ELECTRONIC MESSAGING CENTERS

MITIGATED NEGATIVE DECLARATION (MND)

April, 2020

City of Yucaipa
Development Services Department
34272 Yucaipa Boulevard
Yucaipa, CA 92399

CITY OF YUCAIPA
INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Case No. 19-155/GPA/DCA/DA/CUP

2. Lead Agency Name and Address: City of Yucaipa, 34272 Yucaipa Blvd., Yucaipa, CA 92399

3. Contact Person and Phone Number: Benjamin Matlock, (909) 797-2489 x 261

4. Project Location: Regulations apply to various sites Citywide, within the vicinity of Interstate 10 – The proposed Electronic Messaging Center project developed under the proposed regulations is located at the northwest corner of Yucaipa Boulevard/Hilltop Drive and Outer Highway 10, directly south of the Yucaipa Boulevard eastbound offramp from Interstate 10.

5. Project Sponsor's Name and Address:

   General Outdoor Advertising
   632 S. Hope Avenue
   Ontario, CA 91761

6. General Plan Designation: The proposed Electronic Messaging Center project developed under the proposed regulations is located within the CS (Service Commercial) District. Other potential locations for an Electronic Messaging Center are within the CS District, the IC (Community Industrial) District, or the Regional Commercial District of the Freeway Corridor Specific Plan.

7. Description of the Project: The proposed Project consists of two elements. The first part of the Project is a General Plan Amendment and Development Code Amendment ("Amendments") to permit off-site advertising Electronic Messaging Centers (EMCs) within the City of Yucaipa. The Amendments would permit up to two (2) different EMCs within the City, adjacent the Interstate 10 corridor that passes through the City of Yucaipa. The second part of the Project is a Conditional Use Permit and Development Agreement ("Use Permit") to construct an EMC on a vacant property that located at the northwest corner of Yucaipa Boulevard/Hilltop Drive and Outer Highway 10, directly south of the Yucaipa Boulevard eastbound offramp from Interstate 10, consistent with the provisions of the Amendments.

8. Surrounding Land Uses and Setting: The project sites and their surroundings are characterized by parking lots, commercial buildings, the adjacent highway, or undeveloped properties. All potential sites are within the vicinity of Interstate 10, and near the on/offramps for the highway.

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

   - California Department of Transportation

Introduction

This section explains the background and purpose of this Mitigated Negative Declaration (MND), which is the environmental review document prepared pursuant to the provisions of the California Environmental Quality Act (CEQA) for a General Plan Amendment and Development Code Amendment to permit off-site advertising Electronic Messaging Centers (EMCs) within the City of Yucaipa, and also a Conditional Use Permit to permit an EMC on a vacant property located at the northwest corner of Yucaipa Boulevard/Hilltop Drive and Outer Highway 10, directly south of the Yucaipa Boulevard eastbound offramp from Interstate 10, consistent with those regulations ("Project"). It establishes the context and scope for the MND, and outlines the process for reviewing the Draft MND and issuing the Final MND. The City of Yucaipa is the lead agency under CEQA. A "lead agency" is defined by Section 21067 of CEQA as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment."

Environmental Review Process

This Initial Study and Notice of Intent (NOI) to adopt an MND is being circulated for agency and public review and comment for 30 days beginning April 27, 2020. All written comments must be received by 5:30 p.m. on May 27, 2020. Written comments or questions concerning this document should be directed to:

City of Yucaipa
ATTN: Benjamin Matlock
34272 Yucaipa Boulevard
Yucaipa, CA 92399

Detailed Project Description

Project Background:

The City of Yucaipa's Development Code (Section 87.0710, Prohibited Signs) and General Plan (Policy CDL-4.6) does not currently allow for the construction and operation of new billboards within the City's jurisdictional boundaries. The City has received a request to permit the construction of an Electronic Messaging Center ("EMC") light-emitting diode (LED) billboard within the City by General Outdoor Advertising ("Project Proponent"), and to in order to permit the Project, Section 87.0710 is proposed to be amended to remove the complete prohibition of advertising at locations other than the property on which such business or establishment is located, an addition to Section 87.0725 has been drafted to provide regulations for off-premises advertising for an EMC, and an Amendment to Policy CDL-4.6 to allow for a limited number of EMCs within the City.

Project Elements:

The Project consists of two different, but related actions that are necessary for the project to be approved by the City. The first part of the Project is a General Plan Amendment and Development Code Amendment ("Amendments") to establish the regulatory scheme necessary to permit off-site advertising EMCs within the City of Yucaipa. The second part of the Project is a Conditional Use Permit and Development Agreement ("Use Permit") to construct an EMC on a vacant property that located at the northwest corner of Yucaipa Boulevard/Hilltop Drive and Outer Highway 10, directly south of the

Yucaipa Boulevard eastbound offramp from Interstate 10, consistent with the provisions of the Amendments, and reflects the submittal received by the Project Proponent.

General Plan Amendment:

The City's Community Design and Land Use Element (CLD) includes a variety of policies intended to promote a high-quality aesthetic environment, with Goal CDL-4 promoting "Attractive and visually unified corridors that beautify and strengthen the City's identity, image, and aesthetics while retaining design identities." Policy CDL-4.6, Outdoor Signage, currently states

> "Prohibit outdoor off-site advertising billboards (but not on-site signs identifying a business on the same property). Require adherence to signage regulations in the municipal code. Create more tailored signage regulations for scenic roadways."

In order to permit EMCs within the City, the proposed Project would amend Policy CDL-4.6 to permit up to two (2) EMC billboards within the City. The additional EMC relative to the current proposal from the Project Proponent is included in order to provide additional flexibility for the siting an EMC within key locations within the City, and to anticipate any potential requests for an EMC in the future.

There are two additional policies within the General Plan that reference billboards, CDL-4.7, and CDL-8.6. However, the permitting of an EMC would not be inconsistent with these policies, provided that the proposal, along with the regulations in the Development Code, support Projects that promote improvements to the visual quality of the area.

Development Code Amendment:

Section 87.0710, Prohibited Signs, of the City's Development Code currently prohibits "Permanent primary signs which advertise or identify a business, function, establishment or product at a location other than the property on which such business or establishment is located or such product is manufactured or sold." To accommodate an EMC within the City of Yucaipa, the Project includes a Development Code Amendment (Ordinance No. 393) that modifies Section 87.0710 to exempt signs permitted under the City's Electronic Messaging Center Billboard requirements, and develops Section 87.0725(c) to provide the Electronic Messaging Center Billboard requirements.

The draft version of Section 87.0725(c) includes a variety of provisions that would govern the permitting, siting and performance requirements for any EMC proposed within the City. The Development Code would require that EMCs are reviewed through the City's discretionary Conditional Use Permit Process. EMCs would be limited to commercially-designated properties within the City's Interstate 10 corridor, and focused along the gateways to the City. Proposed EMCs would feature signs faces that are less than 680 square feet, be limited on brightness output that meets or exceeds state requirements, and be limited to a static message or image that is displayed for a minimum of eight (8) consecutive seconds before changing. Each EMC structure would also be required to feature a decorative top and base treatment that can enhance the visual quality of the sign and provide defined monumentation at the City's gateways.

Conditional Use Permit:

The proposed Project consists of a Conditional Use Permit for the development of an EMC structure that is consistent with the draft Development Code Amendment, and would complete the discretionary review process for this specific sign. The Project proposal has the following characteristics:

- Sign structure height is approximately 72 feet, when measured from the existing ground level at the subject site, and approximately 47 feet tall when measured from Hilltop Drive roadway grade.
- The digital display for the EMC is 14' 1.5" by 48' 2.5" that provides a total sign area of 672 square feet.
- The top six (6) feet of the sign structure, when measured outside of the digital display framing, features a decorative top that includes a mountain motif, which provides a homage to the City of Yucaipa logo, and includes "City of Yucaipa" text in reverse-lit lettering.
- The pole structure of the sign features a decorative architectural treatment, and includes an illuminated City of Yucaipa round logo.
- The digital display features a dimmer system that adjusts the sign output based on existing exterior lighting conditions, and also features a timer system that can adjust display output during nighttime hours as a redundant backup system.
- The area for the sign structure is 16 feet by 12 feet, providing a 192 square foot lease area, and is surrounded by a tubular steel fence.

It should be noted that the analysis contained in this MND assesses the impacts associated with the EMC that is proposed as part of the Conditional Use Permit, but considers the other potential locations that could be permitted by the proposed Amendments to provide the conservative assessment of the potential environmental impacts, and to reflect that once the Amendments are approved, any two (2) EMCs could be built within the criteria listed, and not necessarily be limited to the specific site of the Use Permit. However, key details of the Use Permit, including the proposed lease area/footprint of the structure, as well as the manufacturer specifications of the LED sign, were assumed to apply for any of the potential EMC locations.

Development Agreement:

The Project developer and the City are currently exploring the use of a development agreement. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California had adopted the Development Agreement Regulations, which authorizes any city to enter into binding development agreements establishing certain development rights in real property with persons having legal or equitable interests in such property. Section 65865.2 of the California Government Code provides that "A development agreement shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. The development agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions, and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement. The agreement may provide that construction shall be commenced within a specified time and that the project or any phase thereof be completed within a specified time. The agreement may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time."

The Project developer and the City are currently working on the salient points that could be developed in a draft Development Agreement, and if a Development Agreement is considered appropriate, it would be included as part of the Project approval.

Project Setting:

The potential EMC sites are generally located in urbanized settings adjacent to Interstate 10, and within the vicinity of the on and offramps that provide access to the City of Yucaipa. Potential sites include commercially developed properties with impervious surfaces, or undeveloped properties designated for future commercial uses as part of the existing land use designations under the General Plan. The Project sites and their surroundings are characterized by parking lots, commercial buildings, the adjacent highway, or undeveloped properties.

The EMC site proposed by the Use Permit is located at the northwest corner of Yucaipa Boulevard/Hilltop Drive and Outer Highway 10, directly south of the Yucaipa Boulevard eastbound offramp from Interstate 10. This approximately 15,700 square foot site is currently vacant, and surrounded by commercial uses to the south, east, and west, and Interstate 10 to the north. The site grading currently slopes inward to the center of the site, with a grade difference of 25 feet when measured at the proposed EMC structure location relative to Hilltop Drive. An existing Southern California Edison easement, which features existing electric poles, is located along the northern perimeter of the site. The sign is proposed outside of the easement, with the V-shaped portion of the sign placed 13 feet from the existing Right of Way of Hilltop Drive, and 52 feet, 6 inches from Outer Highway 10 South.

Relevant Lighting Regulations and Standards for Billboards:

The California Department of Transportation (Caltrans) Outdoor Advertising Act and Regulations 2014 Edition (Outdoor Advertising Act) provides requirements for billboard and other advertising displays, and states that such signs may not "interfere with the effectiveness of, or obscure any official traffic sign, device, or signal (…) nor shall any advertising display cause beams or rays of light to be directed at the traveled ways if the light is of an intensity or brilliance as to cause glare or to impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle." Caltrans regulations also prohibit images on signs from changing more than once every four seconds.

The Business and Professions Code Section 5403(g) defines the brightness standard for changeable electronic variable message billboards in relation to Vehicle Code Section 21466.5, which states that:

> "No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.
>
> The brightness reading of an objectionable light source shall be measured with a 1½-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source."

Under the Business and Professions Code, the most conservative brightness limit with which the LED billboards would have to comply is 500 foot-lamberts, which is equivalent to 1,713 nits. The Outdoor Advertising Association of America (OAAA) recommends more conservative lighting intensity standards for billboards of a maximum ambient light output level of 0.3 foot-candle at a distance of 250 feet from the billboard faces. These operational parameters (i.e., 0.3 foot-candle at 250 feet) translate into a brightness of about 300 nits, meaning that the signs would always operate at approximately one-sixth of the maximum brightness level for LED billboards, as set forth by the state's Outdoor Advertising Act.

Further, with a measurement of foot-candle, the light levels emitted from the billboards would be required to adjust based upon ambient light conditions at any given time, allowing for a lowered brightness during nighttime or fog conditions relative to bright, daytime conditions.

The proposed Development Code Amendment provides requirements that are equivalent to, or more restrictive than, the Caltrans Outdoor Advertising Act, Business and Professions Code Section 5403(g), and OAAA requirements and recommendations.

Other Permits:

Other permits required for the Project may include but are not limited to an Outdoor Advertising Permit/Relocation Agreement approval by the California Department of Transportation (Caltrans), an encroachment permit, building permits, grading permits, and permits for new utility connections.

Figure 1 – Regional Vicinity Map

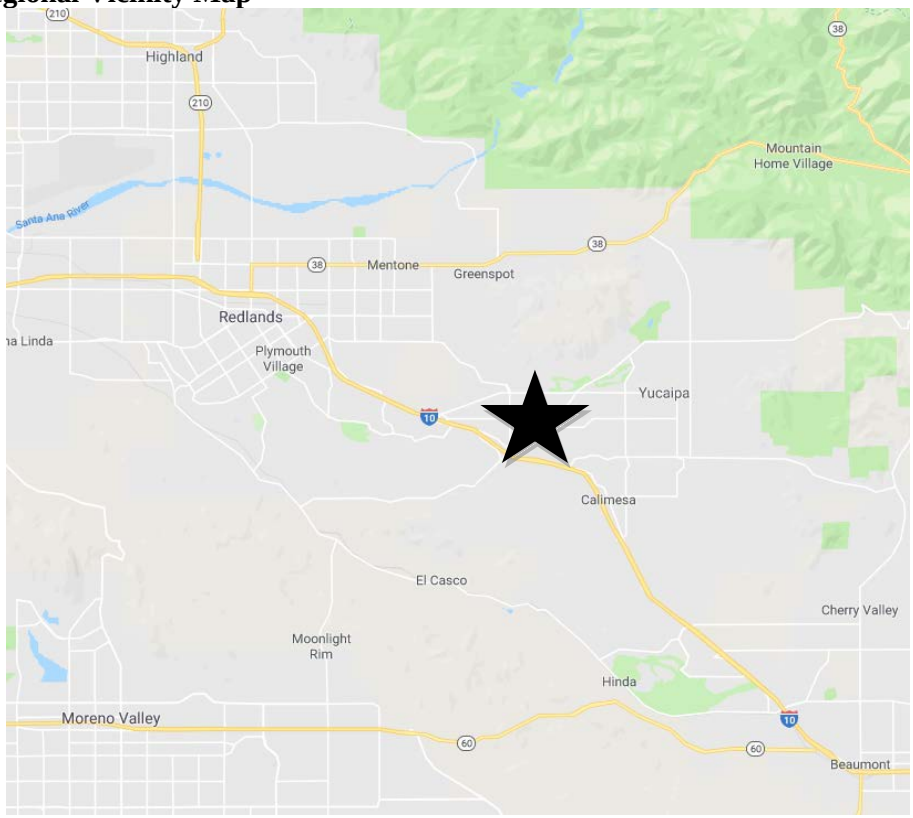


Figure 2 – Site Vicinity Map (for proposed EMC by project proponent)

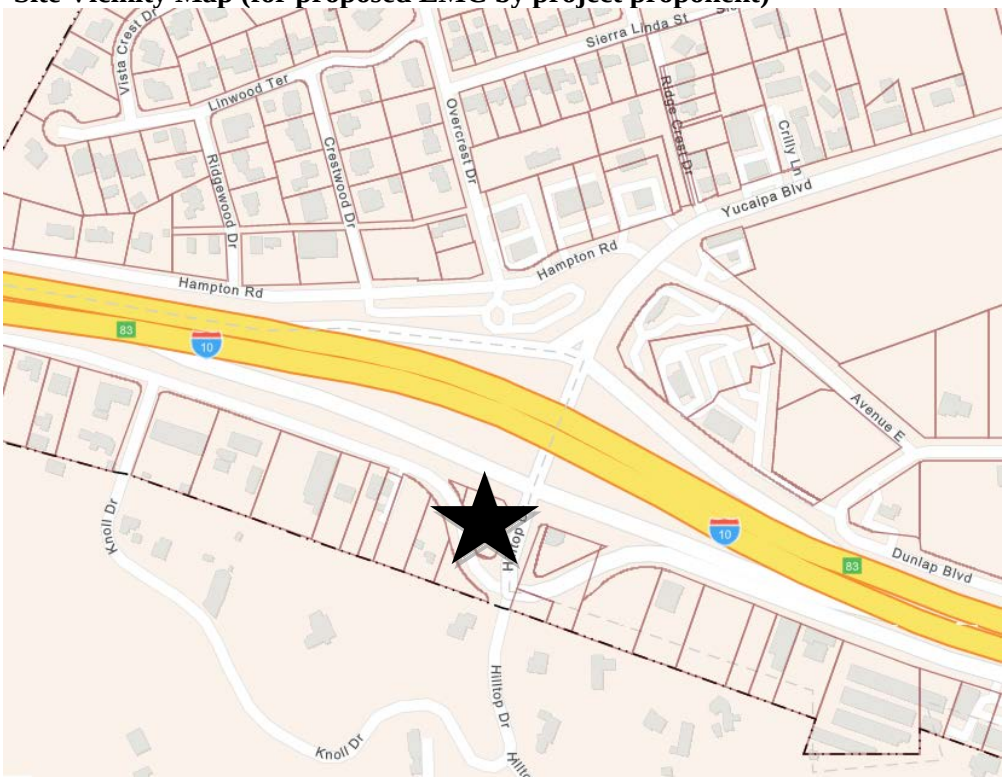


Figure 3 – Aerial of Site (proposed EMC structure by project proponent)

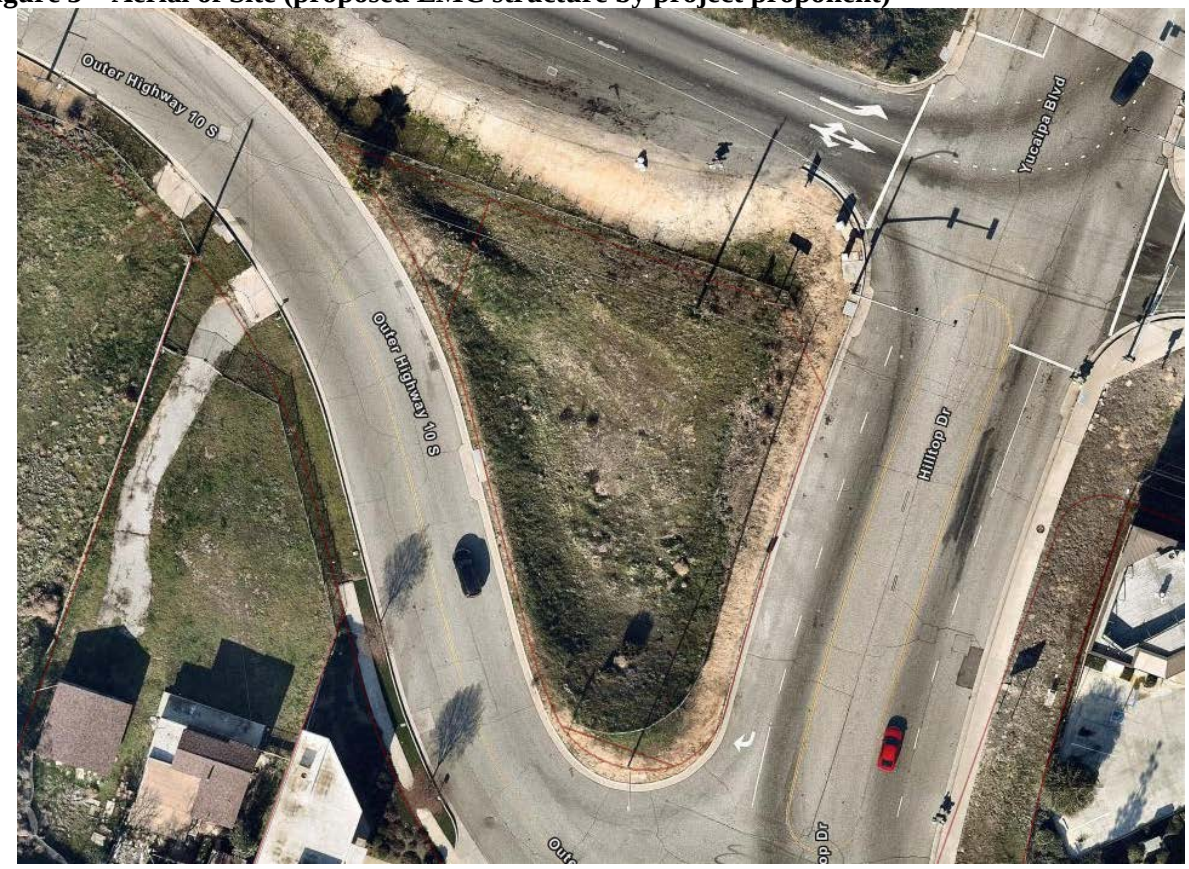


Figure 4 – Existing Land Use Designation (for proposed EMC by project proponent)



Figure 5 – Aerial of Other Potential Locations for EMCs[1] (Part 1)



[1] **Note: Areas outside of City Limits and Residential Areas excluded per draft Development Code – Figures 5-10 provides the general distance parameters of Code for illustrative purposes)**

Figure 6 – Aerial of Other Potential Locations for EMCs (Part 2)



Figure 7 – Aerial of Other Potential Locations for EMCs (Part 3)

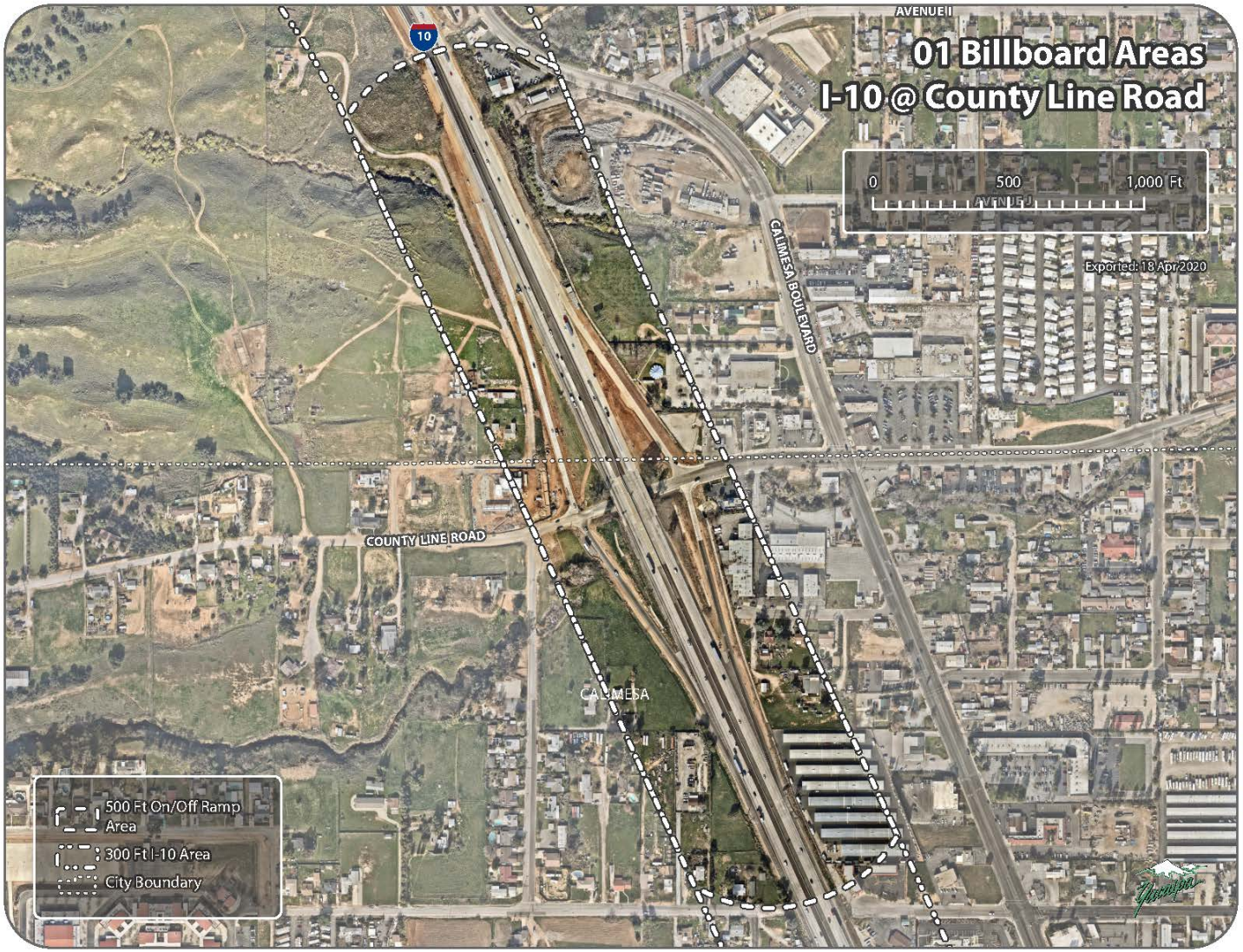


Figure 8 – Land Use Districts for Other Potential Locations for EMCs (Part 1)

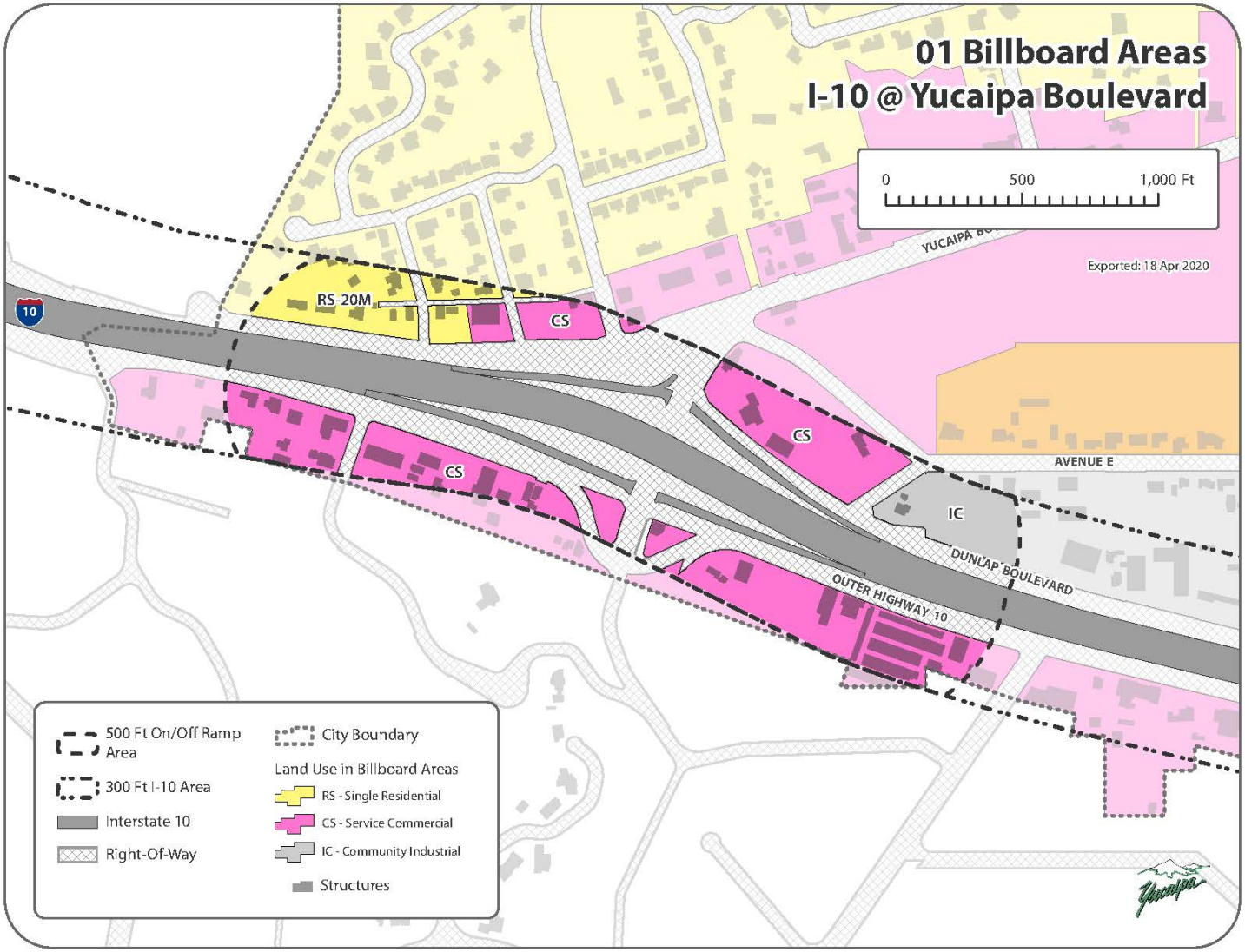


Figure 9 – Land Use Districts for Other Potential Locations for EMCs (Part 2)

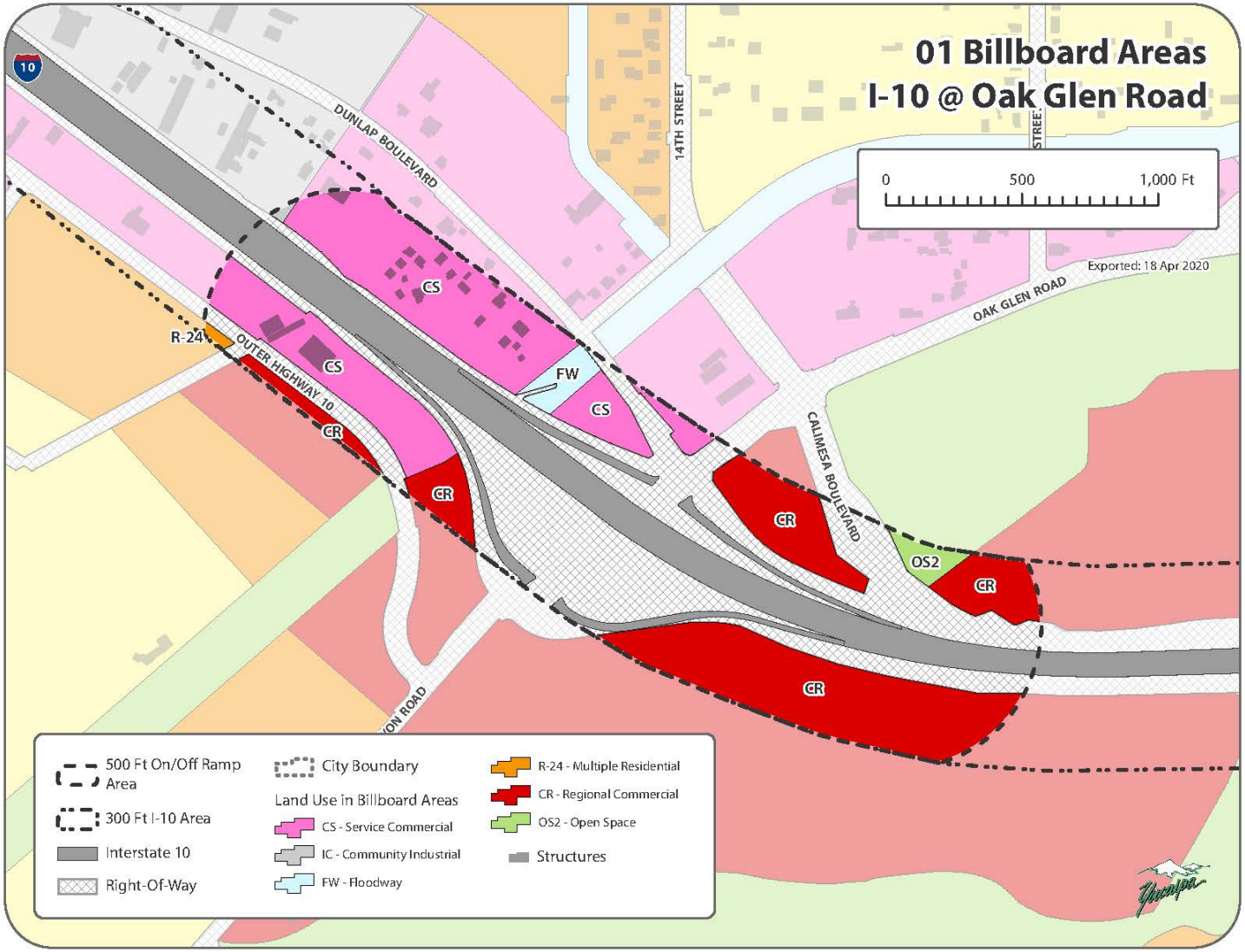


Figure 10 – Land Use Districts for Other Potential Locations for EMCs (Part 3)

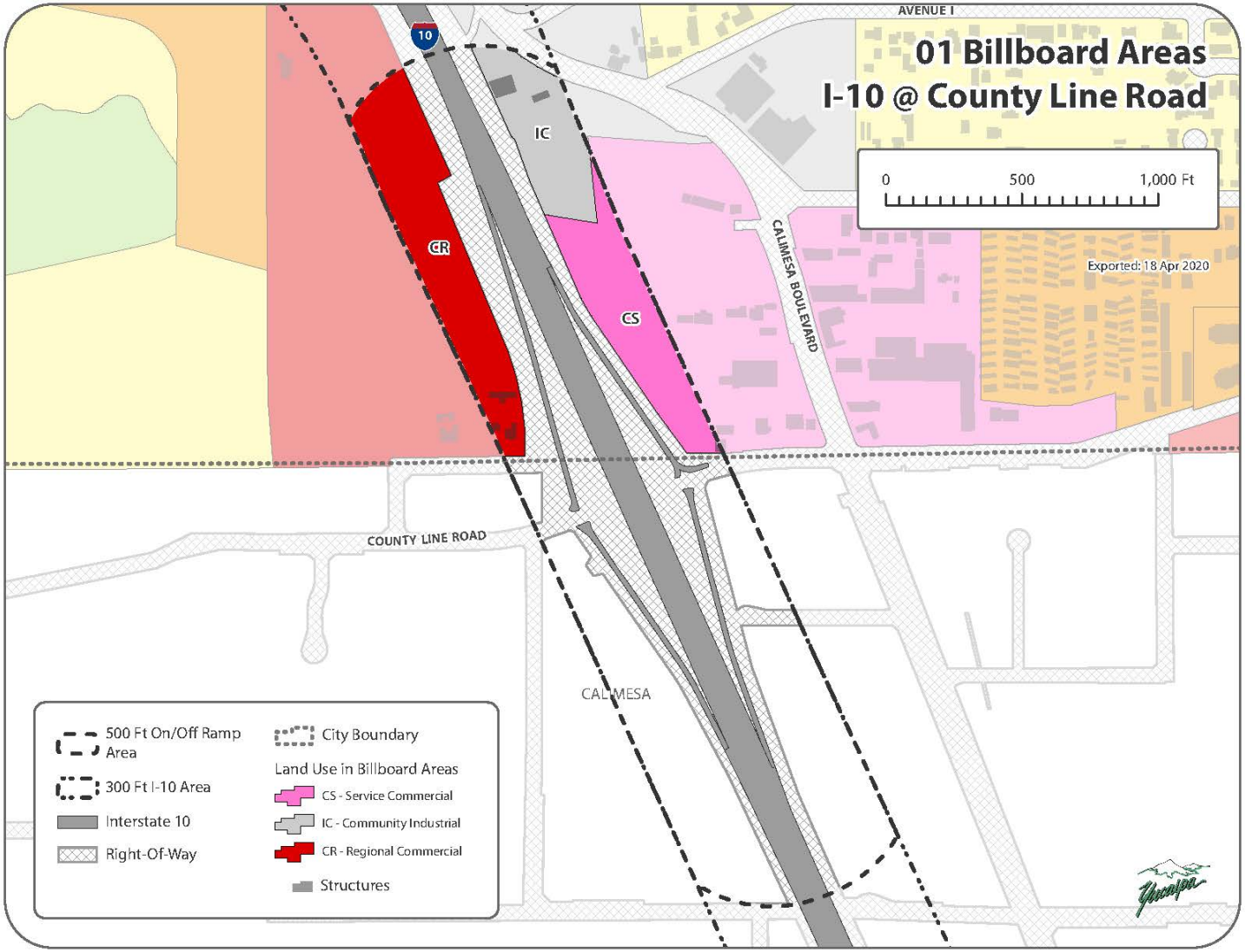


Figure 11 – Conditional Use Permit Site Plan by Project Proponent

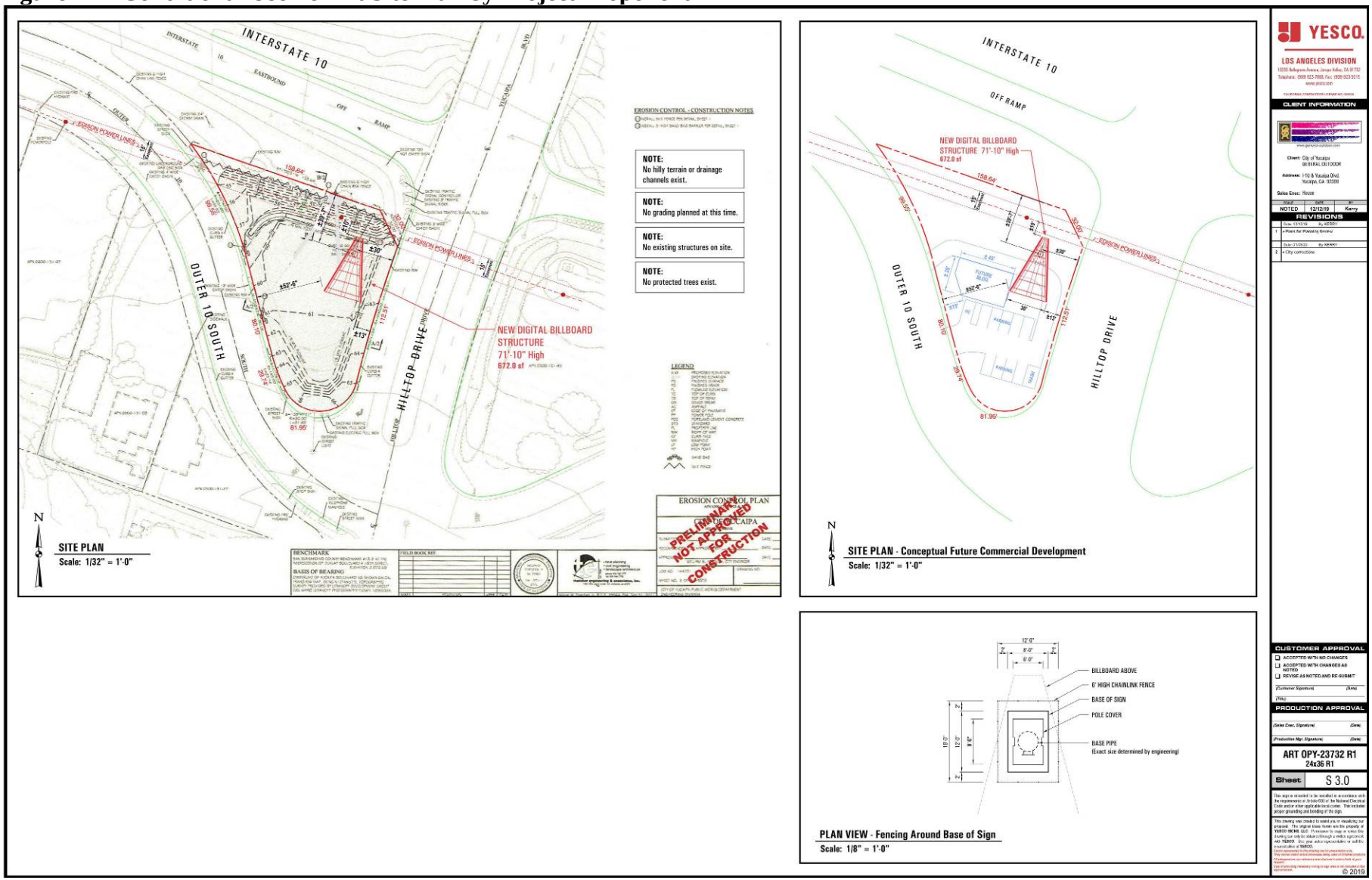
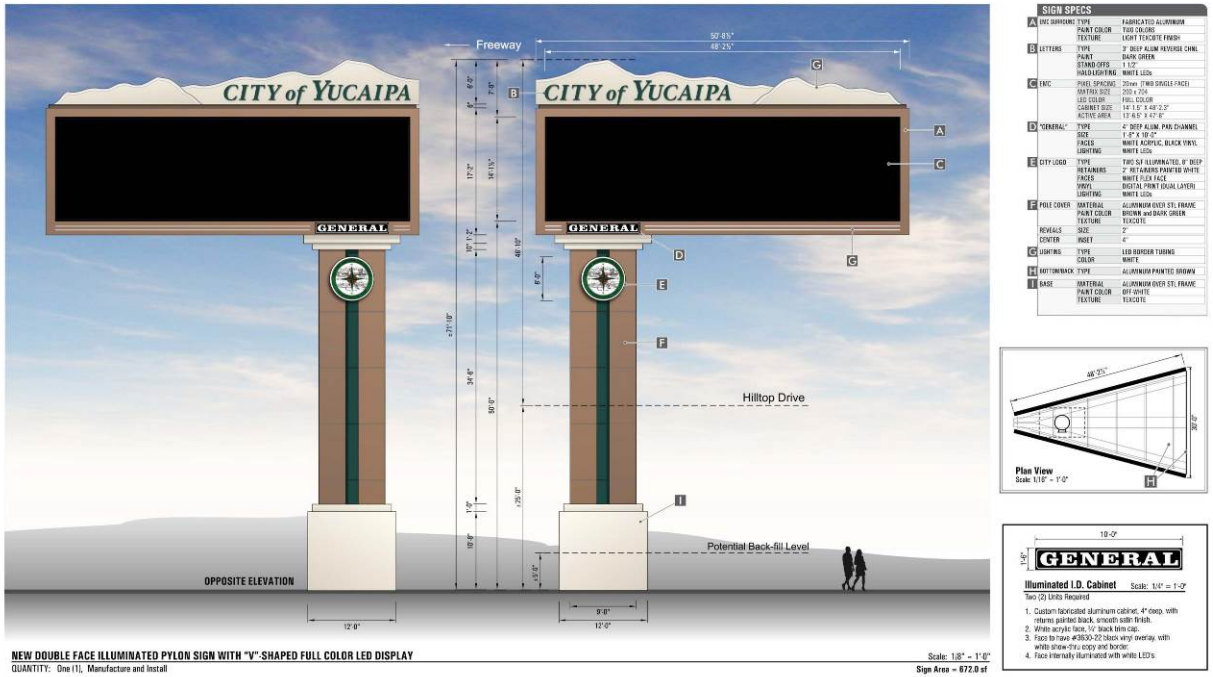


Figure 12 – Elevation of Proposed EMC by Project Proponent



SIMULATED NIGHT VIEW



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

	Aesthetics		Greenhouse Gases		Public Services
	Agricultural Resources		Hazards & Hazardous Materials		Recreation
	Air Quality		Hydrology/Water Quality		Transportation/Traffic
	Biological Resources		Land Use/Planning		Tribal Resources
	Cultural Resources		Mineral Resources		Utilities/Service Systems
	Energy		Noise		Wildfire
	Geology/Soils		Population/Housing		Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Signature — Date: 4-22-2020

Benjamin Matlock — For: City of Yucaipa

Printed Name

1) 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.

2) 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).

3) Must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

1. **AESTHETICS.** Would the project:				
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?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

To support the Aesthetics analysis for this MND, a memorandum from Elevated Entitlements, dated February 27, 2020 was prepared, and included as Appendix A.

a) **Less Than Significant Impact**

Policy PR-4.7, Scenic Resources, of the City's 2016 General Plan states that the City will "Protect Yucaipa's scenic resources, including scenic corridors along roads and views of the hillsides, prominent ridgelines, canyons, and other significant natural features, to the extent practical." Resources identified in the General Plan includes the City's designated Scenic Corridors (Bryant Street, Yucaipa Boulevard, Wildwood Canyon Road, and Oak Glen Road) and the prominent hillsides, ridgelines, and open space areas that surround the City, including Crafton Hills and the San Bernardino National Forest. The proposed Project consists of the development of EMC structures along Interstate 10. The future signs would be designed to offer greatest visibility of the sign structure to passing motorists, but would not exceed the heights of the surrounding hillsides and mountains that create the scenic back group for the community, as the maximum sign height proposed with the Amendments is 75 feet. Further, a flag test will be required to ensure that the proposed sign height is only as high as necessary to provided visibility, provided it remains below the 75-foot total height requirement that is proposed. The proposed EMCs would be along the Interstate 10 corridor, which currently features other existing billboard structures that are similar in size and height, and do not restrict views of any scenic vistas within the City. As such, the proposed Project would have a less than significant effect on scenic vistas.

b) **No Impact**

According to Caltrans Scenic Highway Program, there are no official state-designated scenic highways that exist within the City of Yucaipa. A portion of State Route 38 passes through the City of Yucaipa, and is an eligible state scenic highway that has not been officially designated; however, this section of roadway is located approximately five miles north from the proposed Project site. The City of Yucaipa has designated Bryant Street, Yucaipa Boulevard, Wildwood Canyon Road, and Oak Glen Road as scenic corridors within the City. Potential EMC sites may be located on properties adjacent to Yucaipa Boulevard or Oak Glen Road/Live Oak Canyon, which are City-designed Scenic Highway. However, proposed EMC structures are designed to be oriented towards Interstate 10 and not those roadways, which would limit the prominence of the EMC for those roadways. Further, the decorative design requirements for the EMC structures would work to improve the visual design of the structure relative to the existing, nonconforming billboards on those roadways. Further, these roadways are not a state-designated Scenic Corridors. As the site is not located along a state-designated scenic highway, the development of the Project would not create an adverse impact to resources along those specific scenic routes. It should be noted that the local designation along to Yucaipa Boulevard does not extend to Hilltop Drive, which is adjacent to where the proposed Use Permit is located.

c) **Less Than Significant Impact**

Development of the proposed EMC could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

The Amendments would permit the construction of two (2) EMCs in the City of Yucaipa, along the Interstate 10 corridor, and within the vicinity of the on and off ramps serving the City. All of the potential sites are designated for commercial uses, specifically CS (Service Commercial), including the subject site of the Use Permit, and IC (Community Industrial) and RC (Regional Commercial). Further, potential sites are currently feature commercial uses, or are planned for such uses. The existing visual quality of the area features those commercial uses, along with freeway-oriented on-premises signage, or vacant, undeveloped properties associated with the Freeway Corridor Specific Plan. However, existing non-confirming billboard are located throughout the Interstate 10 corridor. The Development Code Amendment, as well as the proposed Use Permit, requires that future signs features decorative structure designs, which may include identifying local branding or motifs that enhance the sign structure design and connection to the City of Yucaipa that can serve as monumentation to the gateways of the City. Therefore, the proposed Project would have less than significant impacts on the existing visual character and quality of the surrounding community.

d) **Less Than Significant Impact with Mitigation**

Existing sources of light and glare include street lighting and lights from the commercial uses in the area, as well as from Interstate 10, which creates nighttime lighting from the vehicles passing along the freeway. Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources, or by reflective surfaces (i.e., polished metal) that reflect light away from a structure. Impacts associated with glare range from a simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). The proposed Project would result in additional lighting as the EMCs feature an illuminated display for viewing along Interstate 10.

The proposed digital billboard would require a Department of Transportation Outdoor Advertising Act Permit from Caltrans. As a condition of that permit, EMCs would be required to comply with the brightness requirements outlined in the Outdoor Advertising Act, in that the illumination shall not be of such brilliance or so positioned as to cause a hazardous condition on adjacent highways. The standard used by Caltrans for enforcing sign brightness, as defined by the Business and Professions Code Section 5403(g) for changeable electronic variable message billboards in relation to Vehicle Code Section 21466.5, is as follows:

> "The brightness reading of an objectionable light source shall be measured with a 1½ degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lamberts shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source."

Although these restrictions have been imposed for traffic safety reasons, the resulting controls effectively regulate the operation of EMCs and other digital billboards to ensure that individual signs do not create a substantial new source of light or glare. The Outdoor Advertising Association of America (OAAA) recommends more conservative lighting intensity standards for billboards, with a maximum ambient light output level of 0.3 foot-candle at a distance of 250 feet from the billboard faces. These operational parameters (i.e., 0.3 foot-candle at 250 feet) translate into a brightness of about 300 nits, meaning that the signs would always operate at approximately one-sixth of the maximum brightness level for LED billboards, as set forth by the state's Outdoor Advertising Act.

LED technology for billboards can allow for the sign brightness to be adjusted automatically depending on ambient lighting and weather conditions, allowing for a lowered brightness during nighttime or fog conditions relative to bright, daytime conditions, and is to ensure the greatest visibility of the sign and minimize glare. The proposed Project would deploy LED displays that include the necessary light sensors and secondary software-based safeguards to make the necessary automatic brightness adjustments. As a mitigation measure, the City of Yucaipa shall require proposed EMCs be equipped with photocells to measure the ambient light and to have an automatic brightness adjustment system to be programmed to ensure that the display would not contribute more than 0.3-foot candles to the ambient light at any time, consistent with the guidelines from the OAAA. Further, the Development Code Amendment that is proposed utilizes the standards from the OAAA, and further iterates that EMC structures feature sensors to adjust light output based on the

ambient lighting conditions.

Another potential impact of structures that feature exterior lighting is from light trespass, where unwanted light from a source projects towards other sites and uses. The proposed EMCs are intended to provide signage adjacent to Interstate 10 for travelers along the roadway, and not to provide illumination for other adjoining areas, such as commercial properties next to the highway. As a technical element, LEDs are inherently highly directional in their emission of light. For Out-of-Home (OOH) LED displays, which are used for EMCs, a 90-degree diode is the industry standard. EMCs would feature Cree C4SMA (or equivalent) LEDs that meet the OAAA standards, and the 90-degree diode means that the light emission diminishes to 50% of brightness at 45 degrees from horizontal center, and zero light emission at 90 degrees, thereby controlling all side-lighting and preventing light trespass impacts. OOH LED displays are also manufactured with molded louvers above each diode to control all up lighting, nearly eliminating "sky glow" contribution. Therefore, the effects of this kind of lighting on light pollution are less than significant. Overall, the brightness of the proposed billboard above ambient light is less than significant with mitigation associated with the proposed LED technology and compliance with the OAAA standards.

Mitigation Measure:

AES-1: Prior to a Building Permit Final, the applicant for an EMC shall demonstrate compliance with a maximum 0.3 foot-candle increase over ambient light at 250 feet from the sign face through field-testing, and the lighting performance shall be maintained throughout the life of the Project. If any complaints consisting of direct personal impacts are received by the City, the EMC operator will be required to provide follow-up field testing by an independent contractor or City staff trained in the use of a handheld photometer to demonstrate continued compliance with City requirements, and shall make any adjustments necessary to maintain compliance.

AES-2: Prior to issuance of Building Permits associated with the digital display, the applicant for any EMC shall verify that the sign is installed with sensors, which automatically lower light output in accordance with atmospheric conditions (i.e. cloudy, overcast weather, or nighttime), and includes secondary software-based safeguards to make the necessary automatic brightness adjustment. Throughout sign operation, the brightness of the LED EMC shall be adjusted in real time, so it does not exceed the level of illumination identified under Mitigation Measure AES-1.

AES-3: The proposed Project shall include Cree C4SMA (or equivalent) LEDs that meet the OAAA standards, and is designed to prevent side-lighting.

2. **AGRICULTURE 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. Would the project?				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?				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 (PRC 12220(g)), or Timberland zoned Timberland Production (GC 51104(g))				X
d) Result in the loss of forest land or conversion of forest lane to non-forest use?				X
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?				X

a) **Less Than Significant Impact**

According to the State Department of Conservation Important Farmland Map, San Bernardino County 2012, Sheet 2 of 2, the proposed Project site for the Use Permit is designated as "urban and built-up land" and does not contain any prime, unique, or important farmland. Other potential EMC sites that would be permitted by the Amendments includes "urban

and built-up land," and also "grazing land," particularly in the currently undeveloped areas within the Regional Commercial District of Freeway Corridor Specific Plan. However, none of these potential sites support commercial-scale cultivated agricultural activities, and the footprint of a potential EMC is limited, and would not need acres of land for its development. Therefore, development of the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impact would occur.

b) **No Impact**

The City of Yucaipa utilizes a "one map system" in which the General Plan Land Use Designations and Zoning Categories are the same and combined onto one map. The potential EMC sites are currently designated as CS (Service Commercial), including the subject site of the Use Permit, and IC (Community Industrial) and RC (Regional Commercial). Both the CS, IC, and RC Land Use Districts are not a zoning designation for agriculture uses. In addition, there are no active Williamson Act contracts within the City of Yucaipa. The proposed Project would therefore not conflict with zoning for an agricultural use or a Williamson Act contract.

c) **No Impact**

As noted previously, potential EMC sites are currently designated as CS, including the subject site of the Use Permit, and RC. Both the CS, IC and RC Land Use Districts are not a zoning designation for forest land, and the proposed Project, would not conflict with existing zoning for, or cause rezoning of, forest land.

d) **No Impact**

No forest land or timberland is located within the areas that may have an EMC, including the site with the proposed Use permit. The surrounding area is generally urban in nature with commercial or undeveloped land uses, as well as Interstate 10.

e) **No Impact**

As noted in items a-d above, the potential EMC locations are designated as "urban and built up" or "grazing land," and no portions are currently farmed nor subject to Williamson Act contracts. In addition, no potential EMC site is located within a forest area. As such, the proposed Project would not affect these resources.

3. **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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

a) **Less Than Significant Impact**

Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of the air quality plans is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the applicable air quality plan.

The proposed Project is within the South Coast Air Basin (Basin), and the South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin. SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources, and responded

to this requirement by preparing the 2016 Air Quality Management Plan (AQMP), an air quality management plan covering all portions of the Basin.

The regional emissions inventory for the South Coast Air Basin was compiled by SCAQMD, the San Bernardino Association of Governments (SANBAG), and the Southern California Association of Governments (SCAG), and is used for the AQMP. Regional population, housing, and employment projections are based, in part, on the City's General Plan land use designations.

The proposed Project includes a General Plan Amendment to permit EMCs, which are digital billboards, and are non-habitable structures with no employees onsite. Therefore, the proposed Project would not result in an increased land use activity beyond what was originally contemplated in the General Plan, and therefore not exceed the 2016 AQMP.

b, c) **Less Than Significant Impact**

The proposed Project would result in the development of two (2) EMCs within the City. Short-term criteria pollutant emissions would occur during site preparation and construction of the EMC structure. Construction of the proposed EMC billboard would not require demolition of any existing buildings or structures, nor would it require any site grading or other earth moving activities. However, there could be the possibility of the removal of an existing static billboard, but this would require minimal demolition activities consisting of the deconstruction of the sign faces, removal of the sign poles, and removal of the sign foundations. To quantify project-related impacts, the proposed Project was evaluated utilizing the CalEEMod version 2016.3.2 air quality modeling program for this MND, using very conservative parameters for its assessment. The results are as follows:

Construction - Maximum Daily Emissions

	VOC	NOx	CO	SO2	PM 10	PM 2.5
Year	**LB/Day**					
2020	4.13	18.98	13.52	.02	1.03	0.92
SCAQMD Threshold	75	100	550	150	150	55
Exceed?	**No**	**No**	**No**	**No**	**No**	**No**

Operational air pollutant emission impacts are those associated with stationary sources and mobile sources involving any Project-related activities. This Project does not feature any stationary emission sources as it is an unmanned sign structure, and mobile-source emissions would be limited only to periodic maintenance of the sign. Due to its small-scale nature, the proposed Project would not have any direct operational impacts that would affect air quality or exceed any air quality thresholds.

d) **Less Than Significant Impact**

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed Project would not include any of the land uses that have been identified by the SCAQMD as odor sources, and would instead consist of EMC billboard structures. During construction, there may be some level of odor exposure resulting from the exhaust from heavy-duty equipment that is erecting the sign structure. However, the duration of these activities is expected to be short, emissions would disperse rapidly from the project sites, and diesel exhaust odors would be consistent with existing vehicle odors in the area from the adjacent highway. As such, impacts would be less than significant.

4. **BIOLOGICAL RESOURCES**. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) Have a substantially adverse effect on any riparian habitat or other sensitive				X

natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U. S. Wildlife Service?				
c) Have a substantial adverse effect on state or federally protected wetlands (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 resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
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 Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X

a-f) **No Impact**

The potential EMC sites are generally located in urbanized settings adjacent to Interstate 10, and within the vicinity of the offramps that provide access to the City of Yucaipa. Potential sites include commercially developed properties with impervious surfaces, or undeveloped properties designated for future commercial uses as part of the existing land use designations under the General Plan. The project sites and their surroundings are characterized by parking lots, commercial buildings, the adjacent highway, or undeveloped properties with no native habitat that could support any candidate, sensitive, or special status species; riparian habitat or other sensitive natural community; wetlands; and wildlife corridors. In addition, no Oak Trees, which are protected by the City pursuant to Section 89.0510, Oak Tree Conservation, are located on potential EMC sites. The proposed Project would not conflict with any local policies or ordinances relating to biological resources, and no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved plans apply to the site. Therefore, the proposed Project would have no effect on biological resources.

5. **CULTURAL RESOURCES**. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

a) **No Impact**

The proposed EMC sites are located on vacant properties or existing commercial sites adjacent to Interstate 10. The City does not have any identified sites that are considered eligible for listing in the National Register of Historic Places or the California Register of Historical Resources adjacent to Interstate 10 that would be permitted to have an EMC pursuant to the proposed Amendments, and therefore, no impacts to historic resources would occur as part of development of the Project.

b) **Less Than Significant with Mitigation**

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to representatives of the Native American contacts provided by the NAHC on February 14, 2020, and to its AB 52 contacts on February 4, 2020, formally inviting tribes to consult with the City on the Project. The intent of the consultations is to provide an opportunity for interested Native American contacts to work together with the City during the project planning process to identify and protect tribal cultural resources. A response letter was received from the San Manuel Band of Mission Indians and the Agua Caliente Band of Cahuilla Indians requesting consultation on March 9, 2020 and March 26, 2020, respectively. A

letter was also received from the Morongo Band of Mission Indians noting that they did not wish to consult on the Project.

Through consultation, it was noted that it was there was no concerns with the proposed Project due to the nature and locations of the EMCs. However, land disturbing activities may have the potential to uncover such remnants from this history and result in an inadvertent discovery, and mitigation measures were recommended by the tribe to address the procedures necessary should any inadvertent discoveries occur. Based upon the consultation process, Mitigation Measures CR-1, CR-2, CR-3, TRI-1n and TRI-2 were developed in coordination with the San Manuel Band of Mission Indians.

c) **Less Than Significant with Mitigation**

There are no known human remains on the potential EMC sites. A review of historic aerial photos and maps at Netronline.com was conducted and did not identify possible cemeteries in the area, and therefore a low likelihood exists that human remains could be uncovered during ground-disturbing activities. However, there is always a possibility that unidentified human remains could be discovered during Project construction. Consistent with State law, if at any time during grading human remains are found, the Project is to be conditioned to halt work and contact made with the San Bernardino County Coroner's Office. Standard Conditions of Approval are included pertaining to State Health and Safety Code Section 7050.5, and are reiterated by Mitigation Measure CR-3.

Mitigation Measures:

CR-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CR-2: If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CR-3: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project

TRI-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TRI-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

6. **Energy**. Would the Project?				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project			X	

construction or operation?				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

To support the Energy analysis for this MND, a memorandum from Elevated Entitlements, dated February 27, 2020 was prepared, and included as Appendix A.

a, b) **Less Than Significant Impact**

The proposed Project would be subject to all applicable Federal, State, and local building regulations, including the current version of the California Building Code (CBC) as approved by the City of Yucaipa Building and Safety Division. Energy usage for construction stems from materials, waste and transportation. Construction of the proposed EMC would not generate any unnecessary waste. All waste materials associated with the proposed Project would be recycled or deposited in landfills in compliance with Federal, state, and local laws.

Construction of the proposed billboard would require the use of non-renewable construction material, such as concrete, metals, and plastics. Non-renewable resources and energy would also be consumed during the manufacturing and transportation, and construction of the billboard. The scope of construction activities, however, is minimal with site preparation activities occurring for an up to 1-week period and construction activities lasting up to 2 to 4 weeks. Large amounts of energy would not be expended, and all construction vehicles would comply with federal and state standards for on- and off-road vehicles (e.g., emission standards set by the California Air Resources Board), meaning wasteful usage of energy would not occur. Construction-related impacts would therefore be less than significant.

Digital billboards are comprised of LEDs, power supplies, ventilation systems, lighting controls, and a computer, with LEDs being the largest portion of the energy consumption, particularly during peak demand times when ambient lighting from sunlight is the brightest. The annual energy use of a digital billboard can range from 50 to 320 MWh. This energy use range is a result of the variation that results from the energy required to display different advertising images. For example, an image with a black background consumes less energy than an image with a white background. Energy consumption for the proposed Project, as provided the Project proponent, is estimated at approximately 66 MWh per year, which is consistent with the lower end of the potential range. This reflects an average load factor based on typical advertising content and reflects the technological efficiencies in diode design that have occurred as this form of signage has evolved, as digital billboards produced in recent years require significantly less energy (between 50 to 70 percent less, in some cases) than those produced several years ago.

The LED lighting used in the proposed EMCs would meet Title 24 requirements for energy efficiency. Electricity would be provided by Southern California Edison (SCE), which obtains its energy supplies from power plants and natural gas fields in Southern California, as well as from energy purchased outside its service area and delivered through high voltage transmission lines. SCE is subject to California's Renewables Portfolio Standard, which was established in 2002 under Senate Bill 1078, accelerated in 2006 under Senate Bill 107, and expanded in 2011 under Senate Bill 2. This program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020. According to the CPUC, as of 2017, SCE already provided 32% of its retail electricity from renewable energy resources. As such, the proposed Project's electricity source is expected to be produced and utilized in an efficient manner.

Energy, in the form of fossil fuels, would also be used to fuel vehicles associated with the periodic maintenance of the EMC structures, but these trips would be infrequent and would not generate daily trips. Overall, the proposed Project would have less than significant impacts to waste or unnecessary consumption of energy resources, during project construction.

b) The California Public Utilities Commission prepared an updated Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases (GHG). Assembly Bill 1109, which was adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards structured to reduce average statewide electrical energy consumption by no less than 50 percent from the 2007 levels for indoor residential lighting

and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. As indicated in the previous subsection, the project will have less than significant impact to potential wasteful, inefficient, or unnecessary consumption of energy during installation and operation. Therefore, the proposed Project will not conflict with or obstruct the state's goal of promoting energy and lighting efficiency would have less than significant impacts.

7. **GEOLOGY AND SOILS**. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
(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?				X
(b) Result in substantial soil erosion or the loss of topsoil?			X	
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
(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 waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

a)

i, ii. **Less Than Significant Impact**

The majority of the potential EMC sites for the Project site are not located within the boundaries of an Earthquake Fault Zone as defined by the State of California Alquist-Priolo Earthquake Fault Zoning Act, with the exception of the southeast corner of Oak Glen Road and Interstate 10, which is within the RC Land Use District. Further, Southern California is a seismically active area and Earthquake Fault Zones are found within the City of Yucaipa and within adjacent communities. As such, seismic shaking may occur, and seismic ground shaking and ground rupture due to movement of faults is a potential hazard in Yucaipa. However, EMC structures are unmanned, and the potential loss, injury or death to individuals is low. However, the Project will be required to comply with the Yucaipa Municipal Code and seismic design parameters of the most current version of the California Building Code (CBC). The California Building Code provides procedures for earthquake-resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height, which is designed to mitigate earthquake hazards.

iii. **No Impact**

Based on the City's Geologic Hazards Map, the potential EMC sited are not located in a zone of liquefaction susceptibility, and therefore the potential for liquefaction near the subject areas are considered minimal. Further, the Project would not construct structures intended for human occupancy.

iv. **No Impact**

Based on the City's Geologic Hazards Map, the potential EMC sited are not located in areas susceptible to landslides, and therefore the potential landslides near the subject areas are considered minimal. Further, the Project would not construct structures intended for human occupancy.

b) **Less Than Significant Impact**

The potential ground lease footprint for an EMC is limited, and the footprint for the proposed Use Permit is approximately 192 square feet. Grading and earthwork activities during construction may have the potential to expose soils to short-term erosion by wind and water but is expected to be minimal due to the small area of disturbance associated with an EMC. However, as a standard condition of approval, development within the City is required to follow the Regional Water Quality Control Board (RWQCB) standards. The City's Engineering Division will review to ensure that potential dust and erosion impacts are minimized though utilization of Best Management Practices (BMPs). A less than significant impact is anticipated with compliance with standard conditions of approval, and no mitigation measures are required.

c-d) **No Impact**

Pursuant to the City's General Plan Exhibit S-1, the majority of the potential EMC sites for the Project site are not located within the City's Geologic Hazard Overlay, with the exception of the southeast corner of Oak Glen Road and Interstate 10 that is within the Alquist-Priolo Earthquake Fault Zone. Supported by the General Plan, the potential for liquefaction or landslide is minimal, and the sites are not on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The Project will be required to comply with the Yucaipa Municipal Code and footing design parameters of the most current version of the California Building Code (CBC).

e) **No Impact**

The proposed Project would permit unmanned EMC structures, and will not require any wastewater connections nor use any septic tanks.

f) **Less than Significant Impact**

Figure PR-6 of the City's General Plan identifies that some of the potential EMC sites are located within a Paleontological Resource Sensitivity Area. Most of the sites are directly adjacent to Interstate 10, and have been previously disturbed as a result of the highway construction, and no discoveries were made during those disturbances. However, there may be a potential for new resources to be discovered. As such, any EMC site within the Paleontological Resource Sensitivity Area would be required to implement the City's Standard Condition of Approval which states:

> "Prior to grading, arrangements acceptable to the County Museum shall be made to have present during grading a qualified vertebrate paleontologist to monitor in the event paleontologic resources are encountered during rough grading. The monitor shall have the authority to temporarily suspend grading operations in the vicinity of such resources until they have been evaluated and appropriate data recovery measures implemented. The results of the monitoring shall be documented in writing and submitted to the County Museum for review prior to issuance of building permits. For more information, contact the County Museum at 909-307-2669."

8. GREENHOUSE GAS EMISSIONS. Would the project:				
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	

a) **Less than Significant Impact**

The SCAQMD has developed a tiered approach for evaluating Greenhouse Gas (GHG) emissions for development projects, and under tier three, establishes 3,000 MTCO2e as a "bright-line" threshold used for GHG-related impacts under CEQA. The proposed EMC has the potential to generate GHGs through the electricity that illuminates the sign structure of the Project. Based on the power output specifications provided for the Use Permit, each EMC would generate approximately 21 MTCO2e, which results in approximately 42 MTCO2e for the entire Project, which is well below the bright-line threshold established by the SCAQMD, and would not result in a significant impact.

b) **Less than Significant Impact**

The City has adopted the 2019 edition of the CBC, including the California Green Building Standards Code. Construction of the proposed EMCs would be subject to the most current version of the California Green Building Standards Code. The City of Yucaipa currently has an adopted Climate Action Plan, which does not contain any policies for or against billboard structures, but the lower energy design of modern LED signage would further support GHG reduction relative to older, business as usual design. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs, and is not expected to have a significant cumulative impact on greenhouse gas emissions.

9. **HAZARDS AND HAZARDOUS MATERIALS.** Would the project?				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely 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
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) 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	

a) **Less than Significant Impact**

Operation of proposed EMCs would not require the routine transport or disposal of hazardous materials, nor would it result in the emissions of hazardous chemicals. Construction of the proposed EMCs could possibly require the use of hazardous materials including petroleum products, lubricants, cleaners, paints, and solvents. If any nonconforming signs are demolished, a solid waste recycling plan will be subject to review and approval by the City, and would assess those sites for the presence of hazardous materials, All of these materials would be used in accordance with all federal, state, and local laws. Therefore, if used as directed, these materials would not pose a hazard to workers, the public, or the environment.

b, d) **No Impact**

The project proposes to construct and operate an EMC, and would not involve routine use, storage, or disposal of hazardous materials during its construction or operation. Further, no demolition of existing structures would be necessary that would expose persons to asbestos or other hazardous materials. Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, which is maintained by the Department of Toxic Substances Control (DTSC). The Cortese list contains hazardous waste and substance sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, and sites with known toxic material identified through the abandoned site assessment program. According to the DTSC EnviroStor Database, the potential EMC sites are not included on the Cortese List compiled pursuant to Government Code Section 65962.5. Therefore, the proposed Project is not likely to release of hazardous materials into the environment, or impact a site with hazardous materials.

c) **No Impact**

The proposed Project would permit two (2) EMCs within the City of Yucaipa within the vicinity of Interstate 10, and would not be located near any school locations. As no schools are located within one-quarter mile from the potential EMC sites, there will be no impacts related to an accidental release of hazardous materials. As noted in threshold a and b, the proposed commercial Project would not involve the handling of hazardous or acutely hazardous materials, substances, or waste.

e) **No Impact**

The potential EMC sites are not within two miles of an airport of any type. The nearest airport is Redlands Municipal Airport (REI), which is located over 4 miles northwest from nearest potential EMC site, which is proposed under the Use Permit. In addition, the Project is not within the Redlands Airport Land Use Compatibility Plan. No impacts would occur with the Project.

f) **No Impact**

The proposed Project consists of EMCs located on parcels within the immediate vicinity of Interstate 10, and would not impact access to users traveling along the public right-of-way. As such, the proposed Project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

g) **Less than Significant Impact**

The proposed Project consists of EMCs located within the immediate vicinity of Interstate 10 and would not be in locations of substantive vegetation that could create a risk of wildfire. The Project would be subject to Fire Department conditions of approval to reduce fire-related risks and would be required to comply with the most recent version of the California Building and Fire Codes, which includes sections on fire-resistant construction material requirements based on building use and occupancy. These requirements are included as part of the Project's Conditions of Approval as a uniformly applicable development policy, and through these standard requirements, impacts from fire-related hazards would be less than significant.

10. **HYDROLOGY AND WATER QUALITY**. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) **Less Than Significant Impact**

Operation of the proposed EMCs would not involve the use of water or generation of wastewater as they are unmanned structures. Short-term surface water quality impacts would potentially occur during construction of the sign due to

construction-related activities for the installation of the EMC structure's foundation. The National Pollutant Discharge Elimination System (NPDES) requires implementation of Best Management Practices (BMPs). BMPs. Standard construction BMP's such as silt fencing, storm drain inlet protection, and proper material and waste storage will ensure surface water quality is not substantially degraded during construction, and would be reviewed by the City's Engineering Division. Due to the lack of significant grading, earth-moving activities, and paving as part of the Project, impact would be less than significant.

b) **No Impact**

The proposed Project would permit two (2) EMCs within the City of Yucaipa, which are unmanned facilities that provide advertising of goods and services to existing travelers along Interstate 10 and would not use potable water. However, it is possible that ornamental, drought-tolerant landscaping be proposed around a potential EMC site, which would use limited quantities of potable water, or recycled water if available. However, potential water usage would be minimal, and is expected to correspond to site improvements for a larger project. No hazardous materials or other materials will be injected into groundwater supplies, and no wells are proposed for the Project which would have the potential to draw from the groundwater table. Further, the Project would not impact any existing groundwater recharge areas, or substantially reduce runoff to which recharge facilities would no longer be able to operate. Impacts would be less than significant.

c) **Less Than Significant Impact**

The potential EMC sites are generally located in urbanized settings adjacent to Interstate 10, and within the vicinity of the offramps that provide access to the City of Yucaipa. Potential sites include commercially developed properties with impervious surfaces, or undeveloped properties designated for future commercial uses as part of the existing land use designations under the General Plan. The Project sites and their surroundings are characterized by parking lots, commercial buildings, the adjacent highway, or undeveloped properties. The potential EMC sites are not located within a 100-year flood plain, and are not located adjacent to any streams or other floodway. Construction and operation of the proposed Project may result in the increase of the net area of impermeable surfaces where the site is currently vacant, but is expected to have a limited overall footprint of less than 200 square feet, as shown by the EMC proposed by the Use Permit. The Project will be conditioned to ensure the amount of runoff generated through the property will not be adversely affected by the construction and operation of the site through the implementation of BMPs, which will be reviewed by the City's Engineering Division prior to issuance of a building permit.

d) **No Impact**

Based on review of the 2016 General Plan and recent aerial photo maps, the proposed Project is not subject to the potential effects of a seiche, tsunami, or mudflows caused by such due to lack of upstream water bodies. The City of Yucaipa is located along Interstate 10 and is over 55 miles east of the Pacific Ocean. As such, the City is not under threat of a tsunami, otherwise known as a seismic sea wave. Similarly, the potential for a seiche to occur is remote, given the limited number of large water bodies within Yucaipa and its sphere of influence. Therefore, no impact is expected.

e) **Less Than Significant Impact**

On May 22, 2017, the City Council, adopted Resolution 2017-18, approving a Memorandum of Agreement (MOA) to form the Yucaipa Sub-Basin Groundwater Sustainability Agency (YGSA) with the Cities of Calimesa and Redlands; the South Mesa Water Company; the South Mountain Water Company; the Western Heights Water Company; the Yucaipa Valley Water District; the San Bernardino Valley Municipal Water District; and the San Gorgonio Pass Water Agency. The MOA was formally adopted by all agencies party to the Agreement, and was submitted to the State Department of Water Resources by the San Bernardino Valley Municipal Water District.

The Sustainable Groundwater Management Act (SGMA) provides the YSGA broad powers in the implementation of the YGSP and collaborative management of the Yucaipa Groundwater Sub-Basin. This includes the adoption of rules, regulations, ordinances and resolutions as may be necessary to manage and protect the basin. One of the many goals of

the YSGA is the development of groundwater recharge projects. The City, in cooperation with the San Bernardino County Flood Control District, San Bernardino Valley Municipal Water District, and other partners and stakeholders have developed and constructed projects that capture and recharge storm flows for replenishment of the Yucaipa Basin. Future projects will also be developed to allow for active groundwater recharge opportunities. The proposed Project would not conflict with or obstruct implementation of the efforts of the YGSA.

The City is a municipal separate storm sewer system (MS4) stormwater permittee and participates with 20 other municipal agencies in the San Bernardino Valley region to establish Best Management Practices (BMPs) for residents, businesses, students, and governments in preventing and reducing stormwater pollution. Keeping pollutants out of stormwater is an integral component of a sustainable groundwater management program. Under the MS4 permit, the City requires new development to design and implement WQMPs that meet the San Bernardino County Technical Guideline threshold. For each EMC site, applicants will be required to show implementation of the various structural and non-structural BMPs where applicable, and would therefore not conflict with or obstruct implementation of a water quality control plan.

11. **LAND USE AND PLANNING**. Would the project:				
a) Physically divide an established community?				X
b) Conflict with an 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	

a) **No Impact**

Dividing an established community typically involves creating a physical barrier that changes the connectivity between areas of the community. The potential EMC sites would be located on individual parcels within the vicinity of Interstate 10, and would not create a physical barrier between neighborhoods within the City.

b) **Less Than Significant Impact**

The proposed Project consists of the General Plan and Development Code Amendment to permit EMCs within the City of Yucaipa, and includes Use Permits for an EMC consistent with the proposed Amendments. The current General Plan and Development Code prohibits billboard structures and is intended to address aesthetic-related concerns from older static billboard structure designs. To address these aesthetic-related impacts, the Development Code language requires all new EMCs to feature decorative design elements along the structure, and including illumination requirements that exceeds state law. As such, all policies or plans that exist for avoiding or mitigating an environmental effect have been taken into consideration and have been included into the Project.

12. **MINERAL RESOURCES.** Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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

a-b) **No Impact**

The City General Plan indicates the entire City is within an MRZ-3 (Mineral Resource Zone 3) classification, in which the significance of mineral deposit cannot be evaluated. No mining activities currently occur in the area, and no significant mineral resources are known to exist within the City of Yucaipa. Due to the size of the EMC sites, it is unlikely to be considered a viable site for mineral extraction.

13. **NOISE.** Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local			X	

general plan or noise ordinance, or applicable standards of other agencies?				
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or 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

a) **Less Than Significant Impact**

The potential EMC sites are adjacent to Interstate 10 and commercial land uses/districts. Section 87.0905(e) of the Municipal Code allows for "Temporary construction, repair, or demolition activities between 7am and 7pm, except Sundays and Federal holidays." While construction activities will periodically raise noise levels above their current levels, the level of noise increase is not expected to be substantial and will only occur during the limited time associated with these activities. Further, the adjacent Interstate would provide for a higher volume of background noise. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels at the actual Project site under existing conditions, the noise impacts would no longer occur once Project construction is completed. The proposed LED EMC is not designed to emit any sound, and its operation of would not contribute to the noise environment of the Project area.

b) **Less Than Significant Impact**

Groundborne vibration generated by construction is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. For most projects, grading activities have the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. Vibration related impacts may occur during the construction of the Project if heavy equipment was to be used for construction activities that traverse within the Project sites. The development of EMC structures would not include extensive demolition, site clearing, grading, or other earth-moving activities, however, limited construction activities would occur to install the foundation and footing for the proposed EMC structures, and would be located within areas directly adjacent to Interstate 10 and adjoining commercial uses. Therefore, the proposed Project is not expected to result in significant vibration impacts. Activities associated with construction and operation of the proposed EMCs would not result in any vibration-related impacts to adjacent properties.

c) **No Impact**

The Project site is not within two miles of an airport of any type. The nearest airport is Redlands Municipal Airport (REI), which is located approximately 4 miles northwest from nearest potential EMC site, which is proposed under the Use Permit. In addition, the Project is not within the Redlands Airport Land Use Compatibility Plan. No impacts would occur with development of the Project.

14. **POPULATION AND HOUSING.** Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing or housing, necessitating the construction of replacement housing elsewhere?			X	

a-b) **No Impact**

The proposed Project consists of the development of EMCs within the City of Yucaipa, including the EMC proposed at the corner of Yucaipa Boulevard and Outer Highway 10 as part of the Use Permit. The development of the Project would not involve any residential development or the demolition of any residential structures.

15. **PUBLIC SERVICES**. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

a) **No Impact**

The California Department of Forestry (CAL FIRE) currently services the City of Yucaipa. The potential EMCs as part of the Amendments would be within the vicinity of Interstate 10 and would be accessible by the offramps to the City, as well as adjacent roadways (such as Outer Highway 10 or Calimesa Boulevard) that are improved streets. Further, the EMC structures are required to adhere to the 2019 (or current at time of permit issuance) California Building Code (CBC) requirements. The Project does not require unique or altered fire protection services to provide service to the site. The proposed Project would not create an impact on fire protection services and would not affect fire department service ratios or response times, nor would it require the construction of any new fire facilities.

b) **No Impact**

The San Bernardino County Sheriff's Department currently serves the City of Yucaipa. EMCs are unmanned facilities and will not result in a demand for increased police facilities. However, the proposed Project may have an ancillary benefit to police services by providing an opportunity to broadcast emergency information, such as an amber alert, to those travelling along Interstate 10.

c) **No Impact**

The Yucaipa-Calimesa School District would serve future development in the area. The Project would not result in any residential growth to the area and would therefore not result in additional students that would increase demand to the District. No impacts would therefore occur.

d) **No Impact**

The proposed Project is to establish EMCs within the City and would not establish any additional residential uses that would result in a direct or indirect increase in demand on area parks. No impacts would occur, and no mitigation is required.

e) **Less Than Significant Impact**

Public facilities, such as libraries, typically serve a residential population. The Project would not establish any additional residential uses, and thus would not create an increase in the demand for other public facilities. Therefore, impacts to libraries and other public facilities would be less than significant.

16. **RECREATION.**				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial 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

a-b) **No Impact**

See response to 14d. The Project consists of the development EMCs within City of Yucaipa and would not add any additional residences that would increase the demand for area parks. No impacts would occur.

17. **TRANSPORTATION/TRAFFIC.** Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				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 or 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 to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

a-b) **No Impact**

The Project proposes to construct EMCs along the Interstate 10 corridor in Yucaipa and would be oriented to be visible to vehicles traveling along the highway. The long-term operation of the proposed EMCs permitted with the Amendments would include vehicle trips for irregular maintenance activities, occurring only as needed, and is expected to occur less than once per month. The Project does not include any trip-generating uses and, therefore, would not increase traffic congestion on the surrounding roadways or freeways or affect level of service standards at nearby intersections. Construction-related traffic, including truck and construction worker trips, would not substantially affect traffic conditions during the short duration of project construction of the new EMCs. As such, development of the Project would not impact applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system nor impact any an applicable congestion management program.

c) **No Impact**

The nearest airport to the City of Yucaipa is Redlands Municipal Airport (REI), which is located over 4 miles northwest from nearest potential EMC site, which is the site proposed under the Use Permit. In addition, the Project is not within the Redlands Airport Land Use Compatibility Plan. The development of EMCs within Yucaipa would not impact air traffic patterns.

d) **Less Than Significant Impact**

The proposed Amendments were developed to comply with the Caltrans Outdoor Advertising Act and Section 21466.5 of the California Vehicle Code. The state's regulations focus on hazards associated with light and glare from illuminated signs, which have the potential to distract drivers. Because the potential EMCs, including the proposed Use Permit, would be designed in compliance with these regulations, the Project would not substantially increase traffic hazards along Interstate 10.

e) **No Impact**

The development of the EMCs would not impact access to users traveling along the public right-of-way, and potential

EMC sites are accessible via a variety of roadways, which connect to other areas of the City. As such, the proposed Project will not result in inadequate emergency access.

f) **No Impact**

The operational phase of the Project would not generate any notable trips and would not impair transit, bicycle, or pedestrian facilities. Construction activities would not require road closures or detours that would adversely affect transit services or pedestrian facilities. The Project would also not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

18. **TRIBAL RESOURCES.** Would the project:				
a) Cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

i) **No Impact**

The City of Yucaipa does not have a local register of historical resources. The proposed EMC sites are located on vacant properties or existing commercial sites adjacent to Interstate 10. The City does not have any identified sites that are considered eligible for listing in the National Register of Historic Places or the California Register of Historical Resources adjacent to Interstate 10 that would be permitted to have an EMC pursuant to the proposed Amendments, and therefore, no impacts to historic resources, including any known tribal resources, would occur as part of development of the Project.

ii) **Less Than Significant with Mitigation**

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to representatives of the Native American contacts provided by the NAHC on February 14, 2020, and to its AB 52 contacts on February 4, 2020, formally inviting tribes to consult with the City on the Project. The intent of the consultations is to provide an opportunity for interested Native American contacts to work together with the City during the project planning process to identify and protect tribal cultural resources. A response letter was received from the San Manuel Band of Mission Indians and the Agua Caliente Band of Cahuilla Indians requesting consultation on March 9, 2020 and March 26, 2020, respectively. A letter was also received from the Morongo Band of Mission Indians noting that they did not wish to consult on the Project.

Archaeological research in the area indicates the Project area appears to have been inhabited by the Mountain Serrano, but is also within the boundaries of traditional Cahuilla territory, which lies within the geographic center of Southern California and the Cocopa-Maricopa Trail, a major prehistoric trade route that linked the Colorado Desert with the Pacific Coast. Further, the name “Yucaipa” is a form of the Serrano word, “Yucaipat.” Given the territory’s close proximity to the Cocopa-Maricopa Trail, interactions with surrounding tribes were extensive. Due to this history, areas within the City may have sensitivity to cultural and tribal resources Through consultation, it was noted that it was there was no concerns with the proposed Project due to the nature and locations of the EMCs. However, land disturbing

activities may have the potential to uncover such remnants from this history and result in an inadvertent discovery, and mitigation measures were recommended by the tribe to address the procedures necessary should any inadvertent discoveries occur. Based upon the consultation process, Mitigation Measures CR-1, CR-2, CR-3, TRI-1n and TRI-2 were developed in coordination with the San Manuel Band of Mission Indians.

Mitigation Measures:

CR-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CR-2: If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CR-3: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project

TRI-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TRI-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

19. **UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

a-e) **No Impact**

Unlike a typical development project (e.g., residential, commercial, or industrial development) that would result in water

usage and wastewater generation, the proposed EMCs would not generate demand for water or wastewater services, nor would it require the construction of new facilities. However, it is possible that ornamental, drought-tolerant landscaping be proposed around a potential EMC site, which would use limited quantities of potable water, or recycled water if available. However, potential water usage would be minimal, and likely correspond to site improvements for a larger project, and the Project itself require any expansion of water utilities. The structure would be unmanned and would not generate solid waste during operation. Temporary construction waste, including any waste associated with the demolition of an existing billboard, would be hauled offsite in accordance with all Federal, State, and local regulations. Construction waste is also expected to be minimal due to the prefabricated design of the EMC structure and messaging LED board.

20. **WILDFIRE.** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a-d) **No Impact**

The proposed Project consists of EMCs located within the immediate vicinity of Interstate 10 and would not be in locations of substantive vegetation that could create a risk of wildfire. The development of the EMCs would also not impact access to users traveling along the public right-of-way. As such, the proposed Project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. There are no other factors onsite that would exacerbate wildfire risks, or slopes that would pose significant risks, such as post-fire slope instability, or downstream flooding or landslides.

21. **MANDATORY FINDINGS OF SIGNIFICANCE.**				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the 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) **Less Than Significant Impact with Mitigation**

The proposed Project will not result in significant impacts that have the potential to degrade the quality of the environment. The Project site does not feature any critical natural habitat and would cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. In addition, no significant cultural resources have been previously identified onsite, and the Project would therefore not eliminate important examples of the major periods of California history or prehistory. However, there is also a potential for the discovery of cultural resources during site grading activities, and mitigation measures have been included as a cautionary measure to address any impacts if an inadvertent discovery is made.

b) **Less Than Significant Impact with Mitigation**

The proposed Project would permit two (2) EMCs within the City of Yucaipa, which are unmanned facilities that provide for the advertising of goods and services to existing travelers along interstate 10. The evaluation of proposed Project utilized a variety of topical sections, including agriculture, biology, cultural, air quality, geology/soils, greenhouse gases, hydrology, land use, noise, land use, mineral resources, population and housing, recreation, traffic, utilities, and services. The analysis of the Project did not identify potential significant or cumulative impacts that could not be mitigated to a level that is less than significant.

c) **Less Than Significant Impact with Mitigation**

The proposed Amendments would comply with the requirements of the Caltrans Outdoor Advertising Act, and Section 21466.5 of the California Vehicle Code, which set forth design standards for billboards with the primary purpose of minimizing traffic safety hazards. With compliance to these regulations, any future EMC, including the proposed Use Permit, would not create a new source of substantial light or glare and would not create traffic hazards for vehicle drivers along Interstate 10 The topical issues discussed within this document did not identify the potential for adverse effects due, in part, to the incorporation of mitigation measures that would reduce the potential impact to less than significant.

SUPPORTING INFORMATION SOURCES:

1. City of Yucaipa General Plan, 2016
2. City of Yucaipa General Plan EIR, 2016
3. City of Yucaipa Development Code (as amended)
4. Caltrans Web Site for Scenic Highways, www.dot.ca.gov.
5. California State Department of Conservation for farmland mapping, www.consrv.ca.gov.
6. California Department of Toxic Substances Control, www.dtsc.ca.gov.
7. State Water Resources Control Board.
8. Cal Fire Mapping, www.fire.ca.gov.
9. Yucaipa, CA U.S.G.S. Map

Appendix List:

Appendix A – Visual Impact and Energy Memo from Elevated Entitlements
Appendix B – CalEEMod Output
Appendix C – GHG Summary

Appendix A – Visual Impact and Energy Memo from Elevated Entitlements

Elevated Entitlements
4493 Rayburn Street, Westlake Village, California 91362

February 27, 2020

Attention: Benjamin Matlock
City of Yucaipa
34272 Yucaipa Blvd.
Yucaipa, CA 92399
(909) 797-2489, ext. 261

Reference: Proposed General Outdoor Billboard at the Corner of I-10 Freeway and Yucaipa Blvd.

Dear Mr. Matlock,

This letter is in response to your request for additional information regarding the evaluation of potential environmental impacts of the proposed General Outdoor Advertising Billboard at the corner of the I-10 Freeway and Yucaipa Boulevard. The project site is located on APN: 030013119 and is approximately 0.36 acres. The zoning of the proposed site is Service Commercial (CS).

We understand that the proposed project's Energy and Aesthetics as related to the California Environmental Quality Act (CEQA) Checklist are environmental issue areas of most concern with the City of Yucaipa. Therefore, we have provided below an assessment of the potential impacts the proposed project may have on Energy and Aesthetics as related to the CEQA Checklist. Included, is a conceptual illustration of the proposed billboard in relation to surrounding uses and the estimated distances between potential sensitive receptors.

We appreciate your review of the proposed project. If you have any additional questions or comments, please feel free to give us a call.

Thank you,

Kevin Kohan, MPA
Principal Planner
Elevated Entitlements
Kevin@elvted.com
(818) 451-3298

CC: Tim Lynch, General Outdoor Advertising

AESTHETICS

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

a) Have a substantial adverse effect on a scenic vista?

No Impact. For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. There are no designated scenic vistas located in proximity to the proposed project site that could be affected by the proposed project. Therefore, no impacts would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The proposed project is not located within a state scenic highway nor are any designated state scenic highways within the vicinity of the proposed project site. A conceptual rendering of the proposed billboard is shown below as Figure 1, which illustrates the conceptual billboard along the I-10 Freeway. The proposed project would have no impact to scenic resources including trees, rock outcroppings, nor historic buildings. Overall, the proposed project would have no impact to a state scenic highway.

Reference: Proposed General Outdoor Billboard at the Corner of I-10 Freeway and Yucaipa Blvd.



Figure 1: *Conceptual rendering of estimated distances between proposed billboard and surrounding uses.*

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed project would have less than significant impacts to the existing visual character or quality of the surrounding community. The proposed project site is approximately 200 feet from the I-10 Freeway and situated approximately 85 feet above the freeway travel lanes. As shown in Figure 1 above, the project site is located at the corner of Yucaipa Boulevard and the Outer Highway 10 South. The project site is zoned Service Commercial and falls within an urbanized area of the City of Yucaipa. Surrounding uses include: a commercial use ("Subway") to the west, commercial and automotive uses ("State Farm Insurance" and "Alan Grubel Automotive") to the east, the I-10 Freeway to the north, and hillside

residences to the south, which are outside the City of Yucaipa's jurisdiction. The hillside residences which are within the City of Redlands may be visually impacted by the approximately 71-foot proposed billboard. However, the proposed project will not degrade the existing visual character of the site nor its surroundings given there are three existing billboards along the I-10 corridor including an approximately 50-foot-tall "Subway" billboard, approximately 50 foot tall "Lloyd Copelan Garage Door" billboard, and approximately 70-foot tall "Burgeson's Air Conditioning" billboard. Figure 2 below illustrates the three existing billboards near the proposed project site and along the I-10 Freeway corridor. In addition, Figure 3 below illustrates the conceptual viewpoint of a single-family residence within the City of Redlands looking over the I-10 Freeway and the proposed project site. As illustrated, the hillside single-family residences may have a vantage point over the proposed project site. However, given there is currently three existing billboards within their viewshed, the existing visual character will not be substantially degraded.

In addition, the proposed project is not within close proximity to any sensitive receptors such as schools, churches, nor daycare centers. The proposed project is compatible with the existing billboards along the I-10 Freeway corridor and supports a high-quality design feature that provides local advertising for the community. The proposed project will enhance a vacant lot that has unfortunately become a disjointed freeway land use and will instead encourage commerce for local businesses through innovative signage and city branding opportunities. Therefore, the proposed project would have less than significant impacts on the existing visual character and quality of the surrounding community.



Figure 2: *Conceptual rendering of proposed project nearby existing billboards along the I-10 Freeway.*

Reference: Proposed General Outdoor Billboard at the Corner of I-10 Freeway and Yucaipa Blvd.



Figure 3: *Conceptual rendering of City of Redlands Single-Family Residence on Knoll Drive with a viewpoint of the proposed project and existing billboards along the I-10 Freeway.*

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

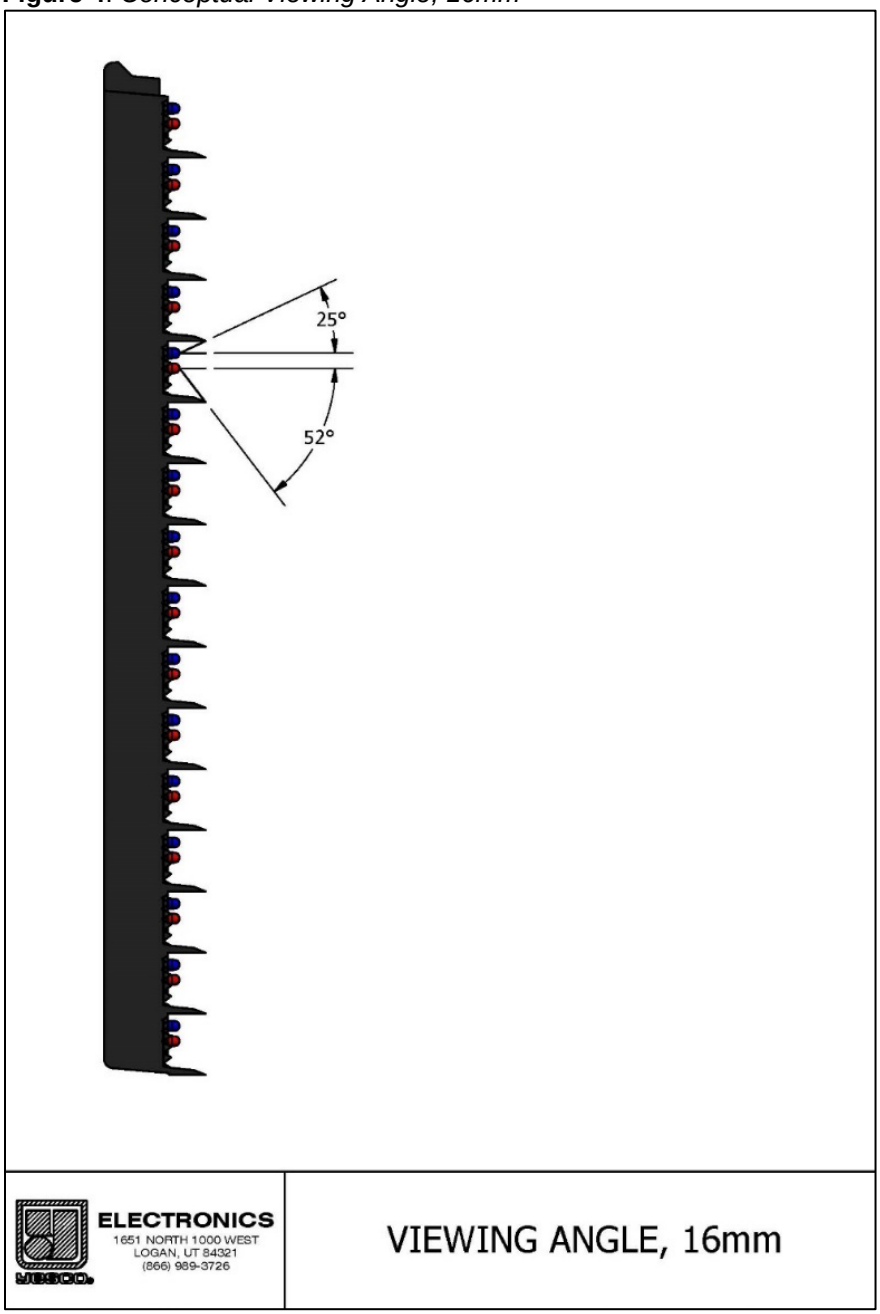
Less Than Significant Impact with Mitigation Incorporated. The proposed project would have a less than significant impact on the light environment visible from surrounding properties. The proposed project would deploy Light Emitting Diodes (LED) displays that include the necessary light sensors and secondary software-based safeguards for automatic brightness adjustments. These light sensors are set to comply with the Outdoor Advertising Association of America (OAAA) Brightness Standards during initial project implementation and operation. LED Out-of-Home (OOH) digital displays are programmed for automatic adjustment to the ambient light under the Outdoor Advertising Association of America's recommended Brightness Standards in order to comply with State and Federal guidelines (O*AAA Brightness Guidelines, April 2019).* This brightness adjustment is triggered by changing ambient lighting conditions that can include cloud cover in addition to sunrise and sunset. As a backup, the internal controller on the display is programmed with sunrise and sunset times based on the latitude of the installation location. As a fail-safe, the controller checks the brightness setting that is called for by the light sensors at sundown, if the sensors have not already adjusted the display to its lower nighttime brightness setting, the controller overrides the sensor input and forces the display into night mode until sunrise (O*AAA Brightness Guidelines, April 2019)*. These stringent State and Federal standards would not allow the proposed project allowance to create substantial light or glare that would adversely affect day or nighttime views in the area. Billboards which are

programed to have excessive brightness or glare concurrently reduce the effectiveness of the signage as a result of it being more difficult to read. The City of Yucaipa shall require the proposed project to be equipped with photocells to measure the ambient light and an automatic brightness adjustment system to be programmed to ensure that the display would not contribute more than 0.3-foot candles to the ambient light at any time (*Display Dimming Control, August 2019)*. In the brightest sun, the billboard would be at its brightest to provide the necessary contrast to let the billboard be legible. However, at night, the billboard would be much dimmer to adjust to the surrounding light conditions. The proposed billboard would use the minimum amount of light necessary to provide legibility while being sensitive to sensitive receptors. These practices meet State and Federal criteria and the lighting industry's standards as outlined by the OAAA. LEDs are inherently highly directional in their emission of light. For OOH LED displays, a 90-degree diode is the industry standard (*Display Dimming Control, August 2019)*. The proposed project shall include Cree C4SMA LEDs that meet the OAAA standards. The 90-degree designation is an indication that the diode's light emission diminishes to 50% of brightness at 45 degrees from horizontal center, and zero light emission at 90 degrees, thereby controlling all side-lighting (Please see Figure 4) *(CREE Screen Master, January 2019)*. OOH LED displays are manufactured with molded louvers above each diode to control all up lighting, nearly eliminating "sky glow" contribution *(CREE Screen Master, January 2019)*. The LEDs in the proposed LED billboard are themselves intended to be seen from a distance and not intended to illuminate something external. Therefore, the effects of this kind of lighting on light pollution are less than significant. Overall, the brightness of the proposed billboard above ambient light is less than significant given the proposed LED technology and compliance with the OAAA standards. Therefore, the proposed project would create a less than significant new source of substantial light and glare, which would not adversely affect day or nighttime views in the area.

MM-1: *The proposed project shall have a control system within the billboard to ensure that the display would not contribute more than 0.3-foot candles to the ambient light at any time. In addition, the proposed project shall include Cree C4SMA LEDs that meet the OAAA standards.*

Reference: Proposed General Outdoor Billboard at the Corner of I-10 Freeway and Yucaipa Blvd.

Figure 4: *Conceptual Viewing Angle, 16mm*



ENERGY

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?	☐	☐	☒	☐
b) Conflict with or obstruct a state of local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?*

Less Than Significant Impact. The proposed project would be subject to all applicable Federal, State, and local building regulations, including the California Building Code (CBC) as approved by the City of Yucaipa Building and Safety Division. Energy usage for construction stems from materials, waste and transportation. Construction of the proposed digital LED billboard would not generate any unnecessary waste. All waste materials associated with the proposed project would be recycled or deposited in landfills in compliance with Federal, State and local laws.

Construction of the proposed billboard would require the use of non-renewable construction material, such as concrete, metals, and plastics. Non-renewable resources and energy would also be consumed during the manufacturing and transportation, and construction of the billboard. The scope of construction activities, however, is minimal with site preparation activities occurring in a 1-week period and construction activities lasting 2 to 4 weeks. Large amounts of energy would not be expended, and all construction vehicles would comply with federal and state standards for on- and off-road vehicles (e.g., emission standards set by the California Air Resources Board), meaning wasteful usage of energy would not occur. Construction-related impacts would therefore be less than significant.

Digital billboards are comprised of LEDs, power supplies, ventilation systems, lighting controls, and a computer, with LEDs being the largest portion of the energy consumption, particularly during peak demand times when ambient lighting from sunlight is the brightest. The annual energy use of a digital billboard can range from 50 to 320 MWh *(The Power Leader, August 2019)*. This energy use range is a result of the variation that results from the energy required to display different advertising images. For example, an image with a black background consumes considerably less energy than an image with a white background. Energy

consumption for the proposed project is estimated at approximately 66 MWh per year and consistent with the lower end of that range. This reflects an average load factor based on typical advertising content and reflects recent efficiency improvements in diode design. Digital billboards produced in recent years require significantly less energy (between 50 to 70 percent less, in some cases) than those produced several years ago *(The Power Leader, August 2019)*. In addition, energy savings can come from the use of high-quality LEDs and tighter brightness control settings, resulting in up to 85% reduction in power usage *(The Power Leader, August 2019)*. The proposed project shall include Cree C4SMA LEDs, which incorporate the latest efficiency developments. The LED lighting used in the proposed billboard would meet Title 24 requirements for energy efficiency. Electricity would be provided by Southern California Edison (SCE), which obtains its energy supplies from power plants and natural gas fields in Southern California, as well as from energy purchased outside its service area and delivered through high voltage transmission lines. Power is generated from various sources, including fossil fuel, hydroelectric, wind, and geothermal plants; and is fed into the electrical grid system serving Southern California. SCE is subject to California's Renewables Portfolio Standard, which was established in 2002 under Senate Bill 1078, accelerated in 2006 under Senate Bill 107, and expanded in 2011 under Senate Bill 2. This program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020. According to the CPUC, as of 2017, SCE already provided 32% of its retail electricity from renewable energy resources *(California Public Utilities Commission, 2019).* As such, the proposed project's electricity source is expected to be produced and utilized in an efficient manner.

Energy, in the form of fossil fuels, would also be used to fuel vehicles traveling to and from the site to repair or maintain the signs. However, vehicle maintenance trips would be irregular (less than one per month), and the operation of the sign would not generate daily trips. Overall, the proposed project would have less than significant impacts to waste or unnecessary consumption of energy resources, during project construction.

b) Conflict with or obstruct a state of local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The California Public Utilities Commission prepared an updated Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases (GHG). Assembly Bill 1109, which was adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards structured to reduce average statewide electrical energy consumption by no less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018 *(California Public Utilities Commission, 2019)*. As indicated in the previous subsection, the project will have less than significant impact to potential wasteful, inefficient, or unnecessary consumption of energy during installation and operation. Therefore, the proposed project will not conflict with or obstruct the state's goal of promoting energy and lighting efficiency would have less than significant impacts.

REFERENCES

- California Public Utilities Commission, *Renewable Energy,* 2019

- CREE Screen Master 4-mm Oval LED C4SMA-RGF/GGF/BGF, January 2019.

- Outdoor Advertising Association of America, *OAAA Recommended Brightness Guidelines,* April 2019.

- Prismview, A Samsung Electronics Company, *The Power Leader*, August 2019.

- Prismview, A Samsung Electronics Company, *Display Dimming Control,* August 2019.

Appendix B – CalEEMod Output

EMC Billboard Project

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	2.00	User Defined Unit	0.00	500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lease area for 2 signs approx. 500 square feet (150-250 square foot lease area per sign)

Construction Phase - Estimated 1 week for site work for each sign based on scope of work proposed

Grading - 500 sqaure feet of lease area modified for sign

Vehicle Trips - Default value used... no workers on site except for routine maintanence

Energy Use -

Water And Wastewater - No water usage for sign

Solid Waste - No waste generated by project operation

Off-road Equipment - No demolition for sign construction

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	PhaseEndDate	6/30/2020	7/2/2020
tblConstructionPhase	PhaseEndDate	6/30/2020	7/6/2020
tblConstructionPhase	PhaseEndDate	6/30/2020	7/6/2020
tblGrading	AcresOfGrading	2.00	0.01
tblLandUse	LandUseSquareFeet	0.00	500.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	5.7000e-003	0.0363	0.0252	5.0000e-005	1.2000e-004	1.8300e-003	1.9400e-003	3.0000e-005	1.6900e-003	1.7200e-003	0.0000	4.0672	4.0672	1.2200e-003	0.0000	4.0978
Maximum	**5.7000e-003**	**0.0363**	**0.0252**	**5.0000e-005**	**1.2000e-004**	**1.8300e-003**	**1.9400e-003**	**3.0000e-005**	**1.6900e-003**	**1.7200e-003**	**0.0000**	**4.0672**	**4.0672**	**1.2200e-003**	**0.0000**	**4.0978**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	5.7000e-003	0.0363	0.0252	5.0000e-005	1.2000e-004	1.8300e-003	1.9400e-003	3.0000e-005	1.6900e-003	1.7200e-003	0.0000	4.0672	4.0672	1.2200e-003	0.0000	4.0978
Maximum	**5.7000e-003**	**0.0363**	**0.0252**	**5.0000e-005**	**1.2000e-004**	**1.8300e-003**	**1.9400e-003**	**3.0000e-005**	**1.6900e-003**	**1.7200e-003**	**0.0000**	**4.0672**	**4.0672**	**1.2200e-003**	**0.0000**	**4.0978**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2020	9-30-2020	0.0435	0.0435
		Highest	0.0435	0.0435

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0400e-003**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**5.0000e-005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0400e-003**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**5.0000e-005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

EMC Billboard Project - South Coast Air Basin, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2020	6/30/2020	5	0	
2	Site Preparation	Site Preparation	7/1/2020	7/6/2020	5	4	
3	Grading	Grading	7/1/2020	6/30/2020	5	0	
4	Building Construction	Building Construction	7/1/2020	7/6/2020	5	4	
5	Paving	Paving	7/1/2020	6/30/2020	5	0	
6	Architectural Coating	Architectural Coating	7/1/2020	7/2/2020	5	2	

Acres of Grading (Site Preparation Phase): 0.01

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 750; Non-Residential Outdoor: 250; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3700e-003	0.0169	8.1900e-003	2.0000e-005		6.7000e-004	6.7000e-004		6.2000e-004	6.2000e-004	0.0000	1.7118	1.7118	5.5000e-004	0.0000	1.7257
Total	**1.3700e-003**	**0.0169**	**8.1900e-003**	**2.0000e-005**	**1.0000e-005**	**6.7000e-004**	**6.8000e-004**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**1.7118**	**1.7118**	**5.5000e-004**	**0.0000**	**1.7257**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0989	0.0989	0.0000	0.0000	0.0989
Total	**4.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0989**	**0.0989**	**0.0000**	**0.0000**	**0.0989**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3700e-003	0.0169	8.1900e-003	2.0000e-005		6.7000e-004	6.7000e-004		6.2000e-004	6.2000e-004	0.0000	1.7118	1.7118	5.5000e-004	0.0000	1.7257
Total	**1.3700e-003**	**0.0169**	**8.1900e-003**	**2.0000e-005**	**1.0000e-005**	**6.7000e-004**	**6.8000e-004**	**0.0000**	**6.2000e-004**	**6.2000e-004**	**0.0000**	**1.7118**	**1.7118**	**5.5000e-004**	**0.0000**	**1.7257**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0989	0.0989	0.0000	0.0000	0.0989
Total	**4.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0989**	**0.0989**	**0.0000**	**0.0000**	**0.0989**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.7200e-003	0.0177	0.0148	2.0000e-005		1.0400e-003	1.0400e-003		9.6000e-004	9.6000e-004	0.0000	2.0012	2.0012	6.5000e-004	0.0000	2.0174
Total	**1.7200e-003**	**0.0177**	**0.0148**	**2.0000e-005**		**1.0400e-003**	**1.0400e-003**		**9.6000e-004**	**9.6000e-004**	**0.0000**	**2.0012**	**2.0012**	**6.5000e-004**	**0.0000**	**2.0174**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.7200e-003	0.0177	0.0148	2.0000e-005		1.0400e-003	1.0400e-003		9.6000e-004	9.6000e-004	0.0000	2.0012	2.0012	6.5000e-004	0.0000	2.0174
Total	**1.7200e-003**	**0.0177**	**0.0148**	**2.0000e-005**		**1.0400e-003**	**1.0400e-003**		**9.6000e-004**	**9.6000e-004**	**0.0000**	**2.0012**	**2.0012**	**6.5000e-004**	**0.0000**	**2.0174**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4000e-004	1.6800e-003	1.8300e-003	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	**2.5600e-003**	**1.6800e-003**	**1.8300e-003**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.2553**	**0.2553**	**2.0000e-005**	**0.0000**	**0.2558**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4000e-004	1.6800e-003	1.8300e-003	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	**2.5600e-003**	**1.6800e-003**	**1.8300e-003**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.2553**	**0.2553**	**2.0000e-005**	**0.0000**	**0.2558**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
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	Primary	Diverted	Pass-by
User Defined Commercial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Commercial	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.0400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Unmitigated	2.0400e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Total	**2.0400e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**5.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Total	**2.0400e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**5.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMC Billboard Project

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	2.00	User Defined Unit	0.00	500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lease area for 2 signs approx. 500 square feet (150-250 square foot lease area per sign)

Construction Phase - Estimated 1 week for site work for each sign based on scope of work proposed

Grading - 500 sqaure feet of lease area modified for sign

Vehicle Trips - Default value used... no workers on site except for routine maintanence

Energy Use -

Water And Wastewater - No water usage for sign

Solid Waste - No waste generated by project operation

Off-road Equipment - No demolition for sign construction

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	PhaseEndDate	6/30/2020	7/2/2020
tblConstructionPhase	PhaseEndDate	6/30/2020	7/6/2020
tblConstructionPhase	PhaseEndDate	6/30/2020	7/6/2020
tblGrading	AcresOfGrading	2.00	0.01
tblLandUse	LandUseSquareFeet	0.00	500.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1292	18.9820	13.5168	0.0247	0.0585	0.9691	1.0276	0.0151	0.9004	0.9155	0.0000	2,385.1051	2,385.1051	0.6853	0.0000	2,402.2378
Maximum	**4.1292**	**18.9820**	**13.5168**	**0.0247**	**0.0585**	**0.9691**	**1.0276**	**0.0151**	**0.9004**	**0.9155**	**0.0000**	**2,385.1051**	**2,385.1051**	**0.6853**	**0.0000**	**2,402.2378**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1292	18.9820	13.5168	0.0247	0.0585	0.9691	1.0276	0.0151	0.9004	0.9155	0.0000	2,385.1051	2,385.1051	0.6853	0.0000	2,402.2378
Maximum	**4.1292**	**18.9820**	**13.5168**	**0.0247**	**0.0585**	**0.9691**	**1.0276**	**0.0151**	**0.9004**	**0.9155**	**0.0000**	**2,385.1051**	**2,385.1051**	**0.6853**	**0.0000**	**2,402.2378**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.0000**	**4.7000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.0000**	**4.7000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2020	6/30/2020	5	0	
2	Site Preparation	Site Preparation	7/1/2020	7/6/2020	5	4	
3	Grading	Grading	7/1/2020	6/30/2020	5	0	
4	Building Construction	Building Construction	7/1/2020	7/6/2020	5	4	
5	Paving	Paving	7/1/2020	6/30/2020	5	0	
6	Architectural Coating	Architectural Coating	7/1/2020	7/2/2020	5	2	

Acres of Grading (Site Preparation Phase): 0.01

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 750; Non-Residential Outdoor: 250; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

EMC Billboard Project - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**2.6500e-003**	**0.3353**	**0.3380**	**2.9000e-004**	**0.3085**	**0.3088**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0152	0.2038	5.7000e-004	0.0559	4.3000e-004	0.0563	0.0148	3.9000e-004	0.0152		57.1918	57.1918	1.6500e-003		57.2330
Total	**0.0224**	**0.0152**	**0.2038**	**5.7000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**3.9000e-004**	**0.0152**		**57.1918**	**57.1918**	**1.6500e-003**		**57.2330**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**2.6500e-003**	**0.3353**	**0.3380**	**2.9000e-004**	**0.3085**	**0.3088**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0152	0.2038	5.7000e-004	0.0559	4.3000e-004	0.0563	0.0148	3.9000e-004	0.0152		57.1918	57.1918	1.6500e-003		57.2330
Total	**0.0224**	**0.0152**	**0.2038**	**5.7000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**3.9000e-004**	**0.0152**		**57.1918**	**57.1918**	**1.6500e-003**		**57.2330**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.3175					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**2.5597**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.3175					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**2.5597**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
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	Primary	Diverted	Pass-by
User Defined Commercial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Commercial	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Unmitigated	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.9000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.9000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMC Billboard Project

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	2.00	User Defined Unit	0.00	500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lease area for 2 signs approx. 500 square feet (150-250 square foot lease area per sign)

Construction Phase - Estimated 1 week for site work for each sign based on scope of work proposed

Grading - 500 sqaure feet of lease area modified for sign

Vehicle Trips - Default value used... no workers on site except for routine maintanence

Energy Use -

Water And Wastewater - No water usage for sign

Solid Waste - No waste generated by project operation

Off-road Equipment - No demolition for sign construction

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	2.00
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	NumDays	0.00	4.00
tblConstructionPhase	PhaseEndDate	6/30/2020	7/2/2020
tblConstructionPhase	PhaseEndDate	6/30/2020	7/6/2020
tblConstructionPhase	PhaseEndDate	6/30/2020	7/6/2020
tblGrading	AcresOfGrading	2.00	0.01
tblLandUse	LandUseSquareFeet	0.00	500.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1314	18.9835	13.4978	0.0246	0.0585	0.9691	1.0276	0.0151	0.9004	0.9155	0.0000	2,381.5559	2,381.5559	0.6852	0.0000	2,398.6859
Maximum	**4.1314**	**18.9835**	**13.4978**	**0.0246**	**0.0585**	**0.9691**	**1.0276**	**0.0151**	**0.9004**	**0.9155**	**0.0000**	**2,381.5559**	**2,381.5559**	**0.6852**	**0.0000**	**2,398.6859**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1314	18.9835	13.4978	0.0246	0.0585	0.9691	1.0276	0.0151	0.9004	0.9155	0.0000	2,381.5559	2,381.5559	0.6852	0.0000	2,398.6859
Maximum	**4.1314**	**18.9835**	**13.4978**	**0.0246**	**0.0585**	**0.9691**	**1.0276**	**0.0151**	**0.9004**	**0.9155**	**0.0000**	**2,381.5559**	**2,381.5559**	**0.6852**	**0.0000**	**2,398.6859**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.0000**	**4.7000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**0.0000**	**4.7000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2020	6/30/2020	5	0	
2	Site Preparation	Site Preparation	7/1/2020	7/6/2020	5	4	
3	Grading	Grading	7/1/2020	6/30/2020	5	0	
4	Building Construction	Building Construction	7/1/2020	7/6/2020	5	4	
5	Paving	Paving	7/1/2020	6/30/2020	5	0	
6	Architectural Coating	Architectural Coating	7/1/2020	7/2/2020	5	2	

Acres of Grading (Site Preparation Phase): 0.01

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 750; Non-Residential Outdoor: 250; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**2.6500e-003**	**0.3353**	**0.3380**	**2.9000e-004**	**0.3085**	**0.3088**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0247	0.0167	0.1848	5.4000e-004	0.0559	4.3000e-004	0.0563	0.0148	3.9000e-004	0.0152		53.6426	53.6426	1.5400e-003		53.6812
Total	**0.0247**	**0.0167**	**0.1848**	**5.4000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**3.9000e-004**	**0.0152**		**53.6426**	**53.6426**	**1.5400e-003**		**53.6812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**2.6500e-003**	**0.3353**	**0.3380**	**2.9000e-004**	**0.3085**	**0.3088**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0247	0.0167	0.1848	5.4000e-004	0.0559	4.3000e-004	0.0563	0.0148	3.9000e-004	0.0152		53.6426	53.6426	1.5400e-003		53.6812
Total	**0.0247**	**0.0167**	**0.1848**	**5.4000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**3.9000e-004**	**0.0152**		**53.6426**	**53.6426**	**1.5400e-003**		**53.6812**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.3175					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**2.5597**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.3175					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**2.5597**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
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	Primary	Diverted	Pass-by
User Defined Commercial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Commercial	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Unmitigated	0.0112	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.9000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.9000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0112**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix C – GHG Summary

GHG Summary

Source	Annual GHG (MTons)
Digital Signage	21.11
Total (2 signs)	**42.21**

Southern California Edison Emission Factors: Illuminated Signage

	Intensity Factor	
	lbs/MWH	lbs/KWH
CO2	702.44	0.70244
CH4	0.029	0.000029
N2O	0.006	0.000006

Source: South Coast Air Quality Management District (SCAQMD). 2011. California Emissions Estimator Model (CalEEMod), Version 2016.3.2. Based on the California Air Resources Board (CARB) Local Government Operations Protocol (LGO) for CO2 and E-Grid values for CH4 and N2O. Appendix D, Default Data Tables. Table 1.2, Electrical Utility Emission Factors of GHGs.

Global Warming Potential

	(GWP)	SCE (lbs/KWH)
CO2	1	0.70244
CH4	25	0.00073
N2O	298	0.00183866
Total CO2e		0.70500866

Source: Intergovernmental Panel on Climate Change (IPCC). 2007. Fourth Assessment Report: Climate Change 2007.

Conversion Notes

lbs to Tons	2000
Tons to Mtons	0.9071847

Source: California Air Resources Board (CARB). 2008. Local Government Operations Protocol. Appendix F, Standard Conversion Factors

Signage Energy Use Estimates

Number of Signs	2
Average Annual Energy Use Per Sign	66,000 kWh
Energy Use Per Sign Per Day	180.82 kWh

Source: Information provided by applicant; average usage is 66 mWh for sign, converted to 66,000 kWh

GHG Emissions from Electricity Use

	lbs CO2e	Mtons
Average Annual (per sign)	46530.57	21.11