the brightness of billboard lighting. Vehicle Code §21466.5, which identifies the applicable standard, may be enforced by Caltrans, the California Highway Patrol, or local authorities. Vehicle Code §21467 provides that each prohibited sign, signal, device or light is a public nuisance and may be removed without notice by Caltrans, the California Highway Patrol or local authorities.

Caltrans requires that any person engaged in the outdoor advertising business must obtain a license from Caltrans and pay the required fee. (§5300) No person may place any advertising display in areas subject to Caltrans authority without having a written permit from Caltrans. (§5350)

These provisions of law and regulation effectively regulate sign location and brightness to ensure that digital billboards will not be located in such a manner as to create hazards due to lighting conditions themselves. Digital billboards are equipped with sensors that modify the brightness of the sign in response to ambient lighting conditions, thus ensuring that the brightness of the display in evening, nighttime or dawn conditions does not present a traffic hazard.

As digital billboard technology has evolved, the issue has been raised as to whether digital billboards themselves, regardless of compliance with such operating restrictions, present a distraction to drivers and thereby create conditions that could lead to accidents. The Federal Highway Administration has monitored the issue closely, and recently released its report updating the agency's view of the issues

and research. The report is entitled: "The Effects of Commercial Electronic Variable Message Signs (CEVMS) on Driver Attention and Distraction: An Update." (FHWA Report, February 2009).

The FHWA Report addressed the basic research question of whether operation of a CEVMS along the roadway is associated with a reduction of driving safety for the public. The report identified three fundamental methods for answering this question: (1) whether there is an increase in crash rates in the vicinity of CEVMS, (2) whether there is an increase in near-crashes, sudden braking, sharp swerving and other such behaviors in the vicinity of CEVMS, and (3) whether there are excessive eye glances away from the roadway in the vicinity of CEVMS.

The report discusses existing literature and reports of studies, key factors and measures relating to CEVMS and effects on traffic, and recommends a study approach. The report does not provide guidance to states on the control of CEVMS. The report confirmed that there have been no definitive conclusions about the presence or strength of adverse safety impacts from CEVMS. Similarly, a study performed under the National Cooperative Highway Research Program (NCHRP), Project 20-7 (256) entitled "Safety Impacts of the Emerging Digital Display Technology for Outdoor Advertising Signs" (NCHRP Report) reviewed existing literature. Both reports agreed that digital billboards should be regulated as a means of protecting the public interest.

Conducting a study to isolate attention to a digital billboard, and to measure and analyze the effects of such attention, is difficult. Not only are roadway conditions unique for each sign location, but there are also a variety of other factors that may contribute to driver inattention, including other roadway signage (including official signage), and other driver activities (such as tuning the radio, talking on the phone, smoking, talking to other passengers, etc.).

Various restrictions have been identified in reports that relate to the location and operation of digital billboards that seek to reduce safety concerns. These relate to brightness, message duration and message change interval, billboard location with regard to official traffic control devices, roadway geometry, vehicle maneuver requirements at interchanges (i.e., lane drops, merges and diverges), and with regard to the specific constraints that should be placed on the placement and operation of such signs. Regulation of operations could include, for example, the time any single message may be displayed, the time of message transition, brightness of the sign and controls that adjust brightness based on the ambient light environment, and design and placement that ensures that the sign does not confuse drivers, or create dangerous glare.

Restrictions on digital billboards contained within the Outdoor Advertising Act and enforced by Caltrans regulate many of the conditions that have been identified as relevant to traffic safety and driver distractions. Caltrans regulates the location of proposed digital billboards through its application process, and the distance between such signs is also regulated. California statutory provisions regulate brightness of displays. Lease and operating agreements between the City and the project applicant would regulate the message display time, message interval, and sign dimensions. Through local and state law, such signage would be prohibited from displaying flashing lights, flashing images, or moving images.

The project would be required to comply with restrictions regarding location, intensity of light, light trespass, or other restrictions, especially those enforced by the Caltrans pursuant to its authority under the agreements between the U.S. Department of Transportation under the Highway Beautification Act, and the Outdoor Advertising Act. Compliance with existing federal regulations, state law, and City requirements agreed to as part of the lease agreement with the project applicant as discussed in the Project Description would ensure that any hazards associated with this use and the potential effects on traffic and driver safety would be **less than significant**.

e) The proposed digital billboard would be located outside travelled portions of the roadway, and would present no obstacles to emergency access. **No impact** would occur.

In addition, the digital billboard would have the capacity to display official messages regarding emergencies, and could be used as part of the City or State's emergency response system.

XVII. Utilities and Service Systems

Would the project:

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
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?				X
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?				X
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e)	Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?				X
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				х
g)	Comply with federal, state, and local statutes and regulations related to solid waste?				х

Discussion of Checklist Answers

a -g) The project would involve the construction, operation and maintenance of a digital billboard on City-owned property, as well as the removal of an existing billboard. The digital billboard would require electrical service. Power to the billboard would be provided via a central breaker panel with a primary feed of 120/240volt 200 amp single phase service for both faces of the billboard. The electrical connections would be UL and IEC-approved. Providing such service through extension of existing electrical service in the vicinity is not expected to result in any significant effects. A discussion of the amount of energy generated by the project is included above under Greenhouse Gases.

The project does not include any buildings, employees or new residents and would not generate any wastewater or require a supply of potable water. Construction and operation of the digital billboard would not require other electrical service, as mentioned above. Installation of the proposed billboard would require coordination with various utility companies via the Underground Service Alert (USA) to prevent conflicts with subterranean pipelines. There would be **no impact** on utility services.

XVIII. Mandatory Findings of Significance

	Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?				X
b)	Does the project have impacts which 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).				X
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				x

a) As discussed above under Biological Resources and Cultural Resources, due to the type of project and the location of the project, the proposed project would not 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, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory. There would be **no impact** to these resources associated with construction and operation of the project.

- b) The project involves the construction, operation and maintenance of a digital billboard. There are no effects associated with the project, including greenhouse gas emissions that would be considered cumulatively considerable adverse impacts. There would be **no cumulative impacts** associated with this project.
- c) The project does not include the creation of new buildings, employees or residents. The project requires the construction, operation and maintenance of a digital billboard located adjacent to a busy freeway and a parking lot. The project would not result in any environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there would be **no impact**.

SOURCES

- 1. California Department of Transportation, State Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm
- 2. California Department of Transportation, Classified Landscaped Freeways List, July 13, 2011, http://www.dot.ca.gov/hg/LandArch/lsfwy/pdf/class_ls_fwy.pdf
- 3. City of Roseville, Planning & Redevelopment Department. 2025 General Plan, 2010
- 4. Outdoor Advertising Association of America, *Methodology to Determine Billboard Luminance Levels*, http://www.oaaa.org/legislativeandregulatory/digital/brightnesscriteria.aspx
- 5. Lewin, Ian, Digital Billboard Recommendations and Comparisons to Conventional Billboards, Lighting Sciences, Inc., November 2006, http://www.polcouncil.org/polc2/DigitalBillboardslanLewin.pdf.
- 6. U.S. Department of Transportation, Federal Highway Administration, 2009: The Effects of Commercial Electronic Variable Message Signs (CEVMS) on Driver Attention and Distraction: An Update. Publication No. FHWA-HRT-09-018, http://www.fhwa.dot.gov/realestate/cevms.pdf
- 7. City of Sacramento, Community Development Department, Environmental Planning Services, Digital Billboards Project Initial Study, December 2009 (Revised March 11, 2010).
- 8. City of Roseville, Community Development Department, Sign Ordinance Amendment Electronic Billboards on City-Owned Property, August 2011.
- 9. State of California, Department of Transportation, http://www.dot.ca.gov/oda/download/ODA_Act_&_Regulations.pdf.
- 10. ENVIRON International Corporation. 2011. CalEEMod: California Emission Estimator Model User's Guide. Version 2011.1. Appendix D, Default Data Tables. Prepared for the South Coast Air Quality Management District; Diamond Bar, California. Emeryville, California: ENVIRON International Corporation. February 2011. http://www.caleemod.com/.
- 11. Louis Berger Group Inc. "Digital Signage: Technological Advancements Driving Reductions In Energy Consumption," June 2011.
- 12. City of Rocklin, Community Development Department, Digital Freeway Sign Program Mitigated Negative Declaration, November 3, 2011.
- 13. Personal communication email from Michael Wagener, Clear Channel Outdoor, March 20, 2013.
- 14. Personal communication email from William Andersen, Senior Landscape Architect, Caltrans, March 22. 2013.
- 15. Raney Geotechnical Inc., Soil Survey for the City of Roseville Digital Billboard, April 2013.

APPENDIX A

AIR QUALITY MODEL OUTPUTS

CalEEMod Version: CalEEMod.2011.1.1 Date: 3/21/2013

Clear Channel Digital BB

Placer-San Joaquin County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Non-Asphalt Surfaces	0.1	1000sqft

1.2 Other Project Characteristics

UrbanizationUrbanWind Speed (m/s)2.2Utility Company

Climate Zone 14 Precipitation Freq (Days) 74

1.3 User Entered Comments

Project Characteristics -

Land Use - 10'x10' disturbance area for billboard foundation

Construction Phase - No site prep and grading needed

Day One: demo existing BB and drill hole for new foundation/column

Day Two: column installed, held in place with I-beams welded to column; concrete poured

Days Three through Five: concrete cures, no construction activity

Day Six: I-beams removed, upper structure components delivered, assembled, and lifted into place by crane

Off-road Equipment - demolition of existing BB and less than 100 square feet of concrete

Off-road Equipment - drill rig used on 1st day to drill foundation/column hole welders used on 2nd day to weld I-beams to column crane used on 2nd day to install column and on final day to lift BB into place off-highway truck including in modeling as proxy on-highway trucks to deliver materials on 2nd and final days concrete/industrial saws used on final day to remove i-beams

Off-road Equipment - concrete poured on 2nd day

Demolition -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	СО	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/d		lb/day									
2013	2.82	19.71	10.45	0.03	0.12	1.07	1.14	0.00	1.07	1.08						2,528.71
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	ROG	NOx	СО	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/d				lb/c	lay						
2013	2.82	19.71	10.45	0.03	0.01	1.07	1.08	0.00	1.07	1.08] 	2,528.71
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	СО	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/d	day							lb/c	day		
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00				1	!	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00					,	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		,	•	·	,	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00

Mitigated Operational

	ROG	NOx	СО	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/d	day							lb/d	day		
Area	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
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	СО	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/d	day							lb/d	lay		
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00					! !	0.00
Off-Road	0.88	6.49	4.05	0.01		0.42	0.42		0.42	0.42			, , , , , , , , , , , , , , , , , , ,		• · · · · · · · · · · · · · ·	665.38
Total	0.88	6.49	4.05	0.01	0.01	0.42	0.43	0.00	0.42	0.42		·				665.38

Unmitigated Construction Off-Site

	ROG	NOx	СО	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/d	day							lb/d	day		
Hauling	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
Worker	0.04	0.04	0.43	0.00	0.10	0.00	0.11	0.00	0.00	0.01			, ,			81.03
Total	0.04	0.04	0.43	0.00	0.10	0.00	0.11	0.00	0.00	0.01						81.03

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	СО	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/d	day							lb/d	lay		
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00						0.00
Off-Road	0.88	6.49	4.05	0.01		0.42	0.42		0.42	0.42					, , ,	665.38
Total	0.88	6.49	4.05	0.01	0.01	0.42	0.43	0.00	0.42	0.42						665.38

Mitigated Construction Off-Site

	ROG	NOx	СО	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/d	day							lb/c	day		
Hauling	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
Worker	0.04	0.04	0.43	0.00	0.00	0.00	0.01	0.00	0.00	0.01			†		• · · · · · · · · · · · · · ·	81.03
Total	0.04	0.04	0.43	0.00	0.00	0.00	0.01	0.00	0.00	0.01						81.03

3.3 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	СО	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/d	day				lb/c	lay					
Off-Road	2.20	16.07	7.93	0.02		0.77	0.77		0.77	0.77						2,162.81
Total	2.20	16.07	7.93	0.02		0.77	0.77		0.77	0.77						2,162.81

Unmitigated Construction Off-Site

	ROG	NOx	СО	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/d	day							lb/c	lay		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			•			0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		·				0.00

3.3 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	СО	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/d	day				lb/c	lay					
Off-Road	2.20	16.07	7.93	0.02		0.77	0.77		0.77	0.77						2,162.81
Total	2.20	16.07	7.93	0.02		0.77	0.77		0.77	0.77						2,162.81

Mitigated Construction Off-Site

	ROG	NOx	СО	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/d	day							lb/d	day		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			•		,	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		·				0.00

3.4 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	СО	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/d	day							lb/c	lay		
Off-Road	0.60	3.62	2.25	0.00		0.30	0.30		0.30	0.30				 	! !	315.26
Paving	0.00					0.00	0.00	,	0.00	0.00			,		,	0.00
Total	0.60	3.62	2.25	0.00		0.30	0.30		0.30	0.30				·		315.26

Unmitigated Construction Off-Site

	ROG	NOx	СО	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/d	day							lb/d	day		
Hauling	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
Worker	0.03	0.02	0.27	0.00	0.07	0.00	0.07	0.00	0.00	0.00			†		• · · · · · · · · · · · · · ·	50.65
Total	0.03	0.02	0.27	0.00	0.07	0.00	0.07	0.00	0.00	0.00						50.65

3.4 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	СО	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/d	day							lb/c	day		
Off-Road	0.60	3.62	2.25	0.00		0.30	0.30		0.30	0.30		 				315.26
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.60	3.62	2.25	0.00		0.30	0.30		0.30	0.30						315.26

Mitigated Construction Off-Site

	ROG	NOx	СО	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/d	day							lb/c	lay		
Hauling	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
Worker	0.03	0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00			†		* · ! !	50.65
Total	0.03	0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00						50.65

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	СО	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/d	day				lb/d	day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		 		 	I I	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
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

	Avei	age Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

		Miles			Trip %	
Land Use	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
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	СО	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/d	day							lb/c	lay		
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00				1		0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	СО	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/d	ay		
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Total		0.00	0.00	0.00	0.00	·	0.00	0.00		0.00	0.00						0.00

5.2 Energy by Land Use - NaturalGas

<u>Mitigated</u>

	NaturalGas Use	ROG	NOx	СО	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/d	day							lb/d	lay		
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00				1	1	0.00
Total		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	СО	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/d	day							lb/c	lay		
Mitigated	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
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	СО	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/d	day							lb/c	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
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00

Mitigated

	ROG	NOx	СО	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/d	day							lb/c	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
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00

7.0 Water Detail

7.1 Mitigation	Measures	Water
----------------	----------	-------

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

CalEEMod Version: CalEEMod.2011.1.1 Date: 3/21/2013

Clear Channel Digital BB

Placer-San Joaquin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Non-Asphalt Surfaces	0.1	1000sqft

1.2 Other Project Characteristics

UrbanizationUrbanWind Speed (m/s)2.2Utility Company

Climate Zone 14 Precipitation Freq (Days) 74

1.3 User Entered Comments

Project Characteristics -

Land Use - 10'x10' disturbance area for billboard foundation

Construction Phase - No site prep and grading needed

Day One: demo existing BB and drill hole for new foundation/column

Day Two: column installed, held in place with I-beams welded to column; concrete poured

Days Three through Five: concrete cures, no construction activity

Day Six: I-beams removed, upper structure components delivered, assembled, and lifted into place by crane

Off-road Equipment - demolition of existing BB and less than 100 square feet of concrete

Off-road Equipment - drill rig used on 1st day to drill foundation/column hole welders used on 2nd day to weld I-beams to column crane used on 2nd day to install column and on final day to lift BB into place off-highway truck including in modeling as proxy on-highway trucks to deliver materials on 2nd and final days concrete/industrial saws used on final day to remove i-beams

Off-road Equipment - concrete poured on 2nd day

Demolition -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	СО	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	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00						5.40
Total	0.01	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	·					5.40

Mitigated Construction

	ROG	NOx	СО	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	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00		 				5.40
Total	0.01	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00						5.40

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Area	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
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			†			0.00
Waste						0.00	0.00		0.00	0.00			† i			0.00
Water						0.00	0.00		0.00	0.00			† i			0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Area	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
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			•	·		0.00
Waste						0.00	0.00		0.00	0.00			•	·		0.00
Water						0.00	0.00		0.00	0.00			*			0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00				 		0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00			•			0.30
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.30

Unmitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			†		• · · · · · · · · · · · · · ·	0.03
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.03

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00			, , , , , , , , , , , , , , , , , , ,		,	0.30
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				·		0.30

Mitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			†		• · · · · · · · · · · · · · ·	0.03
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.03

3.3 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr				MT	/yr					
Off-Road	0.01	0.04	0.02	0.00		0.00	0.00		0.00	0.00						4.90
Total	0.01	0.04	0.02	0.00		0.00	0.00		0.00	0.00						4.90

Unmitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			•			0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00

3.3 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr				MT	/yr					
Off-Road	0.01	0.04	0.02	0.00		0.00	0.00		0.00	0.00						4.90
Total	0.01	0.04	0.02	0.00		0.00	0.00		0.00	0.00						4.90

Mitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			•			0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00

3.4 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		1				0.14
Paving	0.00					0.00	0.00	,	0.00	0.00					,	0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.14

Unmitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			†		• · · · · · · · · · · · · · ·	0.02
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.02

3.4 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.14
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.14

Mitigated Construction Off-Site

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Hauling	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			†		• · · · · · · · · · · · · · ·	0.02
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.02

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		 		! !	I I	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
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

	Avei	age Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

		Miles			Trip %	
Land Use	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
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	СО	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					ton	s/yr							MT	/yr		
Electricity Mitigated						0.00	0.00		0.00	0.00						0.00
Electricity Unmitigated						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
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00				 		0.00
Total		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00

5.2 Energy by Land Use - NaturalGas

<u>Mitigated</u>

	NaturalGas Use	ROG	NOx	СО	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					ton	s/yr							MT	/yr		
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00				1		0.00
Total		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00

5.3 Energy by Land Use - Electricity

<u>Unmitigated</u>

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh		ton	s/yr			МТ	-/yr	
Other Non-Asphalt Surfaces	0								0.00
Total									0.00

5.3 Energy by Land Use - Electricity

<u>Mitigated</u>

	Electricity Use	ROG	NOx	СО	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh		ton	s/yr			МТ	/yr	
Other Non-Asphalt Surfaces	0								0.00
Total									0.00

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Mitigated	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
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	СО	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					ton	s/yr							МТ	/yr		
Architectural Coating	0.00					0.00	0.00		0.00	0.00		 - 		 	1	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
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	·					0.00

Mitigated

	ROG	NOx	СО	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	tegory tons/yr								MT/yr							
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
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e			
Category		ton	s/yr		MT/yr						
Mitigated								0.00			
Unmitigated								0.00			
Total	NA	NA	NA	NA	NA	NA	NA	NA			

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	СО	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	Mgal		ton	s/yr		MT/yr				
Other Non-Asphalt Surfaces	0/0						1		0.00	
Total									0.00	

7.2 Water by Land Use

<u>Mitigated</u>

	Indoor/Outdoor Use	ROG	NOx	СО	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	Mgal		ton	s/yr		MT/yr				
Other Non-Asphalt Surfaces	0/0				1				0.00	
Total									0.00	

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	СО	SO2	Total CO2	CH4	N2O	CO2e			
		ton	s/yr		MT/yr						
Mitigated								0.00			
Unmitigated								0.00			
Total	NA	NA	NA	NA	NA	NA	NA	NA			

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	tons		ton	s/yr		MT/yr				
Other Non-Asphalt Surfaces	0						1		0.00	
Total									0.00	

<u>Mitigated</u>

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	tons		ton	s/yr		MT/yr				
Other Non-Asphalt Surfaces	0								0.00	
Total									0.00	

9.0 Vegetation